

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 17 August 2009

in the upper room of The Globe PH, 152 London Road, NG2 3BQ (between London Road and Meadows Way, on corner with Ryehill Street, just north of Trent Bridge)

AGENDA

1. Welcome, and apologies for absence

2. Minutes of the Pedals Meeting of Monday 20 July 2009 and matters arising / update

- repair and updating of the 2004 Pedals 25th birthday marquee
- review of Pedals roles: monitoring planning applications: offer of help from Richard Cooper
- bus intrusion into ASLs and proposed poster
- proposed shared path cycle scheme on Wilford Road, Ruddington
- report of meeting on 11 August with County Councillors Barrie Cooper and Gordon Wheeler (and also John Bannister and Richard Mallender) to discuss proposed lighting scheme on Riverside Path between Suspension Bridge and Wilford and upgrading of riverside path between Trent Bridge and Holme Pierrepont.

3. Finance (Alison Russell / Susan Young to report) and including:

- Pedals business cards / membership cards
- Proposal from Dave Clark to make use of the easyfundraising.org website

(15 minute break)

4. Forthcoming meetings / events etc.

(Speakers at and other arrangements for) Pedals monthly meetings

- 21 Sept, 19 October, 16 November, 21 December etc.

Other meetings / events:

- Items for Greater Nottingham Cycling Development Group, Tuesday 18 August
- Nottinghamshire Historic Churches Ride (Ride and Stride), Sat. 12 September
- Big Day Out (The Big Wheel), 11am-4pm, Saturday 26 September, Nottingham Castle
- Hinterland Project Big Track etc. arts events
- Pedal it Pink event, Holme Pierrepont, 25 October.

5. Pedals 30th birthday events in 2009

- **Cyclenation/ CTC national campaigners' conference** to be hosted by Pedals and Notts CTC on 14 November 2009 -
- Priority tasks and Pedals
- Update on volunteers including IT liaison, and local media liaison roles
- Report of my meeting of 10 August at the venue (Byron House, NTU) with Alan Williams and progress in planning the programme including workshops, catering and displays.
- Possible outside equipment needs including urns and teapots and transport arrangements.
- Friday and Saturday evening social events, Sunday rides
- Arrangements for handling conference bookings and accommodation requests: proposed meeting.
- emergency and back-up arrangements, etc.
- ideas for raising further sponsorship, including sponsorship in kind
- Seminar for local authorities on Local Transport Plans and cycling at The Broadway Cinema on Friday 13 November: update on programme and speakers.

6. Nottingham Sustainable Travel City Project funding bid to Department for Transport

7. Cycle facility and traffic management matters:

- **Major matters:-**
- Meadows Area regeneration plans: messages from Cathy Melia and Chris Dixon
- NET expansion plans: possible bike carriage and cycle parking at tram stops
- NCHA Bike Store proposal: exchange of messages with Matt Price, City Council
- Nottingham University cycle networks and links: exchange of messages with Keith Morgan, City Council
- Quality of surface (tree root damage) on cycle path through Park and Ride site by Clifton Bridge.
- Need for cycle parking at the NHS Direct Walk-In Centre, Island site, off London Road
- Cycle parking in Beeston: message from Angela Gilberts and my response
- New Experience Nottinghamshire cycle route maps for the Sherwood Forest area.
- Erewash Valley Trail proposals: message from Steve Fisher, Broxtowe Borough Council
- **Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):**

- Nottm City Council (Tring Vale area) (Prohibition of Waiting) Experimental Order 2009 (TME6793) (comments wanted by 4 September)
- Rushcliffe Borough Council: Public Path Diversion Order: Proposed Ratcliffe on Soar Footpath no. 1 diversions near East Midlands Parkway Station: Notice of Confirmation (order made on 9 June)

8. Autumn newsletter

- timing
- contents and request for items

9. Miscellaneous items

- Report of Cycling for Health Project Steering Committee meeting on 30 July.
- Pedal Cycle Safety Campaign proposal.
- Broxtowe Partnership Climate Change Declaration: request for pledge of support.
- My holiday absence in Ireland from 29 August to 13 September

10. Any other business

BACKGROUND NOTES (including extracts from some relevant emails)

* means feedback especially wanted please

** means help please!

1. Welcome and apologies for absence

1. Apologies for absence from

Mara Ozolins, Alison Russell, Andrew Martin John Wilson,

2. Minutes of the Pedals Meeting Held 20th July 2009 at The Globe PH

Present: Hugh McClintock, Peter Osborne, David Miller, Andrew Martin, Malcolm Kennerley, Susan Young, Arthur Williams, David Clark, Martin Quarton, Terry Scott, Roger Codling, Liz Kirk, Peter Briggs, Mike Aston

Apologies for Absence: Andrew Househam, Chris Gardner, John Wilson, Mara Ozolins, Alison Russell.

Pedals Roadshows (including History of Pedals Slideshow).

This slideshow has been presented in Beeston and there is now a demand for a showing in Sherwood, with a similar meeting format, i.e. devoting the second half of the meeting to questions and discussion. HMCC to liaise with Karen Fry and Richard Cooper about a date for this.

Karen had already indicated that she thought that a date in January rather than this autumn would be best.

Finance.

Lush Cosmetics are offering finance to cycling groups for funding projects such as communications and web sites.

There has been no further evidence of fraud with our old bank account (Lloyds TSB). Sue is handing over more responsibilities to Alison.

Autumn National Cycle Campaigners Conference.

Much of the evening was taken up with discussion of the conference that Pedals is hosting on Saturday 14 November.

Andrew has received two quotes from five **catering** firms ranging from £3.50 to £9.50 If Pedals can supply tea and coffee, these costs can be reduced further. A tea urn can be obtained from Veggies. Mm Deli in Sherwood may be the best option. They will need to supply the 30th birthday cake. Agreed to accept this quote but that Andrew should negotiate their supplying the special cake rather than "a selection of nice cakes". We could then still get Lynne Gardner to do the icing, as she had kindly offered.

Volunteers: We still need volunteers for the roles of IT Specialist and Local Media Liaison. We must keep sounding people out and searching, Hugh said!

Agreed that, if we have enough volunteers on the day, it would be good to include the **History of Pedals slide show, on a loop**, to be shown during the lunch hour. Dave Clark offered to help organise this, in cooperation with the IT specialist we still need to recruit.

The conference fee has been set at £20 and both Andre Curtis (Cyclenation) and Sam Walton (CTC) thought it very important to keep to no more than this. We need to find contacts to ask for **more sponsorship**. Hugh has emailed a lot of people without success, although Gary S-W (now away on holiday) had hinted at possible interest from one local firm.

Meanwhile he would contact other possible sources, e.g. Paul Smith, and British Waterways, and also soon chase up by phone some of those who had not responded to his emails.

Speaker expenses, equipment (laptops, projectors etc) name badges have still to be sorted **before the budget can be finalised**. It was important that people identify possible sources of extra equipment (such as data projectors), and preferable free or low cost ones, should we need them. Sam Walton had said that it would be possible to bring a projector from CTC HQ in Guildford.

Arthur is co-coordinating **displays**. Agreed that he could exercise some flexibility and discretion in fixing rates for these (from commercial organisations) and also that we would levy a charge of £10 a head for lunch and refreshments for all those bringing displays, unless they had their own sandwiches with them.

Sue is organising a **welcome get-together / pub grub meal on the Friday** (Lincolnshire Poacher on Mansfield Road agreed to be suitable).

A meal needs to be arranged for Saturday night for those staying on after the conference, and the Italian restaurant, Ask, on Chapel Row was agreed to be suitable.

Sunday rides: On the Sunday (15 Nov) there will be a Pedals led ride (2 hours) on the Big Track and a CTC led ride starting at the Council House at 10am, taking about 3 hours, and with both rides finishing at the Station. Exact timing dependent on numbers, weather and how soon people had to catch trains or had time to stop for refreshments.

Andrew Martin suggested that **East Midlands Trains** will be contacted shortly before the conference for weekend engineering details that may affect travelling.

Web site conference booking will begin from the end of August, by which time the conference flyer (designed by The Big Wheel) and the venue map (being produced for us by the City Council) should be finalised. Andre Curtis of Cyclenation was contact John Franklin to advise about the template used before for conference bookings, which he had designed, and Hugh would suggest that John should directly contact Larry Neylon about putting this on the Pedals website (with payments by Paypal).

Pedal Express will be contacted to help with **moving gear**. A loading bay must be made available. HMCC to check with when he meet Bekki Ebbs (now away on holiday) at NTU to check on several detailed points discussed at the recent Teleconferences involving him, Andrew Curtis (Cyclenation) and Sam Walton (CTC).

Other matters:

Newsletter.

There will be one more letter in the current format (due a few weeks before the conference). Then next year a decision has to be made on the future format (print or electronic) of the newsletter, taking account of the clear evidence that not all members who are on email necessarily prefer to received newsletters as pdfs rather than in printed form.

Cycle Parking.

Keith Morgan of the City Council has EMDA funding for cycle parking at selected bus stops. It was felt that the money could be better spent given the problems with bike theft etc.

Wilford Road / Clifton Road, Ruddington proposed cycle scheme.

The scheme for a shared cycle path on the approach to Ruddington was considered to be of dubious merit. Instead it was proposed that better road surfacing would be of more benefit to more cyclists.

The Meadows regeneration proposals.

There is much redevelopment occurring here which may adversely affect cyclists and pedestrians. Only Meadows people are being consulted, although non Meadows residents will also be affected. Hugh to write to the City Council underlining the importance of the through routes in The Meadows for cyclists from outside the area and also the danger of the new proposals increasing the risk of drivers using newly reopened roads in the area as cut-throughs.

Pedals Business Cards.

These will be used in preference to membership forms (they are cheaper to print). Sue offered cards on quality coloured card at 6 pence each. Dave Clark offered to print them for free (black and white).

From the GNTP Cycle Forum on 17 Jun.

A campaign is needed to make motorists more aware of cyclists. The City Council and Big Wheel are working on this.

Linked to this is the need to make **bus drivers** (as well as drivers in general) aware of the purpose of **Advance Stop Lines for cyclists** and the need to respect these. Steve Brewer of the City Council had produced a draft design of a poster for this which he had recently circulated for comments. Hugh had been in touch with both NCT (Nicola Tidy) and Trent Barton (Keith Wright) about particular incidents of bus abuse of ASLs. It was important, he added, to give full details when reporting these.

Pedals Posters.

Dave Clark circulated a range of posters designed to promote Pedals. These would be discussed later along with other suggestions including that from Arthur Williams. More suggested designs are welcome please.

Pedals Marquee.

Dave Clark and Dave Miller are working on repairs to the marquee.

QMC cycle path.

Hillside (Sustrans route 6) cycle path by the hospital has been reopened. The car park is demolished, but the barriers and signs at the end of the path are still up.

Wilford Suspension Bridge repair work.

It was understood that repair work was somewhat ahead of schedule and that there was some possibility (to be confirmed in August by Severn Trent Water plc) of the work being completed earlier than the end of August, as they had hitherto stated.

Future Pedals monthly meetings:

Monday 17 August: Agreed that it was important to have a normal meeting this August because of planning the autumn campaigners' conference. Hugh to send out agenda in advance as normal.

Kevin Fleming, the newly appointed FHA Bike Club recycling coordinator to be invited to introduce himself in a 15-minute slot at the Pedals meeting on **Monday 21 September**.

Confirmation still awaited from Nicola Jones of Sustrans that she could come on **Monday 19 October**.

Monday 16 November meeting to be devoted to evaluation of the campaigners' conference on the preceding Saturday. Agreed now to invite Councillor Richard Jackson, the new County Council Portfolio Holder for Transport and Highways, to our **meeting next February**.

Discussion on Pedals tasks (key and optional) and future distribution of roles (from next AGM in March 2010)

Hugh discussed the purpose and value of the various committees and meetings at which he represents Pedals, as well as other tasks he performs for Pedals.

Hugh reported that Richard Cooper had volunteered to **help Pedals monitor planning applications** since he does that as part of his day to day work. Hugh mentioned that almost 2 years ago we had agreed the need to do this on a more systematic basis but in fact were still doing it only ad hoc on planning applications that came to our notice and so were probably missing many where a cycling input was important.

Proposal for a Pedals Committee.

Named officers should be authorised at each AGM to make decisions on behalf of Pedals, e.g. up to 12 committee members of whom any 3 could make decisions.

Key / core tasks for Pedals and its officers need to be established and the constitution amended and ratified at the annual AGM. SY suggested that we then have a dedicated area on the website for Committee members only to access.

Agreed also that the next newsletter should include a feature on the changes in Pedals role and structure, and also make clear particular areas of Greater Nottingham where we needed more help in getting feedback from members based on their detailed local knowledge. These included Arnold, Ruddington, Bulwell, Stapleford, for example.

Andrew Martin said it would also be helpful to get members to let us know if they were already involved in wider transport and environmental networks (such as Emtar and CANN) where they could take on the role of representing Pedals.

It was also agreed next April to set up a Social Evening for Pedals members to introduce the wider range of officeholders / role performers that we were aiming to have in place after the AGM in March.

It was also agreed to continue to give further thought, between now and the AGM, to the summary chart which Hugh had produced for the discussion at this meeting.

Update:

Pedals marquee repair: message of 8 Aug from Dave Clark:

"It looks like Dave Miller and I have resolved the marquee problem and in future I will as Dave suggested take a small spray bottle with water to sort any problems that may occur in the future. so it will be ready for the Big Day Out event on 26th Sept."

PS. I have reminded Dave about Susan's suggestion that we cover up the references on the marquee to our 25th birthday and alter them to '30th birthday'.

Review of Pedals Roles:

I forgot to mention last month that Richard Cooper has kindly volunteered to help keep an eye on relevant planning applications.

Bus intrusion into ASLs: message of 16 July from Nicola Tidy, Nottingham City Transport

"Hi Hugh

Thanks for your e mail, our driving school have confirmed:

This is part of the norm in driver training as it would be classed as a fail on test (under obstruction & observation)

For reference:

Code 178m of the Highway Code

Advanced stop lines. Some signal-controlled junctions have advanced stop lines to allow cycles to be positioned ahead of other traffic. Motorists, including motorcyclists, **MUST** stop at the first white line reached if the lights are amber or red and should avoid blocking the way or encroaching on the marked area at other times, e.g. if the junction ahead is blocked. If your vehicle has proceeded over the first white line at the time that the signal goes red, you **MUST** stop at the second white line, even if your vehicle is in the marked area. Allow cyclists time and space to move off when the green signal shows.

[Laws RTA 1988 sect 36 & TSRGD regs 10, 36(1) & 43(2)]

See enclosure

We will issue a staff notice reminding drivers about this matter and will use the poster when available to promote this message

I hope you notice an improvement

Regards

Nicola Tidy

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]

Sent: 10 July 2009 21:58

To: Nicola Tidy

Cc: Gary Smerdon-White; Chris Carter; Andy Gibbons; Keith Morgan; Steve Brewer

Subject: preventing bus encroachment into Advance Cycle Stop Lines ("cycle boxes")

Nicola

I meant to have a word with you after yesterday's meeting of the GNLRT Advisory Committee to discuss Pedals' concerns about incidents of bus encroachment into Advance Cycle Stop Lines. Avoiding this abuse is just as important for cyclists as I am sure avoiding abuse by other drivers of bus lanes is for bus operators and there has been pressure recently for Pedals to step up action to avoid this.

After raising the general issue for some years to little apparent effect we thought it now important to record details of such incidents and report them, as suggested to me recently by Keith Wright of Trent Barton. However the problem also applies to some NCT buses and, for example, I noticed on my way home from yesterday's meeting just such an incident involving one of your South Notts Buses on the No 1 service to Loughborough intruding into the southbound side ASL at the junction of Friar Lane and Maid Marian Way at 17.40 (registration number S459 ATV: I think though I might have got the last two letters wrong as the bus was going rather fast after I pulled in to write the number down!).

The problem of abuse of ASLs is certainly not confined to buses, we agree, and we are encouraging the City Council and Police to take action to reduce such instances generally. However, it does also seem to us that it should be that much easier to prevent such abuse by drivers of buses and taxis so we would very much welcome your cooperation please in making NCT drivers aware of the purpose of ASLs and the need to respect them. I should also mention that the City Council are helping by designing a poster to spread awareness of the issue and you might like to liaise directly with Steve Brewer (to whom I am copying this message) who is now working on this and who recently sent me a draft for comment.

We would be very grateful please for your help in addressing this issue,

best wishes

Hugh McClintock

(Chairman, Pedals)

....and comments from Alison Russell (11 July):

"At 21:58, on Friday 10/07/2009, Hugh McClintock (Dell) wrote:

>Nicola

> However the problem also applies to some NCT buses and, for

> example, I noticed on my way home from yesterday's meeting just

> such an incident involving one of your South Notts Buses on the No

> 1 service to Loughborough intruding into the southbound side ASL at

> the junction of Friar Lane and Maid Marian Way at 17.40
> (registration number S459 ATV: I think though I might have got the
> last two letters wrong as the bus was going rather fast after I
> pulled in to write the number down!).

Hugh,

Each NCT bus is labelled with a 3-digit fleet number which identifies the individual vehicle, as well as displaying the route number on the destination board. It will be much easier to get the fleet number than trying to note down the full registration plate.

I think (but you might want to double-check) that if you have the fleet number, plus date and time of day, then that will be enough identify the individual driver, and the route number of the bus and the location will act as further confirmation.

The fleet number is painted on the body of the bus in a black font, usually on a white background, in several places inside and outside the bus; from memory, it's on the back of the bus, and close to the door on the side, and it may be on the other sides too. If you're on a bus as a passenger, the number is also shown inside just above the windscreen at the front of the bus.

I don't have any formal connection to NCT, but was told that by one of their customer service people a couple of years ago.

Very good point to draw the parallel between buses abusing ASLs and other motorists abusing bus lanes. I've seen buses encroaching into ASLs a lot, as a passenger when I'm on the buses, as well as when cycling. And if a bus stops in an ASL in one lane, it often seems to encourage motorists in the other lane(s) at the junction to stop just as far forward as the bus next to them, which then makes it difficult especially if turning right as a cyclist.

Alison

Proposed cycle/footpath scheme on Wilford Rd and Clifton Rd (Ruddington) – my exchange of messages with Paul Hillier, Notts CC (20-21 July)

----- Original Message -----

From: [Paul Hillier](#)

To: [Hugh McClintock \(Dell\)](#)

Sent: Monday, July 13, 2009 3:19 PM

Subject: Re: Proposed cycle/footpath scheme on Wilford Rd and Clifton Rd (Ruddington)

Hugh,

I've read your comments about the proposed cycle route in Ruddington with concern. I appreciate that the scheme is far from perfect and that there are certainly issues around access to and from it at the Clifton Road/Wilford Road junction but you seem to be inferring that you don't see any merit in the scheme at all.

That's quite something for such an expensive scheme. My choice is simple: carry on regardless or abandon it. The latter would be quite a decision to make at this point.

Any observations?

Paul Hillier
Local Transport Plan Officer (Greater Nottingham)
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054

...My message of 21 July to Paul Hillier:

"Paul

When I raised this matter at the Pedals meeting last night, and our exchange of messages about the likely limited value of this scheme, which people tended to agree with (although not all having detailed local knowledge of it and the area) the only further comment was that the best way to improve cycling conditions in that area would be to spend money on improving the present very unsatisfactory carriageway surface!

Hugh

...Paul's response of 21 July:

"Thanks Hugh.

Resurfacing will be carried out as part of the scheme, I understand, so your colleagues should be happy with that at least!

Regards, Paul Hillier

report of meeting on 11 August with County Councillors Barrie Cooper and Gordon Wheeler (and also John Banister and Richard Mallender) to discuss proposed lighting scheme on Riverside Path between Suspension Bridge and Wilford and upgrading of riverside path between Trent Bridge and Holme Pierrepont.

I will give an update on this at our meeting.

.....upgrading the River Trent path between West Bridgford and Holme Pierrepont: possible GNTP (Big Track) and Sustrans interest: my message of 12 August to Gary Smerdon White (Greater Nottingham Transport Partnership / the Big Wheel) and Nicola Jones (Sustrans East Midlands):

"Dear Gary and Nicola

Yesterday evening John Bannister, Richard Mallender and I had a very useful site meeting with local County Councillor Barrie Cooper and Gordon Wheeler in which we walked along most of the south bank riverside path from Wilford through to the NWSC at Holme Pierrepont, to help appreciate the need for a series of improvements including better lighting on the improved path between the Wilford / Gresham Park and the Suspension Bridge, and a lot of surface, width and signing improvements between Trent Bridge and the NWSC.

It was very evident, particularly on such a fine summer evening, that this path is very well-used by a range of users, including many joggers as well as cyclists and walkers and also that the constrained width of many sections of the path (especially between Ladybay and the NWSC), mainly the result of poor maintenance since the surface was first improved in the early 1990s, means that conflicts between users are more likely since there is often inadequate room to pass safely, especially in the case of path users with buggies or wheelchairs.

As the weather had been relatively dry for a couple of days, the usual puddles that linger on the route after heavy rain (and especially in winter but also many days during wet summers) were not evident but it was still clear that the surface is often very uneven and rutted, with poor drainage, and therefore that it can soon become very unattractive to users, whether cyclists or walkers or runners.

A further defect is that signing of the whole riverside route is very poor, particularly on the stretch between Ladybay (The Hook) and the NWSC and this means that users are often not clear whether or not and just where the route continues (especially by the Nottingham Sailing Club and within the NWSC). Some direction signs were provided in the early 1990s but most of these have been removed or defaced. This must, we are sure, deter many people from using the path which implies that, if the signing were much better and users confident about where to go, and if also the surface were improved, the path would be even more popular and well-used.

In discussing the need for upgrading to make the whole route safer and more attractive for different users the question arose as to possible sources of funding and I mentioned both the fact that Sustrans had long term plans for including this section in National Cycle Network Route 15 plans across the county, and also that it seemed to me that a strong case could be made for including this route as a further phase of the very successful and popular Greater Nottingham Transport Partnership-promoted Big Track route, with perhaps the possibility of securing Emda funding as for other recent Big Track facility improvements. Upgrading of this path would of course tie in nicely with the proposed changes at the NWSC following the recent full take-over of ownership by the County Council and also help to manage possible congestions in connection with major events at the NWSC.

I therefore offered to make contact with you both about the possible GNTP and Sustrans interest and to discuss with you how best to take this forward, in coordination with the County Council and Rushcliffe Borough Council. Perhaps a useful next step would be to discuss this new interest at the meeting of the Greater Nottingham Cycling Development Group next Tuesday (18 August).

best wishes, Hugh

....PS. Comments of 12 August from Gary Smerdon-White, GNTP:

"Hi

By co-incidence I did part of the route yesterday and it is busy. The principle of further extensions to the Big Track get my personal and probably GNTP's support.

However I'm told there is no further emda funding available this year and next year it is expected to be distributed via the City and County in some yet to be agreed way.

So the key for this will be County Council leadership and support by giving the project priority, project managing it and recommending funding.

I think it is valid to discuss it at CDG especially if we have a County rep present. I think it fits into a bunch of things including NCN6 discussions and role of the Big Track as part of NCN

One other point is that I am wary that the right bank path eventually links into NET2 so we do need to consider that implication.

Gary

....and comments from Sarah Hill, Greater Nottm Partnership to Gary S-W, GMTP:

"Hi Gary

Thanks for copying me on this. You'll know that emda are increasingly less keen on supporting Multi User Routes at the moment as their focus is very much on efforts to alleviate the effects of the recession on businesses.

However, if the County does pursue their proposed bid for emda funding for the improvements at Holme Pierrepont (which emda are open to receive) then a possible way forward would be to incorporate this proposal within the wider project in terms of providing sustainable access to Holme Pierrepont. As you say, however, the mechanism for distribution of funds in future years is still unclear.

Sarah

DD: (0115) 9437164"

3. Finance

(Alison Russell / Susan Young to report)

Including Pedals business card copying and

Proposal from Dave Clark to make use of the easyfundraising.org website

(15 minute break)

4. Forthcoming meetings / events etc.

(Speakers at and other arrangements for) Pedals monthly meetings

- 21 Sept, 19 October, 16 November, 21 December etc.

21 September:

General catching up after the summer break

Kevin Fleming, FHA Bike Club bike recycling coordinator has confirmed that he can come and I have said that we will give him a 15 minute slot for an introduction (more if time permits). He said he would anyway like to come and sit in on the rest of the meeting, to learn more about what we do!

Pedals meeting on Monday 19 October: my exchange of messages with Nicola Jones, Sustrans East Midlands:

"Nicola

Thanks for your response and suggestion for inviting the new Project Manager which I can see would make sense.

The trouble about the November meeting slot however is that it follows directly after the campaigners' conference which Pedals is hosting the previous weekend and people want to devote the second part of our meeting to discussing how that went. I will give it some further thought however and we might be able to juggle things we are considering for the October and February meetings, including an invitation to the new County Council Portfolio holder for Transport and Highways (a car salesman by background!) to see if he has any real interest in promoting cycling!

best wishes, Hugh

----- Original Message -----

From: [Nicola Jones](#)

To: [Hugh McClintock \(Dell\)](#)

Sent: Friday, July 24, 2009 5:44 PM

Subject: RE: possible slot for you at Pedals meeting on Monday 19 October

Hi Hugh,

If the funding for the universities project is confirmed, it may be more appropriate for the new Project Manager to give a presentation. Interviews are in early August, as you've probably seen.

If you're happy with this, I suggest that a Sustrans slot for your November meeting would be the best bet.

What do you think?

Nicola

Invitation to County Councillor Richard Jackson, the new Cabinet Member for Transport and Highways, to come to our 19 October meeting

In the light of this response from Nicola I wrote to invite County Councillor Richard Jackson, the new Cabinet Member for Transport and Highways, to come to our 19 October meeting, but he has so far not responded, perhaps not surprisingly in view of my previous failure to get any responses from him or his leader, Councillor Kay Cutts, since the County Council elections in May.

This does not augur well, and indeed confirms my strong suspicions of their utter lack of serious interest in (urban daily) cycling! Our only hope may be now to get things done for cyclists on the back of other projects, including their professed intention to improve the maintenance of roads and (foot)paths.

Other events:

items for next Cycling Development Group meeting on Tuesday 18 August (my email of 11 August to Gary Smerdon-White):

"While I think of it a few things to suggest for the agenda for the next CDG meeting next Tuesday at 2.30 p.m. please:-

- Big Track and other local route numbering (links to Sustrans National Cycle Network routes)
- coordination and improvement of cycle route direction signing with particular reference to The Big Track route, other riverside paths (e.g. on the south bank of the Trent), other routes across the City/County boundary, e.g. between West Bridgford, Gresham Park and Wilford approaches to and from the (reopened) Wilford Suspension Bridge and the new Trent Lock / Trent Bridge / London Road canal path cycle link
- NET expansion plans and cyclists:
possible cycle carriage
cycle parking at tram stops, including lockers at termini
- Meadows area regeneration plans and cycle routes
- area boundaries for use in preparing Pedals wish lists for Nottingham
- Ring Road major project
- A52 Bramcote Island - QMC Island scheme (update)
- cycle maps for Nottingham (update) including coordination with County Council maps
- update on plans for CTC-Cyclenation campaigners conference in Nottingham on Saturday 14 November, and associated seminar for local authorities on LTPs and cycling at The Broadway on Friday 13 November.
Hugh

Hinterland Project (Big Track / cycling) artistic events (summary of email circulated on 4 August): Hinterland site-specific arts projects along the River Trent, including the Big Track route:

I forwarded on 4 August an email with some information about these art projects, including Cycle-Powered Cinema, Field Kitchen on foot or by bike

More information at: www.hinterlandprojects.com

Hinterland

Forthcoming Events & Site Specific Commissions:

Hinterland Launch Event: Cycle Powered Cinema An outdoor cycle-powered-cinema with Annexinema & The Magnificent Revolution.

Artists Include: John Cage, Margaret Tait, Fernando Sanchez, John Smith, Mischa Leinkauf & Matthias Wermke, Chris Marker, John Chapman & Frank Simeone, Ben Rivers, George Barber, Emily Richardson, Matt Hulse & Joost Van Veen plus live music from Zelig.

This event will also see the launch of the 1st Hinterland publication & a commissioned canvas bag by Mark Harasimowicz.

Location: Underneath Clifton Bridge, 8pm, Friday 21 August

Field Kitchen: On foot or by bike, experience the techniques of a forager and prepare a meal from Nottingham's trees and hedgerows.

Preceding the Hinterland Launch Event the artist Rebecca Beinart will be giving a talk about Field Kitchen underneath Clifton Bridge at 6pm.

Location: River Trent & Canals, Friday 21, Saturday 22, Sunday 23 August 11am - 2pm

Booking Essential: [Book here](#), or call 07914 504660

www.hinterlandprojects.com

Nottinghamshire

More information from Mike Elliott, Organiser, on (0115) 937 6506 or at <http://www.rideandstrideuk.org/>

Big Day Out (The Big Wheel free arts and environment / transport festival), Sat 26 September (11-4 p.m.), Nottingham Castle

Who can help with our stall please? **

This is one of our most important publicity opportunities in the year and a very good chance to show support for the work of The Big Wheel who are helping us in various ways now, particularly with preparation of the campaigners' conference.

Dave Clark has already offered to set it up and I should be around to help for a couple of hours at least.

Pedal it Pink (to raise funds for fighting breast cancer), 25 October, Holme Pierrepont,
More information from www.breastcancercampaign.org or call 020 7749 3700.

5. Pedals 30th birthday events in 2009: Cyclenation/ CTC national campaigners' conference to be hosted by Pedals and Notts CTC on 14 November 2009

I will give an update on plans for this, including the **special seminar for local authorities** which we are helping CTC and Cyclenation to arrange in Nottingham on the day before, **Friday 13 November**.

We had hoped with the cooperation of the City Council to get a room in the Council House for this but it is booked so we have now booked to use Screen 2 at the Broadway Cinema from 9.30-16.00. Most of the costs of this event are likely to be subsidised by Cycling England, with participants having to pay only for lunch and their travel costs.

Several speakers have now been invited including the Minister of State for Local Transport, Sadiq Khan, MP.

So far we have not managed to attract any **further sponsorship** for the Saturday campaigners' conference, which we very much need, especially if we are to provide people with more than a basic lunch! Any ideas please?

We are still on course to have all the **conference information, including booking forms**, live on the website from the end of August.

Susan has now made bookings for the two **Social events**, the get-together (with food) in the **Lincolnshire Poacher on Mansfield Road on the Friday evening**, and **the meal at Ask (Italian restaurant) on the Saturday evening**.

Details of the two rides on the Sunday morning also now agreed.

I am very pleased to report that Chris Gardner has offered to be our **IT specialist** but we **still need a volunteer to liaise with the local media** (and The Big Wheel and CTC Media Officer via Sam Walton).**

We also need to think of **back-up volunteers for each key task** in case of absences due to the resurgence of swine flu or other emergencies.*

I had a very useful **meeting on 10 August with Alan Williams at Byron House (NTU)** who has now taken over responsibility for event bookings from Bekki Ebbs, and we discussed a number of specific further information queries raised in our weekly organisers' teleconferences, e.g. on facilities available and possible use of different spaces, etc.

Susan Young and I will soon be meeting (before I go away on holiday to Ireland from 29 August to 13 September) to discuss the **detailed arrangements for handling bookings** for the Friday and Saturday events.

....PS. Conference publicity and volunteers: my exchange of emails with Susan on 6 Aug:

"Susan

Thanks for doing this and for the idea of getting this well publicised in Cyclonda which indeed would be very helpful. You might like to speak to Cathy about it but meanwhile I am copying this reply to her and to Terry. I will also of course be plugging all of this in the next Pedals newsletter, likely to go to press at about the end of September (date not yet fixed).

Glad to hear that Jonathan and Jane are interested in helping. I will start to keep a note of such offers.

I suggest that we discuss at our 21 September meeting just when to have the briefing for volunteers.
Hugh

----- Original Message -----

From: [Susan Young](#)

To: [Hugh McClintock \(Dell\)](#)

Sent: Thursday, August 06, 2009 10:31 PM

Subject: Conference

Hugh

I've confirmed with the Lincolnshire Poacher re the Friday evening. Although there will be no food from the menu after 8.30, they still do cobs, pitta & hummus, pork pie, olives.

We need to advertise this in the next Cyclonda as talking with Jonathan, some CTC members are likely to be interested.

I have had a phone call from Jonathan Challis, a member of Nottm CTC. He and a friend Jane have offered to help with the conference on the Saturday and have offered a camp bed and floor space should they be required. They live in Bulwell, close to the tram. They will come to any briefing we have unless on a Wednesday evening. I said we would be in touch in a month or so after the holiday season.
Susan

6. Nottingham Sustainable Travel City Project funding bid to Department for Transport

On 3 August I circulated an email from Jennie Maybury of the City Council with a summary of the Nottingham City Council bid, submitted on 17 July, in response to the Department for Transport's Sustainable Travel City Project, for which they and 7 other major cities had been invited to make responses.

This project, on which a decision will be made in September, I understand, is to follow up the earlier Sustainable travel towns projects in places like Worcester, Darlington and Peterborough a few years ago, and which like them should help to boost cycling. It contains proposals, if the bid succeeds, to provide extra funding for Ridewise, Bike recycling and other measures to promote 'Active travel'.

7. Cycle facility and traffic management matters:

The Meadows regeneration plans: message of 13 July from Cathy Melia (as briefly discussed at July Pedals meeting, though this came too late to be mentioned in the agenda circulated a few days earlier)

"Hugh/Andrew,

I'm not sure if you are aware of the Nottm City Council's plans for the Meadows ("Meadows Regeneration")? The plans have, apparently, been worked upon since late 2007 (!), although I have only found out about them much more recently. The City Council are planning to redevelop parts of the Meadows (in particular, the council estates (which are now only about half council tenants, the rest have been bought and are privately owned).

As well as possible demolition of houses, 'remodelling' of houses (e.g. turning them around to face roads (!), rather than the courtyard layout in many areas at present), they are contemplating putting back in some of the main roads closed to motor vehicles when the area was redeveloped in the 70's. One plan is to reopen Arkwright Walk to "Local traffic and buses". They are more vague about other roads that may be put through the area. These plans will obviously affect cycle routes through the Meadows. I have filled in questionnaire (as has Graham) and said (amongst other things - we are not happy about having our house 'turned round' against our will, either!) about making sure that cyclists, pedestrians and mobility scooters users (they are quite a few in the area) are catered for, and to contact Pedals if doing anything that involves cycle routes. As there has been no mention in the Pedals minutes/agenda, I wonder if the City Council have been in contact?

The lady hosting one of the 'consultation events' that I attended said that these new roads in the Meadows would only be for 'local' traffic, but she couldn't say how this would be enforced, apart from 'putting up some signs'. I can't believe that some motorists would take notice of a sign and not use these roads as rat-runs. She also said that these new roads cutting across the Meadows would be 'handy' for people, including herself, e.g. when needing to drive from her house on the east side of the Meadows to do her shopping in Sainsbury's Castle Marina. The minutes saved her in her car driving seemed to be more important to her than the downside of introducing traffic (and pollution) to people who will have the misfortune to live by the side (or in the path of!) these proposed roads. Cyclists, apparently, will be considered, but no details were given.

Apologies, if this is short notice for the next Pedals mtg (and I see from Hugh's e-mail that he will be away this week), but I want to flag this in case Pedals do not know about these plans.
Thanks, Cathy Melia

....and my message of 21 July forwarding this to Chris Carter, City Council:

"Chris

You will remember that several weeks ago I asked you the latest position about the radical changes to the road system in The Meadows proposed as part of The Meadows regeneration scheme and you said that at that time you did not have much information on the details of the proposals. However, I have now seen the article about the proposals in Saturday's NEP and also received the message below from Cathy Melia (who lives in The Meadows) and which we discussed at the Pedals monthly meeting yesterday evening.

The meeting agreed that we need more detailed information on the implications for cyclists of the proposals particularly with reference to our two main concerns:-

- a) the possible threat of increased motor traffic taking short-cuts through The Meadows on what are now relatively quiet roads for cyclists and
- b) the importance of maintaining through routes for cyclists in The Meadows for people from outside the area, e.g. West Bridgford and Wilford. The Arkwright Walk and Queen's Walk routes are of course of particular importance as through routes, as well as Victoria Embankment and Bathley Street and Bunbury Street (for east-west-east movements), and the various other feeder links to and from the Suspension Bridge including the path along the east side of the recreation ground (and west of the Memorial Gardens) south of Wilford Crescent East.

We think it would be helpful not only to have an opportunity to see more detailed plans for the area but also please to arrange a meeting to discuss these matters in more detail.
Hugh

....and his response of 22 July:

"Hugh

In brief: PFI has been announced - £200m to invest in housing development in the Meadows including transformation of layout.

Environment Agency funding for flood defences to be taken forward in parallel.

Neighbourhood Plan was produced in June and can be accessed via our website setting out the principles.

Ongoing community consultation on PFI business over the next 18 months which I am sure you will be welcome to participate in which will start developing the detail.

Our Neighbourhood Regeneration Section will be leading on this.

Happy to discuss further after I return from leave (after 3rd Aug)

Chris,

Chris Carter | Transport Strategy Manager

....Meadows area regenerations plans implications for cyclists: my exchange of messages with Chris Dixon (24 July)

Chris

Thanks for your comments which we will take into account when we have a chance to discuss the detailed plans.

best wishes

Hugh

----- Original Message -----

From: [Chris Dixon](#)

To: [Hugh McClintock \(Dell\)](#)

Sent: Friday, July 24, 2009 3:55 PM

Subject: Re: Minutes of the 20 July Pedals meeting

Hugh,

The comments on the Meadows are interesting and I hold an opposing view. I currently wouldn't cycle through the Meadows precisely because there are no through routes for other vehicles. Busy thoroughfares are potentially safer for pedestrians and cyclists in that they have plenty of passive observation and generally have low traffic speeds.

The current Meadows Way has the worst of all worlds - speeding boy racers, speeding bus drivers and youths congregating away from the gaze of a thousand eyes. Traditional street patterns have a lot to recommend them and I'd certainly prefer to cycle down a busy Arkwright Street full of shops, buses and yes, cars, than a lonely cycle path or loop road.

Chris"

....and comments on this from Cathy Melia (10 August):

"Hi Chris,

I am a member of Pedals and actually live in the Meadows - I'm not sure whether you live in the Meadows, or not?

I have to differ with your views about cycling in or through the Meadows. I have lived here nearly 25 years and have no problems cycling through. I rarely cycle great amounts on existing the 'main roads' in the area, such as Meadows Way that you mention. This is a loop road that goes AROUND the Meadows area, specifically designed to take motor vehicle traffic AROUND the edge of the Meadows, and not through the centre of the residential area. You, as a cyclist, have no need to use this to cross the Meadows! There are many good cycle routes (heavily used!) and pedestrian paths across the Meadows, North to South and East to West (shown on the Nottingham South cycle route map). However, I do think that these routes ought to be better signposted - I am sure Hugh agrees with me on this (!)

You say you would prefer to cycle along "a busy Arkwright Street" - I don't think it is realistic to think that the "Good Old Meadows" of the 50s and 60s, with its interesting little shops etc, can be recreated in the 21st Century. I think it unlikely that this could happen - i.e. lots of little shops and pubs etc. In other areas of Nottm such roads now often consist of boarded-up premises (think of Alfreton Road). Also, even in the 50s and 60s, there was carnage on these through roads in the Meadows. I know that the churches in the Meadows were burying an average of one child a week, who had been killed by motorists speeding through the residential area. There are now considerably more cars and lorries on the road, so it would be even worse. It certainly wouldn't be "potentially safer for pedestrians and cyclists". These road safety issues were one of the reasons for sending through (motor) traffic along Meadows Way etc. when the area was redeveloped in the 70s.

Please do not advocate a return to the Meadows being a "rat run" for all and sundry driving into/out of Nottingham.

Cathy Melia,

Meadows resident and cyclist."

NET expansion and possible bike carriage etc. arrangements: my message of 7 July to Cllr.: Jane Urquhart, Nottingham City Council Transport Portfolio Holder.

"Jane

Now that the decision has finally be taken to go ahead with the expansion of the NET this message from Dave Holladay, who works with the CTC nationally on Public Transport issues, reminds me to enquire whether any fresh consideration is being given in the tender specification and detailed plans for the provision of bike carriage on the new trams, at least outside peak periods and subject to a clear set of detailed conditions to reduce the likelihood of any inconvenience to other tram passengers.

This is something which, as you may know, Pedals has wanted to see on local trams ever since NET Line One was first planned. At that time there was no provision on any UK trams for the carriage of any bikes apart from folding bikes. Since then, as we are very much aware, it has become much more common on both new and older trams systems in most other European countries and, in the UK, carriage of bikes has been agreed in principle on the new Edinburgh tram system, now under construction, once the system has opened and had time to settle down.

It is also very important, as we have previously mentioned, that cycle parking issues are fully considered in relation to both extension lines, particularly at stops further out from the city centre and therefore more likely to be beyond convenient walking distance. Detailed attention to security aspects will be vital on cycle parking at tram stops and including the potential for cycle stands at tram stops to serve other nearby facilities as well, and for safe cycle access routes, with good lighting etc., also to be included in the plans.

At tram termini park and ride sites cycle lockers are essential, again with good access, good security and well-promoted in all tram publicity. These need to be in place when the new tram lines are first opened and not just retrofitted after some years, and much lobbying, as happened at Phoenix Park with NET Line One.

best wishes

Hugh

----- Original Message -----

From: "Dave Holladay" <tramsol@aol.com>
To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>
Sent: Friday, August 07, 2009 2:31 PM
Subject: NET Growth ...

> Is there any input which can go in to the tender spec WRT cycle carriage
> provision and cycle access/parking
> <http://www.railway-technology.com/news/news61041.html>

....and my exchange of emails (7 Aug) with Richard Naish re NET expansion cycle parking:

"Richard

Thanks for your comments which I will mention at the next Pedals meeting on Monday week.

Shelters may not necessarily be a better solution, and can aggravate security problems unless well-designed and well-maintained.

At most tram stops cycle stands should suffice but we also need cycle lockers at the tram termini park and rides sites, (as at Phoenix Park on NET Line One, since last year), with good cycle access and well-publicised and promoted.

I will send you a copy of my message earlier today on the NET to Councillor Jane Urquhart, City Council Transport Portfolio Holder.

Hugh

----- Original Message -----

From: richard_naish
To: Hugh.McClintock@ntlworld.com
Sent: Friday, August 07, 2009 5:21 PM
Subject: FW: NET Phase Two [Scanned]

Dear Hugh

I asked the council if they were going to have cycle shelters at key stops of the new tram line, especially the University Boulevard stops. This is the reply which I thought may be of interest. I don't mind about shelters, but I do think having somewhere to lock one's bike at a tram stop would be good.

regards
Richard

From: Chris Deas [mailto:Chris.Deas@nottinghamcity.gov.uk]
Sent: 07 August 2009 09:27
To: Richard naish

Cc: Jane Urquhart; Georgina Culley; Andrew Holdstock; Richard Hand; Vanessa Henderson
Subject: NET Phase Two [Scanned]

Mr Naish

As a principle the City Council is committed to establishing cycle parking facilities at strategically located tramstops. Although the nature of facility will depend on the location, the standard provision is Sheffield type cycle stands, and these are proposed at both the University Boulevard and Nottingham University tramstops. Shelters are not generally envisaged. They are actually not type approved by the Department for Transport for use on the public highway (which is where both the above tramstops are located) and I understand there are none at other locations in the City (including non – tram sites). In part this is due to the questionable value for money of a shelter (as in general cyclists tend to recognise that if it rains they and their cycles will get wet), maintenance issues and locational issues e.g. available space, lack of natural surveillance, lighting etc. Shelters, like the use of lockers, tend only to be justified where longer stay parking is required, high usage is envisaged and ideally other facilities are close by. So in the case of NET Phase Two, facilities in addition to Sheffield stands are only envisaged at the Park and Ride sites at the end of the Chilwell and Clifton lines.

I hope this information is useful. We will continue to work with local cycle groups, such as Pedals, as the project develops to ensure cyclists can benefit from interchange with NET.

Regards, Chris Deas

NET Phase Two Project Director “

NCHA Cycle Store Initiative – message of 21 July from Matt Price, Nottm City Council, and comments:

“Hi all

I wanted to summarise and also introduce a recent proposal that may be of interest to us and others.

Nottingham Community Housing Association has recently come to realise that some vacant retail space in the city centre could be used as a cycle store. They own the prospective site on Mansfield road near the Victoria Centre bus station. The unit is nestled between ‘Shaws’ art shop and ‘York House’ (formally the BBC radio Nottingham office I believe).

We discussed potential beneficiaries and users including local business users, members of the public and students in Trinity Square. We also discussed the potential for other partners (perhaps RideWise / LifeCycle, cycle retailers) who might want to get involved and of course the operations at the Leicester City cycle store which seems to be a success.

There is potential to discuss the lease costs (approx £30k-£35k P/A) on the 10 year agreement which is for 288 sq/m.

Sadly we are not in a position to commit any funding support right now but in theory would support such an initiative in other ways. Should our Sustainable Travel City bid be successful, then we may be in a better position to discuss the way forward in Sept / Oct.

In the mean time I wanted to draw your attention to this potentially exciting opportunity and ask you to contact Andrea or David at NCHA with any ideas or suggestions in the mean time.

I think they will visit the Leicester cycle park in the near future and then be better briefed as to what they can provide.
Many thanks, Matt

Matthew Price

Transport Planner

Nottingham City Council

t: 0115 915 5462

e: matthew.price@nottinghamcity.gov.uk

....comments:

....(from Susan Young):

“Hugh

Not too bad a place as far as an area on the north side of Nottingham goes. Just cross over Mansfield Road and up Bluecoat Street (would need a contra flow lane for cyclists as currently one way) to North Sherwood Street and you are getting into areas classed as suitable for cycling according to the city council map. Access to the proposed place needs thinking about as if it is hard to get there, people are less likely to use it. There is also the question of opening times. It would need to open long hours or have some self service areas, especially as people living locally and having a decent bike may want to hire space. Could be a demand for this.

It may well be useful to sound out local businesses and their staff regarding demand, though I am sure this will be there, especially as the proposed parking levy could well put lead to more people looking for alternative ways into the city.
Susan”

....(from Dave Holladay, CTC)

“Hmm

I'll need to google map the location but Mansfield Road is I think heading in the wrong direction for usefulness as a city centre facility. Much residential nearby? Or is it close to the tram stop approaching the Viaduct?

Rather than lease it may be better to invite offers for a franchise to operate it for you, like the Dutch Railways do with their station cycle centres. Expect to get a local bike shop contracting to run the facility but not having the capital burden which will put them off a direct lease of a shell and the cost of equipping this.

The Leicester model was saved by the fact that they had a bike business on-board to operate the cycle centre, and I'd suggest that a model that leaves the operating business free from the direct capital burden of fitting out is more likely to be sustainable. The Copenhagen bike system is now in its 14th year because they don't have to fund the capital cost of the bikes, only the maintenance and running costs are funded by selling the branding of the bikes.

Dave Holladay
Transportation Management Solutions
Working for Cycling with
CTC - The UK National Cyclists' Organisation
On Public Transport Issues

0141 332 4733 Glasgow - (Main number - all voicemail)
01483 238 327 Guildford - (No voicemail)
07 710 535 404 Mobile - (Voicemail diverts to 0141 332 4733)
CTC National Office, Parklands, Railton Road,
Guildford, GU2 9JX
Main Switchboard 0844 736 8450

....from Alex Sully (consultant with special interest in cycle parking and storage):

" Hugh

There seems to be a rash of proposals all over England but I'm not aware of any that are truly successful on the basis of properly covering their operating costs.

A little while ago I did a report for Cycling England (see http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2009/02/bike_park_management_model_leicester_city_council.pdf) which I understand has been the basis for their re-launch of the Leicester project.

Regards

Alex

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....from Peter Briggs:

"I worked in York House for more than 30 years. The premises referred to are those of Evesham computers before they went into administration. If I remember correctly there are railings between Evesham computers and the Mansfield Road, the footpath is narrow and significantly lower than the road. Taxis are often illegally parked all along that side of the Mansfield Road. There is no safe right turn coming from the Victoria Centre to get to the shop front.

Potentially using empty shops for cycle parking is an interesting idea but not here unless, perhaps, entry can be gained from the back, on the road on which the bus station is located. Here the premises are above the level of the road (steps up I think) but there is a cycle/bus lane providing some safety for those accessing the rear entrance.

Nottm University cycle network links – my exchange of messages of 27 July with Keith Morgan, City Council:

"Keith

Thanks for this which I am very glad to hear about as will also no doubt various other people to whom I am copying this reply!

For a start, are you aware of the consultancy report on cycling at Nottingham University which Jo Cleary produced, with DfT funding, more than 3 years ago, but which has, very regrettably still not yet been followed up?. I attach a copy.

Secondly, it would be very useful if you could get your hands on copies of the numerous suggestions for improving cycle access to and from University Park which have been made over the years in various staff and student travel survey but also not yet followed up, so far as I know.

Thirdly, just a few specific ideas off the top of my head to get you going while I think of more and encourage others to do so, including people coming to the next Pedals meeting on Monday 17 August:-

- widening and other upgrading of the cycle path on the east (Clifton Boulevard) side of the campus between Derby Road and the Dunkirk flyover with much better signing and feeder links, e.g. including a proper cycle path into the campus through the Crane Gates by the Derby Road roundabout (currently signed as a shared path inside the campus but not outside, rather confusingly!)
- providing a contraflow cycle lane for cyclists to enter the campus by the east exit on to Clifton Boulevard.
- widening of the shared path on the south-west side of the Derby Road roundabout and measures to increase the capacity and coherence of the bits of cycling provision between the campus and Derby Road East.
- upgrading the quality of the cycle paths on Middleton Boulevard between University Park and the Jubilee campus, including ensuring priority arrangements for cyclists at all minor road crossings and much better surfaces, combined with adequate enforcement to prevent driver abuse.
- ensuring that the needs of cyclists are fully considered in the detailed plans for the 'Ring Road Major' scheme, for which, I gather, the City Council has just had funding approval from the DfT.
- upgrading the path at the west end of University Park between Jubilee Avenue and the toucan crossing near the west end of the straight stretch of University Boulevard (which is of course part of Sustrans Route 6).
- upgrading links across Derby Road between the Sports Centre / Swimming Pool area and Wollaton Park
- upgrading the very substandard shared path links by the west entrance combined with improving cyclists' safety at the roundabout by the University west entrance, as discussed in detailed at a site meeting last November involving myself and Robin Phillips from Pedals and John Lee and Justine Ramowski from your Department.
- upgrading the attractiveness of the Crown Island subway (also on Sustrans Route 6) as a key cycle link to and from the Jubilee campus.

No doubt I will soon get various other suggestions which I will then pass on to you.
Hugh

----- Original Message -----

From: [Keith Morgan](#)
To: ['Hugh McClintock \(Dell\)'](#) ; [Arthur Williams](#)
Sent: Monday, July 27, 2009 2:01 PM
Subject: University cycle network links [Scanned]

Hugh/Arthur,

There is potential that I may be getting some money to improve connections from the University campus to the strategic cycle network. Money in 09/10 is to be focused on the Nottingham main campus/Triumph Road site and the QMC.

I have a few ideas but do you have any suggestions that you would like considered in this area.
Thanks, Keith

....comments from Roland Backhouse (27 July):

"Apart from the priority issues addressed by Hugh's suggestions, one of the main issues about connections to the University is the severity of some of the hills on and near the campus - the steep climbs will undoubtedly put off all but enthusiastic cyclists. Also, in freezing weather such as we experienced this winter, even quite gentle slopes can become very dangerous - particularly since it is the council's policy to ignore the needs of vulnerable traffic and not grit pavements and/or cycle paths. (To its credit, the university is very good about gritting pavements and cycle tracks, at least on the Jubilee Campus.) Improvements require some truly radical thinking by the university and the local authorities (and, of course, major investment).

For example, there are currently just two routes from the Jubilee Campus to the main campus -- the low-level route via Leengate (only just reopened) and the steep route past Wollaton Park. Investment is needed in a shorter, direct low-level route. Just as cuttings and embankments have been made for railway lines, measures to level off cycle routes are necessary.
Roland Backhouse"

.....and from Susan Young (27 July):

"Hugh

The section along the ring road Derby Road to Dunkirk by the university needs seriously altering. The large quantity of street furniture needs reducing and the crossings where traffic leads to and from QMC are dreadful - poor visibility, traffic moving quickly..

The path through the Crane gates is not too bad going into University Park but the other way round needs the drop kerb moving.

Again, the ring road cycle path is quite dangerous as traffic moves quickly on and off the ring road and narrows where the crossing is by Wollaton Hall. It is also a poor crossing at the entrance to Wollaton Hall as there is a shared path, narrows, is a bus stop...

Susan

....and from Kirstie Coolin (3 Aug)

"Hi all,

Cycle routes to Kings Meadow from main campus involve using a nasty underpass – not pleasant particularly when it's dark (under Dunkirk flyover),
Kirstie"

Quality of the cycle path surface by the north side of the Clifton Bridge Park and Ride site: my message of 27 July to Chris Keane, Nottm City Council:

"Chris

It struck me yesterday that the quality and comfort of the surface of the cycle path past the Clifton Bridge Park and Ride site has got much worse again because of further tree route growth including several signs of substantial deterioration on the stretch that, at my request, you resurfaced about two years ago.

Can this please be looked at afresh and, if possible, with a few to taking measures that will not result in the problem recurring after a relatively short period? The path is now once again very uncomfortable to ride on.

Thanks, Hugh

efforts to get cycle parking at the NHS Direct Walk-In centre: my email of 9 August to Murat Basaran, Cycling for Health Project Officer:

"Murat

I wonder if you can suggest who is the best person to approach to get cycle parking outside the NHS Direct Walk-In centre in the Island site off London Road please, the lack of which has been commented on by several people in the last year or two.

I mentioned this several weeks ago to Helen Ross, sometime before she moved on from the PCT to her recent secondment to GOEM, and she suggested contacting NHS Direct, while warning that, with the increased preoccupation with swine flu, it would probably not get very high priority (understandably!). However, as you can see from the email below, the response I have had in fact is even more disappointing than that, saying (after many weeks) that "we are unable to help you with this matter".

I would therefore be grateful please for any suggestions that you or others in NHS Nottingham City might have for getting this request some rather more serious attention!

Thanks for any help you can give.

Hugh

....response of 10 August from Paul Dodsley:

"Hi Hugh,

I am now working on Workforce Development for NHS Nottingham City and cycling figures quite high on the things to do. I can address this at the steering group meetings.

Paul

Cycle parking in Beeston: message from Angela Gilbert and my response

"Angela

Thanks for drawing my attention to this issue which I did not know about.

I will try now to find out from the County and Broxtowe Councils what is happening to reinstate and improve the cycle parking.

best wishes, Hugh

----- Original Message -----

From: [Angela Gilbert](#)

To: [Hugh McClintock \(Dell\)](#)

Sent: Tuesday, August 11, 2009 3:23 PM

Subject: Cycle Parking in Beeston

Dear Hugh,

In recent weeks there has been a lot of re-surfacing activity in the pedestrianised High Road in Beeston and whilst the areas that are complete look very smart, there is no provision for parking bicycles. A few of the old parking places still exist but are inadequate and I wonder whether Pedals could check with (presumably) Broxtowe to ensure that pre-existing cycle parking will be reinstated or, better still, improved upon.

Many thanks.
Best wishes, Angie

....response from Paul Hillier, Notts CC:

"Hi Hugh,

I've been working closely with the designer of the scheme to ensure that we get as much cycle parking in as possible. (We're contributing LTP money so I've made it my business to poke my nose in!)

At my request the design now accommodates as much parking as we can reasonably get in which, if I recall correctly, will provide significantly more capacity than was previously available.

The designer is on leave today but one of his colleagues is going to compare the new layout with the old one and provide me with some figures comparing previous provision with new.

Please tell your correspondent not to worry: there will be cycle parking on the High Road!

Regards,

Paul Hillier

Local Transport Plan Programme Manager (Greater Nottingham)
Nottinghamshire County Council

...and further info from Paul Hillier (12 August):

"Morning Hugh,

I've been told the following by a colleague:

"I have looked at the survey and photographs of the existing scheme and I think that there were 7 cycle stands on High Road and 3 on Villa Street.

In the new scheme we will have 14 cycle stands on High Road and none on Villa Street."

So overall, a major improvement on the current situation.

Paul Hillier

....and two lots of comments from Andy Pooley, Broxtowe Borough Council (12 Aug)

From: [Pooley, Andrew](#)

To: [Hugh McClintock \(Dell\)](#) ; [Paul Hillier](#)

Sent: Wednesday, August 12, 2009 9:26 AM

Subject: RE: Fw: Cycle Parking in Beeston

Hello Paul and Hugh

I have been Cc into the emails.

Just to add my bit we have had a number of people at an event in Beeston say to us that at times they find it difficult to find a secure place to put their cycle. Just from my casual observations plenty of spaces in Broadgate but due to works along the High Street cycles are at present all over the place.

On a normal week in the square (before the work started) on sunny days all the secure cycle racks look full over the dinner period as obviously I walk around the town centre and people constantly lock bikes against our information boards so we cannot get into them.

I imagine at peaks people will struggle at times so I agree that we need to keep as a minimum the provision of cycle racks before the works started and as Paul has said it looks like there could be more which would provide better facilities during peak times.

I asked one of the car park attendants about the usage of the cycle lockers at the multi-storey and they might not be used to the maximum at present. I hope to look at this more closely if work allows. So we might promote them more later this year so they are used all the time and do a bit of monitoring to see if there is a need for more and check to see if we have space in the multi-storey car park for more lockers

Regards, Andy

Andrew Pooley
Broxtowe Borough Council
Chief Executive's Department
Strategy, Performance and Community
Community Development Officer
Council Offices, Foster Avenue
Beeston, NG9 1AB
Tel: 0115 9173742
www.broxtowe.gov.uk

and also:

0115 883 9555 01623 824 3492
helen.ross@nottinghamcity.nhs.uk

....**from Peter Briggs:**

"Much easier to see what is going on with a high quality map to download!

I know the route all along the Erewash canal. My understanding is that currently the tow path is not technically a cycle track from where the Nutbrook trail leaves the Erewash to the end of the Erewash.

I very much welcome the conversion of footpaths to legitimise cycle use thus creating an interesting circular route.

The Erewash canal towpath is very muddy at the Eastwood end and will need some stabilising to make it an all-weather route.

One final issue. I am aware that cyclists can be inconsiderate at times but I do think it should be incumbent for dog owners to have their dogs on lead on multi-use paths and would hope that a bye-lay requirement can be built into this development.

....**from Nigel Lee:**

"Hugh,

I am familiar with cycling up the Erewash Canal, and along the Trent through the Attenborough Nature Reserve. It's a long time since I ventured along the disused Nottingham Canal. But this would be a valuable route for people to get out into the countryside within what is largely a built up area.

There will obviously be questions how the route will get over the various main roads around Stapleford.
Nigel.

....**further comments from Steve Fisher (22 July) responding to those from Peter Briggs:**

"Thanks Hugh

We are aware that the towpath at the Eastwood end leaves something to be desired from a cycling perspective and this is not being upgraded in our scheme. Nevertheless BW allow cycling and until they are able to get funding to improve this section probably on the back of their study, the view is that this is a different type of challenge for cyclists!

I hope we have your support with this!

Regards Steve

....**from Richard Cooper:**

"Not sure what to say really but here's some thoughts.

Development should involve users - they'll have a lot to offer, especially interpretation and forging links into the area - which is what Green infrastructure is partly about (this is a GI project by the looks of it - and as a planner I'd say it should be part of a strategy looking at needs and potential, but that's not what we're about here & now).

Some potential further links could be –

- Across to Strelley & Bilborough - although a bit hilly
- Getting across to Shardlow & links up the Trent & Mersey & into Derby - although NR54 or similar runs across from Breaston.
- Link to the Big Track
- Long Eaton & Beeston stations are worth linking to
- Stanton Ironworks & the surrounding area are in line for a lot of development - there needs to be Green Infrastructure built into it from scratch - this is a good start.

Not my side of town, but done what I can...

Richard

Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):

Nottm City Council (Tring Vale area) (Prohibition of Waiting) Experimental Order 2009 (TME6793) (comments wanted by 4 September)

Rushcliffe Borough Council: Public Path Diversion Order: Proposed Ratcliffe on Soar Footpath no. 1 diversions near East Midlands Parkway Station: Notice of Confirmation (order made on 9 June)

8. Autumn newsletter

- timing

I propose to get this ready to go to press about a week after our 21 September meeting and giving prominence to the autumn campaigners conference, including social events, and more on our 30th birthday.

- contents and request for items

Contributions, including photos and cartoons, always welcome please!

9. Miscellaneous items:

Report of Nottingham Cycling for Health Project Steering Committee meeting, 30 July:

Helen Thompson from NHS Nottingham City, who has been master-minding this Cycling England / NHS Nottingham City / Ridewise Project for the last two years, has just moved on secondment to the Government Office for the East Midlands (GOEM) for a year (from 1 August) to deal with Sustainability and Health issues. Andrew Hall will therefore now be taking over responsibility at NHS Nottingham City for the Cycling for Health Project

The Project continues to show encouraging results in terms of the numbers of people being trained to cycle, via health trainers and Ridewise, and there is now a good chance (subject to confirmation later in August) that Cycling England may extend funding at least for one more year.

The various Community Cycling Events over the spring and earlier part of the summer were thought to have gone very well, especially with the changes made after the initial event in The Meadows.

Kevin Fleming has now started work (3 days a week: Wed-Friday) as the part-time coordinator for the Bike Club recycling scheme run by the Framework Housing Association and this has already proved very useful.

This appointment, and the new larger premises for this project, have already encourage some people to bring along their own bikes for fixing, and there is discussion about formalising and expanding this, perhaps along the lines of the very successful Bike Station project in Edinburgh, started some years ago by Spokes, to which I have drawn their attention.

Pedal Cycle Safety campaign: message of 28 February from Gary Smerdon-White to members of the Greater Nottm Cycling Development Group (whose next meeting is on 18 August):

"Dear CDG

This seems a bit strange as Police, City and County appear to be doing something in complete isolation from our Police, City and County reps.

I think we'd all agree that it's a great idea but I wonder what other things they are going to do re PR leaflets, adverts etc?
Gary

From: Ridewise Nottingham [mailto:ridewise@hotmail.com]

Sent: 27 July 2009 20:01

To: gary1 smerdon - w ; Smerdon-Whit

Subject: FW: Pedal Cycle Safety Campaign.

-----Original Message-----

From: Konsek Sean

Sent: 7/27/2009 10:20:22 AM

To: info@ridewise.org.uk

Subject: FW: Pedal Cycle Safety Campaign.

-----Original Message-----

From: Konsek, Sean

Sent: 27 July 2009 09:27

To: 'info@ridewise.org'

Subject: Pedal Cycle Safety Campaign.

Good morning.

I understand that on behalf of Nottingham City & Nottinghamshire County Councils, your organisation provides cycle training to the wider community.

Next month, Nottinghamshire Police in partnership with the City & County Councils will be launching a Pedal Cycle Safety Campaign designed to raise awareness around the use of pedal cycles on our roads. As part of that campaign, we are hoping to distribute a number of high visibility pedal cycle backpacks, intended for use by cyclists 15 years of age and older.

Please can you advise me with regard to the groups you might be involved with, in regard to providing this training, and whether or not you might have the capacity to help distribute some of these backpacks to cyclists.

Many thanks. Sean.

Sean Konsek.

Traffic Management Officer.
Nottinghamshire Police.
Tel 0115 8444021. Int. 852 1661.
Mobile. 07525 233430. "

Broxtowe Partnership Climate Change Declaration: request for pledge of support.

We have had a request from Andy Pooley of Broxtowe Borough Council, on behalf of the Broxtowe Environment Partnership, to pledge our support for this. It is generally aimed at business but we can still give support without signing up to all the detailed targets requested of businesses!

My holiday absence in Ireland from 29 August to 13 September

Please note that I will be away from Saturday 29 August to Sunday 13 September and that I do not expect to be in email contact during this time.

No doubt there will be a lot of Pedals stuff to catch up with on my return, particularly with regard to the campaigners' conference, and this may slightly delay sending out the agenda for the Pedals meeting on Monday 21 September.

Hugh, 12.8.09