

AGENDA AND BACKGROUND NOTES FOR PEDALS MONTHLY MEETING: 7.30 p.m. on Monday 15th November 2010

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 (as sent out by Peter Osborne on 10 Nov)

1. Welcome, and apologies for absence, and including brief introductions
2. Special discussion with Gary Smerdon-White, Chairman of Ridewise, on Pedals-Ridewise cooperation, particularly with reference to future Rural Rides.
3. Minutes of the previous Pedals meeting and matters arising / update
4. Report on recent meetings by people who have attended on behalf of Pedals.
 - Cycle campaigners' conference report and Spokes Cycle map and the similar Edinburgh Travel Choices map.
 - Nottingham Road Safety Statistics.
 - Meeting about Nottingham Light Night.
5. Future of GNBR.
6. Pedals Facebook page comments / feedback update
7. Finance (Chris Gardner / Susan Young to report)
8. Funding opportunities,
9. Web-based cycle route planners,
10. Cycle facility and traffic management matters
11. Autumn newsletter
12. Forthcoming events / meetings
 - Pedals meetings
 - Other meetings / events
13. Any other business

BACKGROUND NOTES

(revised, 11 Nov 2010)

HMcC Background Notes on Pedals matters I have been involved with recently, including extracts from some relevant email messages, to go with the Agenda for the Monday 15 November 2010 Pedals meeting

1. Welcome, and apologies for absence, and including brief introductions

2. Special discussion with Gary Smerdon-White, Chairman of Ridewise, on Pedals-Ridewise cooperation, particularly with reference to future Rural Rides.

In this discussion with Ridewise, including in particular the discussions about the details of future Guided Rides arrangements, we need to be fully aware of the financial uncertainty affecting Ridewise, as well as other organisations we work with and / or who have been assisting us.

I understand the RideWise's future funding is currently secure only up until next September, so this will certainly affect how far they can commit themselves now both to this and any other projects.

In addition to all the cuts by the County and City Councils, aggravated by the decidedly anti-cyclist stance now of several County Councillors, we also face the prospect soon of:

- the end of financing for the Cycling for Health Project (end of February). This was extended from 2 years to 3 by Cycling England but with CE's abolition there is now no chance of any further extension.
- the end of the Sustrans Ucycle Project (next July) and again, with the loss of CE, no chance to that being extended.
- The end of the County Council's involvement in the Guided Rides programme. When last I heard the Ridewise Board had not confirmed that Ridewise would be taking this on but of course we will get a proper update on this from Gary at our meeting.
- The likely end of the County Council's active support for the Great Notts Bike Ride
- Major cuts affecting the future of the Greater Nottingham Transport Partnership (The Big Wheel) from which we have of course got a lot of support in recent years, including support for the GNBR, the annual Wheelie Big Cyclists' Breakfast, The Big Track brochures and map leaflets, and in many others ways, including direct support to Pedals in doing the artwork for the national CTC-Cyclenation autumn campaigners conference last year.
- Cuts in the NHS locally, bearing in mind that we have benefitted very greatly in recent years from funding for cycling from NHS Nottingham City, for Ridewise, for the Cycling for Health Project, and for helping the former very small scale Framework Housing Association bike recycling scheme to expand greatly and take on a part-time coordinator.
- The general very serious funding problems facing Framework Housing Association and their implications for the future of their Bike Club bike recycling scheme (which I gather is soon due to move from Forest Fields to Bulwell, by the way)

3. Minutes of the Pedals Meeting held on 18 October 2010 at The Globe.

Present: Andrew Martin, Hugh McClintock, Arthur Williams, Peter Osborne, David Miller, Andrew Househam, Dave Clark, Susan Young, David Earnshaw, Terry Scott, Pete Elderton, Roy Wilson, Peter Briggs, Kelly Pike, Julian Bentley and John Bannister.

Apologies for absence: Mara Ozolins and Liz Kirk,

Finance Nothing to report other than sources of funding are being sourced through NCVS (Nottingham Community Volunteer Service). Pedals does not have enough turnover to apply for registered charity status, but can make use of NCVS in other ways.

It was suggested that Pedals seeks funding for a conference and also have a bigger AGM to find out what Nottingham's cyclists want Pedals to do for them. However, in the past there has been little response from Pedals members for these kinds of initiatives, it was pointed out.

Funding could be available from the East Mids Airport Community Fund (this applies to West Bridgford, not Nottingham). A Ridewise/Pedals collaboration meeting takes place next month before contacting NCVS.

Pedals needs to look at the list of trusts to find out what the criteria are and what projects they would be interested in funding. Four volunteers will checkout the trusts using the internet, and Arthur Williams agreed to send out the URLs for these to volunteers to check out. Pedals can ask for volunteers from the NCVS (by filling in the appropriate forms!).

Nottingham Train Station. The station bike compound security issues are being pursued. There is insufficient spacing between the bike stands (80cm instead of 100cm, as recommended in the Sustrans Cycle Parking advice note). Need to make sure that further stands have correct distance between them.

Signage is poor. Proposals to improve this have been put forward by Keith Morgan and Pedals asked to comment. Signs are required on platforms too.

Future Meetings/Speakers:

Next month: Gary Smerdon-White from Ridewise.

December: Christmas Social.

January 2011: Chris Carter.

February: Jo Ward Sustrans/Ucycle.

March: Pedals AGM.

Forthcoming Meetings:

Hugh and Andrew are going to Edinburgh for the National CTC-Cyclenation Campaigners Conference, 6th November.

Pedals stall at Big Wheel meeting, County Hall, Nov 24th, to be taken by Dave Clark. Hugh and Pete Elderton also volunteered to go for some of the time.

Peter Briggs is attending the East Mids Trains Joint Stakeholder meeting of East Mids Trains and South West Trains at the British Library, London, on 21st October.

Pedals Social Evening. Tickets are £20.50 each for Mother Goose at the Playhouse on Saturday 11th December. More people required for discounted booking. Let Dave Clark know asap if you are interested.

Cycling England. Funding for this will stop. Bikeability funding continues to end of current parliament. Ucycle funding continues until September 2011.

Rural Rides: The Ridewise Board has still not formally approved the takeover of this. It was suggested that Pedals could run an unofficial ride, but public liability would have to be considered. Publicity for the rides will be mainly electronic as it is too expensive to produce a quality, glossy brochure.

Facebook. Pedals is now on Facebook, thanks to Larry Neylon and Richard Mallender. Those at the meeting who are on Facebook were asked to pass on to other any feedback they got from this new channel, e.g. on users' experience of the Station Bike Compound.

Nottingham Night Light – Fri 18th Feb. Can Pedals members go along with decorated bikes to raise Pedals profile? Interest to be sought from Ridewise, the Ucycle Project Team and the Cycling for Health team.

Advertising in Notts CC Year Planner: This was rejected – too expensive and not targeted.

Cycle Parking Campaign:

The cycle parking at health and shops campaign has been put on hold but it was agreed to keep the images on the campaigns section of our website for individual Pedals members to make use of in getting improved cycle parking at health centres and shops which they went to.

Sharphill Subway. Efforts are being made here to get a cyclist route under the A52 established. This is potentially an important route between Ruddington, West Bridgford and the proposed new housing development.

Rushcliffe Borough Council – No progress on Mix and Mingle leaflets. Hugh to chase.

Website: Contact details have been updated. A website counter will be added and cycle shop details updated.

Update and matters arising from the minutes

Pedals on Facebook – message of 20 Oct from Larry Neylon, Pedals Webmaster:

"Hi Hugh,

I'm happy to maintain the Pedals Facebook page if people get the information to me.

I've added the Page to the Pedals Homepage on the right-hand side at the top if you want to have a look.

I think having this means we can lose the not very well used Forums. An alternative would be to link to an existing Cycle Forum such as <http://www.cyclechat.net/> where people can chat about Nottingham related issues, rather than us maintain our own forum.

Cheers, Larry.

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]
Sent: 19 October 2010 23:21
To: Larry Neylon
Cc: Andrew Martin; Peter Osborne; Richard Mallender; Roy Wilson
Subject: Re: Pedals Facebook page

Larry

We only had time for a fairly brief discussion about this. People agreed that it was important to promote this link and to use it to help us get feedback from Pedals members, e.g. on user experience of the new Station Bike Compound and other schemes / proposals.

When I asked how many people at the meeting were on Facebook several put up their hands and they agreed that they would try to keep the rest of us informed about any comments on Pedals matters that they see on Facebook.

I am out all day tomorrow but will in the evening be finalising the copy for the next newsletter going to press first thing on Thursday so please let me know asap if you (or Richard) would like anything particular about this to be mentioned in it, other than letting people know that this now exists (and which of course we also now need to feature prominently on the Pedals website).

Thanks again to you and Richard for your efforts to develop this
Hugh

....and message of 10 Nov from Larry Neylon, referring to this and the related idea of a possible Nottingham version of the new Ride Leicester blog

"We've got our Facebook page up and running (You can see this on our homepage). We just need to get Pedals Members sending me anything they want publicising (opinions, events, etc) and to get this Facebook page publicised more widely.

I could easily add a new blog, but we'd have the Cycling section of Big Wheel, Pedals website, Pedals Facebook AND the blog going. I still think that the Pedals website should list any formal news and events, with the Facebook page listing anything at all, from a Member complaining about a new Pothole, to news on the GNR future.
Regards, Larry.

....and comments on this from Gary S-W

" Hi

I think Larry is right - we need to clear up who does what, what is formal and what is informal, what is for organisations and what is for individuals - a meeting to sort it?

Gary"

Spacing between cycle stands in the Nottm Station bike compound – my message of 26 Oct to Hayden Reed, City Council

Hayden

At the last Pedals monthly meeting last week we discussed the recent exchange of emails between you and John Cutler on the spacing of the cycle stands in the Station Bike Compound and John's comments which echoed the concerns expressed several months ago, before opening of the Compound, by Roger Codling. While accepted your explanation for the position of the hoops relative to the wall we did also agree that it would generally have been better if the spacing between the stands was no less than 1000mm rather than 800mm. I know that 800mm is cited in the Sustrans guidance you attached (Fig 9.3) but it does also state that this should be a minimum and that 1000mm is preferable.

In fact, only the 1000mm spacing is mentioned in the diagram on page 3 of Sustrans Information Sheet FF37 on Cycle Parking, ('Cycle parking stand 'footprint' plan view) published by Sustrans in April 2004 and available from their website at <http://www.sustrans.org.uk/assets/files/Info%20sheets/cycle%20parking%20info%20sheet.pdf>

The current spacing between the stands may appear relative unimportant now, while usage of the compound, though steadily increasing, is relatively low, but we anticipate that it could be much more of a problem in due course when all of the stands have one bike parked in them (given the understandable tendency of most cyclists to leave their bikes at stands without the possible entanglement of another bike, if possible, before using stands to which there is already a bike attached).

In view of the increasingly severe constraints on spending we agreed, however, that it was not a high priority to insist, as John Cutler, had proposed that the stands should now all be taken out and reinstalled with wider spacing. Nevertheless, we hope that this lesson will be learnt, as part of the broader feedback of user experience with this stage of the compound

and that, the need for 1000mm spacing will be recognised in future expansion plans. This would also be consistent with the general spacing of most of the many cycle stands installed in the city centre in recent years, I might also mention.

best wishes
Hugh
for Pedals

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

From: [Hayden Reed](#)

To: johncutler@ardua88.freemove.co.uk

Cc: [Gary Smerdon-White](#) ; hugh.mcclintock@ntlworld.com ; [Chris Carter](#) ; [Keith Morgan](#) ; [Steve Brewer](#)

Sent: Wednesday, October 13, 2010 11:20 AM

Subject: FW: Agenda and Papers for CDG Meeting [Scanned]

Dear Mr Cutler.

I have been forwarded your email regarding the railway station cycle facility. The overall design for this facility was my responsibility and I would make the following points.

1. The spacing of the cycle hoops is compliant with Sustrans guidance. When the first hoops went in, it was suggested by East Midlands Trains that they might be too close together. We tried them out by parking a number of cycles at maximum density (i.e one each side of every hoop). The test confirmed that the dimensions specified by Sustrans are adequate, and cycles can be parked in this manner. I attach figure 9.3 from the guidance, showing the ranges of spacing recommended.
2. The position of the hoops relative to the wall was dictated by the line of a shallow drain embedded in the reinforced concrete deck of the platform. It would have been our preference to locate the hoops on the centreline of the canopy, but this was not possible. The only alternative would have been positioning the hoops at the forward edge of the shelter, encouraging people to park their bikes in a manner that would block the remaining thoroughfare. Again the arrangement was tested, and the reduced distance from the wall to the hoops was demonstrated to have no adverse effect.

This facility was the result of a lengthy design process. It was based on recognised national standards and subjected to additional detailed scrutiny by the City Council's Safety Officers, Cycle Specialists and Planning Officers, as well as representatives from Network Rail and East Midlands Trains who are responsible for its operation. Pedals were consulted on the design layout and it was subjected to testing before it was opened to the public, and handed over to East Midlands Trains.

Other cyclists don't appear to have a problem with the hoops by the wall, but if their position causes you difficulty, I suggest you use one of the hoops by the fence.

Regards,
Hayden J Reed
Senior Engineer
Highway Design Office
Nottingham City Council

....and response of 26 Oct from Hayden Reed to my message:

"Hugh.

Thank you for your feedback. Regarding comments about hoop spacing, I have taken note of the 'concern' generated by our use of 800mm spacing. You will doubtless appreciate that this is not a universal standard that we apply; in fact we've just put in 5 stands on Carrington Street outside the station, at a spacing of 1m. As with all things, it's a case of cutting ones cloth according to ones means. On the Milk Dock there was a requirement to maximise provision, but limited space. This is why the lesser standard was used. On Carrington St, we had plenty of space, but didn't want to provide large capacity so the greater spacing was used.

The Milk Dock has been designed to be expanded should the need ever arise. The area east of the new facility widens out considerably so if it is ever extended, I'm sure that consideration will be given to providing additional hoops at 1m centres.

Regards, Hayden.

.....and comments of 26 Oct from Tony Russell of Sustrans on the apparent inconsistency of Sustrans guidance:

"Hi Hugh

The 1000mm figure is the more recent and in line with other guidance (LTN 2/08, LCDS). The 800mm was based on older, less robust. guidance (e.g. the previous CTC Technical Note).

Hope that clarifies the situation. I agree that it is not a high priority for stands installed at 800mm spacing to be taken out and reinstalled.

Regards, Tony"

Bobbersmill/Churchfield Lane junction: ADC1321 - comments from Arthur Williams in forwarding the comments from Tony Russell of Sustrans, obtained via Nicola Jones:

"Arthur

From what I do know of the junction (though having much less detailed local knowledge of it than Andrew) this does indeed seem to be a sensible solution. Let's see what Andrew thinks before forwarding it to Chris Carter.

Thanks, Nicola, for getting Tony to comment.
best wishes, Hugh

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

From: "Arthur Williams" <Arthur.Williams@nottingham.ac.uk>
To: "Nicola Jones" <nicola.jones@sustrans.org.uk>
Cc: <andrew@veggies.org.uk>; "Susan Young" <abiandsus@googlemail.com>; "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>
Sent: Friday, October 29, 2010 11:39 AM
Subject: RE: Bobbersmill/Churchfield Lane junction: ADC1321 [Scanned]

Nicola,

Thanks for this. I think that Tony's suggestion does make sense, but I'm not sure the best approach to follow it up - any suggestions, Andrew, Susan, Hugh?

Regards, Arthur

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

From: Nicola Jones [mailto:nicola.jones@sustrans.org.uk]
Sent: 29 October 2010 11:24
To: Arthur.Williams@nottingham.ac.uk
Subject: FW: Bobbersmill/Churchfield Lane junction: ADC1321 [Scanned]

Arthur,

I'm sorry for the very delayed response. A suggestion from our traffic engineer is below. Does this help at all?
Nicola

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

From: Tony Russell
Sent: 14 October 2010 16:00
To: Nicola Jones
Subject: RE: Bobbersmill/Churchfield Lane junction: ADC1321 [Scanned]

Hi Nicola

I've had a look at this on Google Maps. It looks like cyclists are having to cross a pretty busy road here, but that is what they do at the moment whilst contending with right turning traffic.

With the scheme as proposed, it is likely that cyclists will either illegally cycle on the footway and across the Puffin, cross at the existing pedestrian island, or bump up over the central median strip, neither of which are desirable.

One option that would deter motor bikes using any gap provided would be to locate the gap slightly offset from the junction (maybe one each side?) such that the cyclist uses a short section of cycle track across the footway to access the crossing. It is difficult to judge how much space is available for this, but maybe worth a closer look.

It could help if some cycle count data of the movements in question could be collected during term time.

Maybe the council could be persuaded to install the cycle cut throughs on a trial basis initially?

I can't immediately think of a comparable example.
Regards, Tony"

.....**comments of 28 Oct from Andrew Martin:**

"Hello All

I have recently used this junction on a number of occasions, and turned right into Churchfield Lane and Bobbersmill Road. I rarely, if ever, cross straight over or turn right out. Cyclists intending to make a right turn

into a minor road have the advantage of speed to cross the with-flow lanes to get into position.

I would like to suggest a compromise of a road layout which bans motor vehicles from making right turns in, whilst permitting cycles to turn right in (and bans all vehicles from making right turns out from the two minor roads?)

If you all think this may be a solution I will forward to Chris Carter.
Andrew

.....and from Arthur Williams (28 Oct):

"Andrew,
Would this suggestion preclude cyclists crossing straight over?"

When I lived in Forest Fields, I used to use this route quite often, though mainly outside rush-hour. At peak traffic times getting across this junction was too tricky. I'd still like to see a solution that enabled cyclists to go straight over without having to dismount and use a pelican 50 m away.
Regards, Arthur

...comments from Susan Young (29 Oct):

"Hi
With regard to the traffic count - I am not sure it is an easy junction to do this. It is likely that many people use it as part of a quieter route using Churchfield Drive and Bobbers Mill Road from the south and west i.e Radford, Lenton (and beyond) to Hyson Green (shops) and north and east of the city.

I use the route fairly regularly at varying times and days (often weekends to shop) and it is not unusual to see other cyclists in the area.
Susan"

Future of the Great Notts Bike Ride: my message to Pedals Committee members and other GNBR old-stagers

On 4 Nov I received two messages on the future of the GNBR, one from Steve Calvert, Service Director, Planning Sustainability & Regeneration, Communities Department at the County Council and the other from Kevin Mayne, CTC CEO, whom I had sounded out about how we might go about getting some major charity involved in taking over the Ride, should the County Council now wish to end their active involvement, which indeed Steve Calvert has now confirmed.

We will now need to discuss the implications very carefully with Gary (after my return from Edinburgh on Tuesday evening) but meanwhile would be glad of any comments you may have. Gary will be discussing this now with Phil Keynes from the County Council (and also a long-standing Pedals member!) who was in overall charge last year as well as Chris Simon, of the Perfect Motion Sports Management Consultancy who have done most of the management work for the County Council on the ride for the last couple of years.

PS. Comments from Gary S-W on the message I forwarded to him from Kevin Mayne, CTC:

"Hi
I think this shows the problem we have here – no council really willing or able to fund it whilst Skyride would expect some level of support.
Gary"

...message of 8 Nov from Chris Simons of the Perfect Motion Consultancy (who have managed the GNBR for the County Council for the last 2-3 years) to Gary S-W:

"Hello all
Gary – I think the GNBR will be safe – at least I hope so! A lot of credit should be given to Phil and Andy Barnes who have done a great job ensuring that key decision makers and council members at Nottinghamshire County Council see the light and continue with it in some shape or form.

We are in final discussions with NCC to take on the management, promotion and organisation of the event in its entirety. We are also in conversations with one or two sponsors to help secure some funding for the event in 2011. No doubt they'll be a lot of work involved in all of this and I will be pleased to take you up on your offer of support. I would like to get you and/or colleagues involved as partners to the event which I suspect will be with in-kind support rather than cash at the current time, but either way ensuring a benefit for both the event and your growth plans for cycling in general. I have a few ideas and would welcome the chance to discuss further with some, or all of you. I have just got back from a week off so catching up on emails.... I suggest that we get together sometime later this month/early next, once we have finalised the agreement with the council and got our initial plans in place.

Many thanks
Chris

From: Gary Smerdon-White [mailto:garysmerdon-white@supanet.com]
Sent: 05 November 2010 17:35

To: 'Phil Keynes'; Chris Simon
Cc: 'Matthew Easter'; 'Hugh McClintock (Dell)'; 'Helen Hemstock'
Subject: FW: GNBR

Hi

I think you are both aware that organisations like Pedals, CTC, Sustrans, RideWise and GNTP are all keen to try and help save the GNBR. Is there anyway we can help you?
Gary"

Nottingham Light Night Friday 18 Feb 2011 - response to invitation from Sharon Scaniglia to Pedals to take part with decorated bikes - Message from Helen Hemstock (The Big Wheel) (20 Oct) who has offered to arrange a meeting on 5 Nov to coordinate plans for this.

Hello Hugh,

Thanks for sending this information over - the Big Wheel would be quite interested in getting involved in this and could offer some support to co-ordinate with partners (although on the understanding that it wouldn't require huge amounts of man-power because we're vastly understaffed for the next few months).

We do already have some decorated bike wheels that we could incorporate into it if there was space?

Helen

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

Sent: 19 October 2010 11:37

To: Sharon Scaniglia

Cc: Andrew Martin; Susan Young; Peter Briggs; Helen Hemstock; Ridewise; Gary Smerdon-White; Dave Clark; Paul Dodsley; Murat Basaran (CfH); Matt Easter; Joanna Ward; Peter Osborne; Terry Scott

Subject: Re: Nottingham Light Night Friday 18 Feb 2011 - response to your invitation to Pedals to take part with decorated bikes

Sharon

We discussed your invitation at the Pedals meeting yesterday evening which people were very interested to have received and a few people said that they intended to decorate their bikes and come along as individual cyclists. Although noone offered at the meeting to organise a group procession, as you have in mind, we agreed that there might be scope to do this in cooperation with other local cyclist organisations such as CTC, Ridewise, the Cycling for Health Project Team, and the Sustrans UCycle Project Team, to whom I am copying this response. If, as a result of these contacts, we think there is some general interest in a coordinated response, I will let you know.
best wishes, Hugh

My message to CTC, Ridewise, Cycling for Health Team and Sustrans Ucycle Project

"Dear all

I wonder if this very supportive message from Helen Hemstock of The Big Wheel might encourage any of you to get involved in pooling your efforts with Pedals to do some kind of procession of decorated bikes in the next Nottingham Night Light next February?

If so, do please let us know.

Many thanks, Hugh

....Message of 20 Oct from Gary S-W:

"I'd already given RW commitment

Gary"

....Message of 21 Oct from Joanna Ward, Ucycle Project Team Leader and my response:

"Jo

Excellent news! Ridewise have already pledged support, Gary tells me, so I hope that Murat's Cycling for Health team can now do likewise and that in turn will encourage wider support from Pedals when we discuss it again at our next monthly meeting (on 15 November). Maybe we could then set up a meeting with Sharon, with representatives from each local cycling organisation / project and start to firm up plans.

best wishes and many thanks for your support

Hugh

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

From: [Joanna Ward](#)

To: [Hugh McClintock \(Dell\)](#) ; [cathy melia](#) ; [Terry Scott](#) ; [Paul Dodsley](#) ; [Murat Basaran \(CfH\)](#) ; [Matthew Easter](#) ; [Ridewise](#) ; [Gary Smerdon-White](#) ; helen.hemstock@gnpartnership.org.uk

Cc: [Arthur Williams](#) ; [Peter Osborne](#) ; [Susan Young](#) ; [Dave Clark](#) ; [Larry Neylon](#) ; [Chris Gardner](#) ; [Andrew Martin](#) ; [Sarah Fraser](#) ; [Andy Rowe](#) ; [Andrew Parkinson](#) ; [David Hobday](#)

Sent: Thursday, October 21, 2010 1:17 PM

Subject: RE: Nottingham Light Night Friday 18 Feb 2011 - response to your invitation to Pedals to take part with decorated bikes

Hi All,

Helen and I discussed this, this morning at the Transport Marketing Meeting and I would like to offer my teams support for this and a willingness to get involved.

Best Wishes, Jo

Joanna Ward

Sustrans Project Manager Ucycle Nottingham

Direct Dial - 0115 8232396

Mobile - 07825 182615

www.sustrans.org.uk

PS. Peter Elderton has kindly volunteered to attend the **meeting on 4 November**, to discuss a coordinated response by several local cycling groups to the proposed procession of decorated bikes.

....Reports on the meeting on 4 Nov to discuss the proposed procession of decorated bikes

....from Helen Hemstock,

Firstly, thank you for your time on Friday. Following on from our meeting about Light Night involvement, here's a quick run through of the ideas that we identified to investigate:

- rickshaw rides with light decorations
- use of 'follow me to xyz' high vis jackets for riders
- bike try out area
- bikes decorated with neon strips
- photography of activities
- neon strips/bands etc for riders
- bike routes to the rest of the Light Night activities
- use of battery powered lights around the area that we use
- use of a dynamo bike
- stall for engaging with the public and showing how bikes work
- lighting for the try-out area
- investigate potential for cycle store involvement
- Watt bike
- Doctor Bike giving advice on lights
- competition involving light related prizes
- volunteers from local community/cycle and health groups

I spoke to Sharon on Friday and she's confirmed that we can use the Trinity Square area, which we'd already identified as one of our top preferences for a flat location with good space for a bike try out area.

My next steps are to investigate the costs of these things and then put together a budgeted proposal, keeping in mind that our usual GNTF funding is quite tight at the moment. I think some of the suggestions above may be out of our budget, but I'll know more when I follow them up.

I'll circulate my suggestion on Monday 15th November.

Helen Hemstock

Marketing and Communications Manager

Greater Nottingham Transport Partnership

Tel: 0115 9471 772

....from Pete Elderton

Hugh

We had a good meeting last Friday planning a cycle contribution for Nottingham Light Night. Helen Hemstock is taking a very positive lead and will be producing a note of what is planned and what needs to be done.

The idea is to set a central place where various cycle activities can be staged including presentations by Cycle Magic and perhaps some cycle related science display/competition. The area might be lit through cycle generated power and cyclist lighting equipment would be exhibited and perhaps sold.

From this central point cavalcades (pedalcades?) of cyclists would cycle round the city centre illuminated in interesting ways. David Hobday from Sustrans suggested light tubing he had seen in a cycle magazine and Gary said he would approach Wilkinson's who he knows for a contribution of cycle lights. They could also advertise the Cycle Area.

I think the role of Pedals will be providing volunteers to run the Cycle area and to provide cyclists for the cavalcade. Numbers and roles will become clearer as plans crystallise but it will be useful to get volunteers to be available to help when we discuss it at the next meeting.

It seemed to me that there was a lot of commitment from Big Wheel, Ridewise and Sustrans so it's shaping up to be a good event.

We can discuss further at the next Pedals meeting.
Pete

....From Dave Clark:

"Hi Hugh, the meeting was good and we came up with a few suggestions

1. we invite company of cyclists to bring some of there bikes,
2. We try and get the electric bike that was at Bilborough to generate lighting a bank of bulbs,
3. we have a guided cycle ride every 15 mins;
4. And we invite Doctor Bike.

we are not sure about the place but we came up with a few suggestions;

1. outside the magistrates ct
2. on the trinity square
3. market square
4. the standard court area

Adding an updated list of local cycle shops to the Pedals website:

I have not heard yet if Dave Clark has managed to get this done, as he offered last month.

Erewash Valley Trail & Tesco junction – my response of 10 Nov to message from Anne Sladen:

"Anne

Thanks for your various comments. There is an item about the EVT in the next Pedals newsletter, due out soon.

Peter Briggs has been liaising with the County Council about the junction by the new Tesco's so I am copying this to him in case he wishes to comments on your points.

best wishes, Hugh

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

From: "Anne Sladen" <haverajs@googlemail.com>

To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>

Sent: Monday, November 08, 2010 9:38 PM

Subject: Erewash Valley Trail & Tesco junction

> Hi Hugh

> Did you know about the planned 30 mile Erewash Valley trail for
> walkers & cyclists?

> It was mentioned in the Broxtowe newsletter we've just received.

> 3 maps to download to see full route & links etc, N, middle & S.

> Basically using Erewash canal N from Trent Lock to Langley Mill, &

> Nott'm canal south, then various road & other links to Attenborough

> nature reserve & back to Trent Lock.

> www.erewashvalleytrail.co.uk

> opens page at

> <http://www.broxtowe.gov.uk/index.aspx?articleid=7799>

>

> New Tesco in Beeston has now been open for a week.

> Main problem with the new junction is the short time to cross the

> Middle street junction on Station Rd travelling north (uphill start

> from traffic lights). The lights are set back further than they were

> so there is quite a distance to travel to clear the junction.

> Unless right at the front of queue, I find it difficult to be clear of

> the junction before the lights change.

> If near the back of the queue on Station Rd going N (no ASL) then

> traffic from Middle Street is already on the move before I'm clear.

> I suspect that the uphill start hasn't been factored into timings for

> cyclists to clear the junction.

>

> Coming S on Station Rd, when across the junction, because the junction

> wasn't able to be enlarged on this corner, there is a feeling of being
> squeezed by cars also going straight on when reaching the S side of
> the junction.
>
> There aren't any lane markings across the junction.
> I haven't yet used the junction from Middle Street.
> Regards, Anne

....comments of 10 Nov from Gary S-W:

"Hi

I've done Station Road north and south and concur with Ann - if you are not confident the junction is a bit alarming and very hard to understand where best to take a cycling line
Gary"

cycle path improvements by the west entrance to University Park – my response of 21 Oct to Keith Morgan, City Council:

"Keith

As you can see from Peter Brigg's comments we do think that these proposals will be a big improvement.

However, our other comment, as reinforced by other soundings I have taken, is that the value of these proposals would be all the greater if reinforced by physical measures to reduce the speed of traffic on Woodside Road as they approach the roundabout since it is the speed of such traffic, aggravated by the gradient, which can often be very intimidating for circulating cyclists, and particularly the many cyclists approaching from Broadgate.

I also agree with Peter's other comments and that it would be very desirable for cyclists and pedestrians to have right of way at this crossing, with good signing to make this priority clear to drivers. This would reinforce the higher priority to the needs of vulnerable users now being given by the University on roads on the campus.
best wishes, Hugh

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

From: [peter](#)

To: 'Hugh McClintock (Dell)'

Sent: Tuesday, October 19, 2010 12:44 PM

Subject: RE: cycle path improvements at west entrance to UoN [Scanned]

What a vast improvement. I am delighted. I am also pleased that the University is prepared to use some of its land to create a cycle route through the campus that takes out the cycle bottleneck at the West entrance.

However in using the present crossing I am frequently caught out by traffic turning from the Island into the University without any signal. (I am rightly assuming that traffic will continue round the roundabout unless signalling to leave). I have had a number of near misses when I have been crossing assuming a car is continuing around the roundabout.

- 1) There needs to be clear signage showing cars that there is a cycle crossing.
- 2) The further away from the roundabout junction the crossing is positioned the safer it will be.

Finally will pedestrians/cyclists have right of way at this crossing?

Peter

Sharphill Woods - cycle provision under A52T as part of a possible Ruddington - Edwalton (W Bridgford) cycle route and through the major new housing development – my message of 21 Oct to Jane Baines, Rights of Way Section, Notts County Council:

"Jane

Thanks for sending the plan showing the many footpaths in the area and thanks also for your further comments which we have now had a chance to consider very carefully.

Although, as you say, the route claimed through the subway under the A52T was only being claimed as a footpath, I understand from Rushcliffe Borough Councillor Rod Jones that much of the evidence of usage which he collected did in fact come from cyclists. That so many cyclists were prepared to confirm that they had been using it, despite the very difficult approaches on the northern (Sharp Hill) side does surely give a strong indication of how basically valuable they find the subway, and especially in view of the very great problems they face in trying to cross the A52T safely anywhere in the vicinity (The nearest safe crossing, the B680 between Wilford and Ruddington which of course goes under the A52T, is nearly 2km to the west).

Even if the new right of way, once finally fully registered, remains only a public footpath, it surely would be possible to allow permissive access for cyclists, as happens on various other off-road paths including, in Nottinghamshire, several places on the Sustrans NCN route 6 in the north of the county? This status would be a much more positive position than just warning cyclists that they are technically trespassing.

The importance of the evidence for the claim that came from cyclists clearly shows the importance, if the subway were upgraded and proper access provided on both sides (with careful design of the ramp accesses to avoid blind bends, and with good lighting and signing, etc.) of its potential just in its own right. However, the prospect of the major new housing now going ahead next year between Sharp Hill and Edwalton, etc. means that its value as the centrepiece of a much longer route makes the case for its promotion surely all the greater. As a first step it needs a ramp to link the northern entrance to the subway (once unblocked) directly to the wide grassy northern verge of the A52T, with connections to the truncated part of Landmere Lane through to Melton Road (A606), past the employment area and Wheatcrofts Garden Centre.

We fail to see just why the headroom of the subway should be regarded as substandard since its apparent height, 2.3m is, we are sure, no different to that of other subways under trunk roads, including one not so far away under the A453T just east of the Silverdale roundabout which has for many years now been signed as part of the cycle route on the south side of Clifton Lane between Clifton Bridge and the Silverdale estate (Wilford). I have also been cited several other examples of subways under trunk roads, with lower headroom, where cycling is in fact permitted, and am very happy to forward details of these to you should you wish. I could also quote many other examples of subways or bridges under other roads (or railways) where cycling or shared use is allowed, often accompanied by special warning signs to make the substandard clearance obvious to users.

If barriers or other access controls really have to be installed, as the only way to reduce the risk of motor bikes accessing the farming land to the north of the subway, we would ask that great care in their detailed design be taken to minimise the consequent inconvenience to other users, including pedal cyclists as well as people in wheelchairs or with pushchairs, tandems, adult tricycles and bike trailers.

We do appreciate that the future use of the subway involves various complex issues, involving different parts of the County Council, Rushcliffe Borough Council, the Highways Agency and the developers so would therefore like to suggest that it might help, if you would find it useful, to arrange a meeting of all interested parties, to discuss these issues in more detail.

best wishes
Hugh, for Pedals

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

From: [Jane Baines](#)
To: [Hugh McClintock \(Dell\)](#)
Cc: [Stephen Jones](#) ; [Clive Wood](#)
Sent: Friday, October 08, 2010 4:08 PM
Subject: Sharphill woods - cycle provision under A52.

Hugh
Plans attached relating to the letter

Please note the route is only being claimed as a footpath as that is the evidence provided by the claimant, so it is legally only for walkers.

If a higher status is to be allowed on the path then the owners of the land have to give their permission. We do not know who owns one half of the route so permission cannot be sought or given for the whole route.

It is NCC Highways reasoning that they cannot promote a route which is sub-standard (i.e. reduced headroom), however needed the route is.

Cyclists who use the route will be trespassing technically.

If barriers are installed for any reason they are unlikely to be A-barriers as they can disadvantage some users on foot. However legislation does not, I believe, recognise the accompaniment of a trailer on a cycle and therefore these do not have to be catered for.

I hope this is clear and answers your questions.

Jane
Jane Baines
Area Rights of Way Officer
Countryside Access
Planning Sustainability
Communities
Nottinghamshire County Council
Tel 0115 977 4802
Fax 0115 977 2414

....my further message to Jane Baines (28 Oct) forwarding comments from Jane Baines of the Highways Agency:

"Jane

Further to our recent exchange of emails about the possible use by cyclists of the subway under the A52T at Sharp Hill you may be interested in these comments from Roger Wright of the Highways Agency. Roger is based in the HA's Manchester office but has a brief within the HA as a whole to keep abreast of, and give advice, on issues concerning provision for vulnerable road users in trunk road schemes nationally. I have therefore given him some detailed information on the subway and its wider importance, particularly in the context of the planned major new housing developments in the area, and also sent him some images to show its location and current condition, with a copy to Jeremy Dixon of A-One Plus who of course are the responsible Managing Agency Consultancy for the HA for trunk roads in this area.

As mentioned in my last message I would be very willing to meet you at your convenience to discuss this further, should you agree that a meeting would be helpful.

best wishes, Hugh
for Pedals

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

From: [Wright, Roger](#)

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

Cc: [Peter Osborne](#) ; [Rod Jones](#) ; [Jeremy Dixon](#)

Sent: Wednesday, October 27, 2010 4:02 PM

Subject: RE: subway under the A52T at Sharp Hill, S of West Bridgford, Nottingham and N of Ruddington

Hugh,

Apologies for the delay in getting back to you.

There is very clear merit in endeavouring to get the best possible use from any structure which has been provided and continues to be maintained at public expense. A grade-separated crossing of the A52 is clearly needed for vulnerable users to link the side roads and this could be an excellent opportunity, if agreement can be reached between the owners of adjacent land and the local highway authority (NCC). The Highways Agency interest would be, as owners of the structure carrying public liability, that it is not put to uses that could increase that public liability.

It is up to NCC to consider whether it can provide a public path. It may be that the landowner's concerns about trespass onto his land could be mitigated by the provision of fencing and gates. The path would need to be DDA-compliant in terms of barriers, gradients, surfacing and width and could be coincidental to a retained Private Means of Access, which is no doubt in the deeds of the land holding.

I hope this crossing can be taken forward, albeit with caveats on the usage which must surely be better than crossing at grade.

Best regards, Roger.

...and Jane Baines' response to this (1 Nov):

"Hugh

As you are aware the claim is for a footpath only and we are unable to upgrade this to a bridleway (and therefore allow cycles) as the evidence is not there. For your information here is the background to the claim for the footpath.

The application that was made by Rod Jones was for a footpath from Landmere Lane through the underpass and then back around to the A52. The majority of the user evidence forms and interviews that were part of the assessment indicated that use of the underpass had been by people on foot. There was sufficient evidence that people had been using the path on foot for 20 years without their being any challenge and so it satisfied the criteria for a recommendation to make an Order.

Although there has been some use by cyclists, this was useful secondary information that indicated that there were no barriers and notices prevented use of the path. However, there is no legal mechanism for use on cycles to create a legal right. If sufficient people had used this path for 20 years on horseback without there being challenge, then we would have been able to recommend making an Order for a bridleway and if confirmed would automatically give a right to for cyclists to use it as well. However there was no such evidence.

As it stands the claimed footpath goes Landmere Lane through the underpass and back around to the gap in the highway fencing that used to be Mr. Well's main access into the field before it was 'moved' to further west along the A52. The claimed footpath can then link via the highway verge to the start of footpath No. 30 which is also a footpath and was claimed as such. At the moment there is no such link to allow cyclists to use footpath No. 30 up into and presumably through Sharphill Wood, although it could be that Rushcliffe Borough Council and the Friends of Sharphill Wood are happy to allow this to take place on a permissive basis.

When the report was taken to Committee, they did decide to accept the recommendation to make an order to add this path to the Definitive Map, but also put in the extra section 'subject to the access to this path being protected by suitable barriers to prevent motorbikes having access'.

Since the Committee meeting ROW team have consulted with the Highways Agency to find out what access requirements they have to ensure that no barriers would interfere with that access, and it seems that if a barrier placed at the northern end of the tunnel then they would have no operational problem with that arrangement. Since the Rights of Way Section has incredibly limited budgets we have been trying to get agreement for the barrier to be included in the green infrastructure proposals as shown on the plans produced by the developers. Their response has been that they will show it on their plans but would not probably be able to put it in their schedule of costs.

However, as part of the recent planning application for the green infrastructure we have objected, with one of the reasons being that the issue of the barrier has still not been resolved. Since the Planning Statement that was produced in support of the development did state that the underpass was to be upgraded as full pedestrian/cyclist provision then we would have expected that this barrier would be part of this upgrade.

The barrier that we have suggested is one that has been used successfully on the Grantham Canal that allows pedestrians through and cyclists with care, but prevents motorbikes. We have had a favourable response from the developers on this one.

Although at the moment there is no proposal for any formal legal right other than that of a footpath, there would be nothing to stop cyclists from using it. There is certainly something on the plans that indicates that this is included as one of the access points for the 'proposed footpath/cycleway'. However, we gather from Clive Wood in our Highways Section that he was concerned about the lack of headroom for cyclists through the underpass, and therefore would be quite difficult to do anything about that.

Therefore at the moment we are waiting for agreement from the developers about the funding of the barrier but if we get a second refusal that it will have to be something that the County Council will have to erect. As we have already mentioned money is very tight at the moment and we have just heard the news that we will be losing 50% of the Rights of Way Team and a huge reduction in the capital budget, so it will become ever more difficult to commit money.

The issue of cycling the A52 under bridge is now a matter for the NCC Highways. If this route was to be upgraded to a cycle path as a result of the development, it would be maintained by NCC Highways and not the ROW team. A cycle path is not a status of route that the ROW team maintain unfortunately.

I have read all the emails regarding this over the last few days and note that the Highways Agency are in agreement with us that the height is too low. This may be because of new guidance as a result of accidents or incidents that may or may not have happened as a result of reduced headroom.

Please refer all correspondence regarding possible use of the under bridge to NCC Highways and Clive Wood in the future, thank you
Jane Baines
Area Rights of Way Officer
Countryside Access
Planning Sustainability
Communities
Nottinghamshire County Council,
Tel 0115 977 4802
Fax 0115 977 2414

.....my response of 3 Nov to Jane Baines:

"Jane

Thanks for your latest response which we have now had a chance to consider carefully.

Although we appreciate your point about being unable to upgrade the path through the subway to a bridleway (and thereby allow cyclists automatically), because the clearance (2.5m) is certainly below the 2.8m needed for horseriders to use safely, we still cannot understand why, as suggested in my previous email, you cannot allow permissive access for pedal cyclists, as on other routes, e.g. on parts of Sustrans NCN Route 6 in the north of Nottinghamshire, and especially when the pent-up demand from cyclists to cross the very busy A52T at this point is some evidence from the substantial support from cyclists for Rod Jones' footpath claim, and the great dangers which cyclists, as well as pedestrians, face in trying to cross the A52T anywhere in the vicinity of the subway. Addressing these is now surely all the more important in

the context of the major housing development at Sharp Hill and the need to maximise the use of sustainable travel within and to and from it.

In view of your request in the last paragraph of your message to refer all correspondence regarding possible use of the underbridge to NCC Highways and Clive Wood in the future, I will now contact him directly to discuss our further evidence about this. I would however say that we are very surprised that you "note that the Highways Agency are in agreement with us that the height is too low" since this is very different from the interpretation we place on the recent advice (27 Oct) from Roger Wright of the HA, particularly with regard to his comment:-

"There is very clear merit in endeavouring to get the best possible use from any structure which has been provided and continues to be maintained at public expense. A grade-separated crossing of the A52 is clearly needed for vulnerable users to link the side roads and this could be an excellent opportunity, if agreement can be reached between the owners of adjacent land and the local highway authority (NCC)...."

I will copy to you my subsequent email to Clive.

Finally, I should make some comment on your reference to the very severe cutbacks which are now threatening future Rights of Way section work, which we were very concerned to hear about when we received the recent consultation letter. We can well understand how much more difficult these cuts, if implemented, would make it to carry out your most valuable work, and we will in due course be submitting a Pedals response to this consultation, expressing our great concerns.

Hugh
for Pedals

...and my message of 3 Nov to Clive Wood, Notts CC: re comparison of the clearance in the Sharp Hill and Silverdale subways

"Clive

Jane Baines from the County Council's Rights of Way section in her recent (1 Nov) email asked me please refer all correspondence regarding possible use of the underbridge to NCC Highways and you in the future, so I am now writing to you directly about this, with a copy to her and the other main interested parties.

As I mentioned in my previous email today, copied to you, we were rather surprised at the interpretation of the recent advice from Roger Wright of the HA that "I note that the Highways Agency are in agreement with us that the height is too low".

In the light of this statement Karina Wells and I have revisited both this subway and the one under the A453T near the Silverdale roundabout in Nottingham (at the north end of Brookthorpe Way, Silverdale, Wilford) where cycling has been allowed for many years, to compare their dimensions, particularly with regard to clearance.

As a result, we now find that the clearance at the Silverdale A453T subway, 2.44m, is actually 6cm lower than the 2.5m clearance at the Sharp Hill A52T subway where, apparently, you consider it is too low to permit this.

Attached please find two photos taken during our visits showing Karina standing in both subways. The width is not at all an issue, as the Sharp Hill subway is much wider than that at Silverdale, so we fail to understand why shared use at the later site is regarded as unacceptable but not at the former. Indeed, the Silverdale subway under the A453T is in fact one of the key features of the Clifton and Wilford to city centre commuter cycling corridor soon to be upgraded by Nottingham City Council.

Similarly, Pedals is, as you know, very keen to see this subway used as the centrepiece of an cycle route from Ruddington to the Edwalton and Gamston side of West Bridgford through the major new housing development nearby between Sharp Hill and Melton Road, with initial links to the truncated part of Landmere Lane north of the A52 near the Wheatcrofts Garden Centre, and using the other truncated section of Landmere Lane, south of the A52, to and from Ruddington village (with a safe crossing of the A60 at Ruddington). The new housing development, with its opportunity to obtain developer contributions presents a very good opportunity to help implement this route, especially with its other cycling and green infrastructure proposals and the evident wish also of the Highways Agency (recently confirmed to me by Jeremy Dixon of A-One Plus) to promote cycling and walking in the new development and links to and from it.

If you wish to check our measurements for yourself, and other aspects of the two local Trunk Road subway situations, both Karina and I would be very willing to meet you on site to discuss this further, if you like please to suggest dates and times that would be convenient for you, perhaps in the third or fourth week of the month.

best wishes,
Hugh
for Pedals

....response of 4 Nov from Jane Baines and my comments to her

Jane

Thanks for these further comments. We think that the next step is for myself and Karina Wells to meet Clive Wood on site to discuss the subway clearance issue. He has not yet responded to my email yesterday but I hope we can arrange this soon, if possible with someone from the Highways Agency or A-One Plus, e.g. Jeremy Dixon, also present. I am away

from tomorrow morning until late next Tuesday but will chase Clive about this if there has not been a reply by the time I return. If we can make some progress on the acceptability in principle of shared use of the subway we can then focus on the other issues including potential access arrangements, short-term and long-term (depending on funding and the major housing development actually going ahead) as well as links to other proposed highway / traffic measures to accommodate the new development, both by the developer, the HA and the County Council.

To the south of the subway we think that cyclists could simply use the old stretch of Landmere Lane and Old Loughborough Road (though with some speed limit, as now is not the case) and, if possible, some arrangements such as a wide central island to facilitate safe crossing movements on the A60 to and from Ruddington village (if funding is very tight this could be introduced later).

I should have made clear before that we are well aware that the need in principle to have some kind of barrier in the subway, to restrict motor bike access, has already been agreed as a result of Rod Jones' discussions about rights of way in the area. We are not disputing the need for this but only concerned to be able to have a chance to express views about the detailed design eventually chosen, whether this is to be funded by the developer or the County Council, a matter on which we realise that there is now considerable uncertainty. Please keep us posted about any further developments on this.

best wishes, Hugh

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

From: [Jane Baines](#)

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

Sent: Thursday, November 04, 2010 11:46 AM

Subject: Re: subway under the A52T at Sharp Hill, S of West Bridgford - response to your email of 1 Nov re status of the path etc.

Hugh

Firstly thank you for your support against the cuts proposed to the Countryside Access team. The support of Pedals is appreciated.

With regard to the Sharpill underpass, it is for NCC Highways to determine if they wish to take the route on as a cycle route. They have to take on the liabilities of any changes to the underbridge if cycling was permitted, as started by the HA in their email. From a public footpath point of view it is unlikely that cycling will be prevented (by structures), it will just not be formal. At present there is nothing for the underpass to link with for cyclists and in the current climate there is no guarantee that the development will be built and therefore the green infrastructure plan initiated.

Jane

Jane Baines

Area Rights of Way Officer

Countryside Access

Planning Sustainability

Communities

Nottinghamshire County Council

Tel 0115 977 4802

Fax 0115 977 2414

... comments of 4 Nov from (Rushcliffe) Cllr. Rod Jones and my response:

Rod

Thanks for these further comments.

As I have just made clear to Jane Baines we are not challenging the principle of having a barrier in the subway but merely the importance of its detailed design, on which we would like to be consulted, to help minimise any awkwardness for pedal cyclists.

The latest funding cuts obviously make it all the more uncertain just when the barrier will be installed, and by whom, but I have asked Jane to keep me informed of any developments on this.

We will in any case have to carry on keeping the whole situation under review including any further news on just when the housing development is likely to start on site.

best wishes, Hugh

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

From: [Rod Jones](#)

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

Cc: [Chris Gardner](#) ; johnbann24@ntlworld.com ; [Karina Wells](#)

Sent: Thursday, November 04, 2010 12:54 PM

Subject: Re: possible use by cyclists of the subway under the A52T at Sharp Hill - comparisons with the subway under the A453T at Silverdale (Nottingham)

Hugh

I don't know about timescale. From what I see & other communications there are 2 factors which add confusion and potential delay. One you have control over and the other is in the lap of the gods.

1 The type of barrier which RoW team propose is one, as you are aware, designed to ensure motorbikes cannot get through - both pedestrians and cycles, with a bit of a lift, can get through. I am fully in support of that. Motorbikes are a regular problem to the woods and fields and it would be daft to give them another access route. Further, the NCC RoW Council Committee approved my application for RoW for that route on condition that a barrier of the sort described be installed. If it is not installed- then Wells (the landowner not Karina) would object - that would trigger a Public Inquiry and a much long period of delay. In pursuit of your and others agenda for bike trailers etc , I think that you have argued against that barrier. So you have asked RoW for something which they cannot agree but which throws them. Objections tend to lead to uncertainty. (Also as I have mentioned before, RoW team are obliged to deal with footpaths and bridleways as the 2 existing distinct entities and cant create a new legal cycleway status (however much you and I might like it to exist)

2 The lap of the gods/second obstacle is probably financial/who moves first. NCC probably would prefer not to have to spend money on the barrier. Wells won't remove the soil until the barrier is there. The Developers are committed to opening that as a walk/cycle route - which I have told them is welcome - so ultimately will have to pay to install the same barrier. The detailed application for the development has not been agreed by RBC -though it's likely to be soon I guess.

I have kept asking NCC RoW to install the barrier and coordinate with Wells shifting the soil. I'd guess that NCC have money this year which will not exist next financial year.

So my advice to you, is to explicitly accept the barrier and ask if NCC will coordinate with Wells and get it installed before end of March. If they say no - then they should be told there will be a campaign and if no change, then start a campaign. I am happy to join a press campaign. I have other people who have pressed for it to be opened, who would join in. If that fails- it's a matter of waiting for the developers, assuming they get the approval, to bring it together a year or 2 from now.

Hope this is clear and not too upsetting.

Rod

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

Sent: Thursday, November 04, 2010 11:15 AM

To: [Rod Jones](#)

Cc: [Chris Gardner](#) ; johnbann24@ntlworld.com ; [Karina Wells](#)

Subject: Re: possible use by cyclists of the subway under the A52T at Sharp Hill - comparisons with the subway under the A453T at Silverdale (Nottingham)

Rod

Perhaps that is what Clive Wood expects; that only cyclists standing on penny farthings will want to use it!

Hugh

PS.

Any more news about when the blockage at the northern end of the subway is likely to be removed? I think you told me some weeks ago that you understood that the Highways Agency were concerned about this as it could interfere with the drainage of the subway and therefore undermine the structure. Are you in touch with them about this? I also wondered when you expect the County Council to complete the processing of your rights of way claim and to sign the footpath through the subway.

It also occurred to me that we might soon want to encourage some press publicity for this (using something like the two shots of Karina standing in the two subways), if we do not get the County Council to be more reasonable!

.....subway under the A52T at Sharp Hill, S of West Bridgford - brief report on my phone discussion with Jeremy Dixon of A-One Plus – my response of 11 Nov to message from Julian Bentley

Julian

Thanks for this message and for offering to contact other local cyclists to get support on this.

I have just spoken to Jeremy Dixon of A-One Plus, the Managing Agency Consultancy for the Highways Agency who have responsibility for Trunk Roads in Nottinghamshire and he has confirmed that he is sympathetic to the case for shared use of the subway (as well as other measures to promote cycling in association with the proposed major housing development at Sharp Hill). He was anyway intending today to email Kamaljit Khokhar of the HA about this but said he would now revise the email he proposes to send to take account of our phone discussion. He said he would copy this to me. He is very well aware of the great dangers for cyclists and pedestrians in trying to cross the A52 anywhere else in the vicinity.

I said that, rather than indulge in another flood of emails, it would be very helpful if we could now have a meeting on site, at an early date, and involving Clive Wood from the County Council and any other interested parties, to discuss the objections that had been raised and how best to resolve them, taking account of both the similarities and differences of

other local subways under Trunk Roads where cycling is allowed, such as under the A453 at Silverdale and the A52 on the south side of the Dunkirk flyover roundabout, by the former Dunkirk Fire Station.
I will keep you informed of further developments.
best wishes, Hugh

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

From: [Julian B](#)
To: hugh.mcclintock@ntlworld.com
Sent: Thursday, November 11, 2010 10:58 AM
Subject: RE: subway under the A52T at Sharp Hill, S of West Bridgford - latest response from Jane Baines (Notts CC Rights of Way)

Hi Hugh

Am not sure how to respond to some of the Govspeak quoted by Jane Baines - but I'm 100% behind any efforts to get this link established for Cyclists as it is very dangerous (not to mention inconvenient) to cross the A52 for a vast length spanning the Wilford Road (B680) underpass to the Toucan crossing near Gamston/Bassingfield.

In today's parlance, getting cyclists access to this A52 underpass is a 'total no-brainer'.
Julian

PS I am contacting other local Cyclists re this issue

dodgy barrier on Ruddington Lane cycle path - proposed meeting – my message of 11 Nov to Clive Wood, Notts County Council:

Clive

Chris Gardner recently reminded me that he has not heard from you since, about a year ago, he requested a meeting to discuss the problem of the "dodgy barrier" intruding into the cycle path on Ruddington Lane.

He has asked me to remind you please of his suggestion for a meeting to discuss the situation on site (after 17.00, if possible) so as to convey a clearer idea of the danger this barrier can pose to path users after dark.
best wishes, Hugh

Recent Cyclenation and CTC campaign to save Cycling England – message of 25 Oct from Simon Geller (Secretary of Cyclenation) on the response from Norman Baker, MP:

"Cyclenation has supported Cambridge Cycle Campaign's efforts to Save Cycling England - Norman Baker MP has now responded to the campaign - here's what he says: www.savecyclingengland.org/reply

Well done to everyone who participated in the campaign - we may not have succeeded in the primary objective but we have demonstrated the depth of feeling on this issue and ensured the continuance of the BikeAbility scheme.
Simon

4. Report on recent meetings by people who have attended on behalf of Pedals.

21 Oct East Midlands Trains / South West Trains Stakeholder Meeting, London – report from Peter Briggs:

"1) I was one of about 30 people who attended this event in London

2) The top brass from EMT were present at the meeting and a number of up-beat presentations were made by the Company of its achievements since it gained the franchise.

- a. Newer trains
- b. More frequent trains
- c. Better time-keeping
- d. Continuing improvement to station infrastructure
- e. Better line speeds (with further increases to come).

f. New cycle pods increasingly to be provided at stations (so far work has been concentrated on stations on the Derby/Stoke-on-Trent line).

3) There were opportunities for questions. I commented:

a. on the time it takes to issue a cycle ticket (this is a computer programming issue). I also stated my concern that they cannot be obtained on-line. EMT gave a commitment to looking at this and will report back to me.

b. on the poor signposting of cycle/disabled entry on trains. Again EMT gave a commitment to looking at this and will report back. I also had an opportunity to raise this same issue with a representative from ATOC who will separately be in touch with me.

4) I did not pursue issues of security at Nottingham Station Cycle Compound as Keith Morgan from Nottingham City Council, who was also at the meeting, informs me that a *smart card* system of getting into the Station bicycle compound is actively under consideration.

5) I was not able to address issues of bikes on trains from Loughborough as I did not have sufficient *factual* evidence as to what the problem might be. After the meeting I realised nothing had been said about when platform lengthening at Beeston/ Loughborough might take place.

6) By chance I also spoke with the Principal Transport Planning Officer for Sheffield City who told me that they were looking seriously at how they might carry bicycles on their trams – probably by allowing cycles to be carried at one designated end of the tram out of peak hours – watch this space!

Peter Briggs 24th October 2010

....and comments on this (25 Oct)

From Simon Geller (Sheffield Cycling Campaign and Secretary of Cyclenation:

" Peter et al,

Firstly to reiterate Hugh's thanks to you for making the time to attend this meeting.

Just to clarify a couple of issues:-

(i) You **can** make your bike reservations for any UK reservable train online - just not on the East Mids trains site!
You can use either of these sites:

East Coast <http://www.eastcoast.co.uk/>

Southern Railway <https://tickets.southernrailway.com>

The bike reservation option is with the seat reservations part of the process.

I suppose if East Mids Trains want to lose business by failing to offer this facility it's their look-out!

(ii) I believe the issue at Loughborough is that trains stop with the cycle storage part of the train off the short platform, so you can't unload?

(iii) Sheffield Supertram - a trial was proposed of bike carriage at off-peak times but at the meeting of SY ITA on 7th October it was decided not to continue. You can watch the unedifying proceeding at the following URL

<http://www.cyclesheffield.org.uk/2010/10/12/ita-discussion-on-bikes-on-trams/>

We are however continuing negotiations with Stagecoach Supertram and the PTE, and there is another 'cyclists special on the 31st Oct. Tram leaves Cathedral at 10a.m.returns from Waterthorpe at 3, and there are guided short and longer rides - all welcome, £5 return fare.

Simon

....from Brian Goss:

"Simon,

with regards your question re Loughborough & Beeston platform lengths, yes the problem is twofold:

1) Unless you've used Loughborough/Beeston before you wont know about the short platform, and depending on where you board you often wont be notified, so may end up being unable to disembark.

2) If you do know about the platform length you have to store your cycle in a part of the train not designed for cycles which is especially problematic now EMT have now ceased use of buffet cars in favour of a trolley service

Loughborough platform 2 is 4 cars long, platform 1 is now 5 cars long; Beeston 1&2 are 5 cars long,

Lengthening of Loughborough platforms is supposed to be happening in the current network rail control period (possibly also Beeston), but doesn't appear to have been included in the current contract for station improvements, so is uncertain. I will ask the staff at Beeston & Loughborough stations (my commute) & see if they've heard anything.
Best Regards, Brian"

.....comments on Brian's point 2 from Simon Geller:

"> 2) If you do know about the platform length you have to store your cycle in a part of the train not designed for cycles which is especially problematic now EMT have now ceased use of buffet cars in favour of a trolley service

Trying to think laterally, could the disused buffet car be used for cycle storage? (Personally I'd rather it was used as a buffet!)
Simon

....comments from Chris Matthews, Brian Goss, and Dave Holladay (CTC) (27 Oct):

"Chris – and others

There are solutions for commuting cyclists, enabling them to enjoy the time savings, money savings (no car park charges, no need to run a car and leave it parked most of the day at the station, no onward bus fares), and if they measure up rail against driving all the way – the time savings and cost savings which for many key commuter routes like Sheffield-Leeds and Leicester/Loughborough to Derby/Nottingham make the choice between driving and using rail a 'no-brainer'

Can you tot up the sort of gains – time saved, cash saved directly and indirectly, perhaps across the groups who also travel with you on the train. There may well be a value that can be put against the benefits of cycling to and from the station at each end of the commuting journey, which will enable a structured and sustainable tariff of solutions – similar to that being offered by Stagecoach South West Trains. They recognise the benefit to them of converting more 'driving' commuters to cyclists, because this keeps car park spaces available for off-peak users, who then fill up otherwise empty seats, and it also avoids the cost and other problems (overloading local roads, increased delays putting more cars through the same car park access etc) created by building a bigger car park – often by building upwards at over £12,000 per space, and then having to recover that cost – often by 'selling' the enhanced asset to the landlord (Network Rail) and ultimately having the capital cost underwritten by the public purse (now there is a great topic for a Parliamentary Question about how much of the cost of Network Rail to the taxpayer is made up from funding the multi storey car parks at so many stations).

SW Trains offers a special deal for their 'lease' scheme to season ticket holders hiring a Brompton, fully serviced from their Waterloo (and soon from Richmond and Guildford) hire points. 40% of the bikes passing through the main cycle access to Waterloo during the peak hours are Bromptons, 20% are other folding bikes – at the rate of 250 bikes/hour. I suspect Leicester will show similarly significant levels of Brompton/folding bike traffic – from my observations when passing through, so how about getting to grips with some basic data on cycle-rail activity, with some barrier counts plus some on-train counting – especially if you can establish the % of passengers travelling with cycles and the % of seats filled overall. 3% is not uncommon on a train which is 50% filled, and 10% is often seen on late/early trains. These figures are important and useful to make a proposal to EM Trains for positive promotion and management of the cycle-rail 'product'

I can show a plot of a typical journey showing how each element can fit together with allowances for connection 'overlap' and congestion delay/missing the train/waiting for the bus – asses this by the various realistic choices you have and generally you'll find that cycle-rail cycle will cut around 30 minutes from the time you need to allow for your commuting trips (for a London commuter rank this up to a saving of up to 60 minutes of commuting misery on the tube and driving to the station and direct savings of up to £2,200/year on car parking and tube fares)

Another detail can be to set up a route twitter account that people can send messages to via their mobile phone, warning of problems or advising that spaces are available.

Dave Holladay

Transportation Management Solutions

working with

CTC the UK's National Cyclists' Organisation

Parklands

Guildford

GU2 9JX

Direct phone contacts 07 710 535 404 (diverts to 0141 332 4733 if no answer)

CTC Switchboard 0844 736 8450

Website www.ctc.org.uk

Alternative e-mail tramsol@aol.com

....and also this:

Brian

You posted as I was writing a response to Chris – don't just wish 'someone' will do something. Let's get down to proposing a business case for a sustainable paid for (to make it sustainable) option for fast and convenient parking, and review the potential and price points that might make a folding bike leasing scheme, or an OV-Fiets bike hire system – a

system specifically set up for commuter use – both viable and attractive to users. These would have the added attraction of local employment as both would require workshop facilities, for servicing and repairs providing a local bike shop with a core demand for their staff resources.

I have contacts who can supply or source secure parking compounds, and have also investigated a low cost scheme (which could be sponsored as a simple free 'label') that would tag every bike that passes through or parks at a station, and be used with established access gate scanning systems to ensure a tagged bike only leaves with the registered owner/

Dave Holladay

....message of 28 Oct from Dave Holladay in response to comments from John Catt, Loughborough and District Cycling Campaign:

Comments from John:

" I think you are making a valid point about safety Brian. But this does not involve just bicycles. There is insufficient luggage storage on these trains that serve 2 major airports. Very often luggage racks are full and luggage blocks gangways and exits. What is needed is much more flexible space; say half a carriage for every 3 cars where luggage and bikes can be stored, as well as providing additional capacity for wheelchair users if required.

Regards, John

www.ldcuc.org.uk

.....response from Dave H:

"We experienced the same in Glasgow when the Class 318 trains (which originally had a bay with tip-up bench seats (capacity officially 8 people) were modified to a train with fixed seating throughout, for the gain of precisely 1 (yes just 1) seat and the loss of the flexibility to take bikes (up to 18 on some trains from the Arran Ferry or the ferry to Great Cumbrae for Millport), our double pram, golf clubs (trains were popular for getting to Ayrshire Coast golf courses), luggage (for ferries noted plus Troon and Stranraer for Ireland, and the Airports at Prestwick and Paisley) as a result we regularly travelled with gangways (the notorious 3+2 seating as well) and doorways clogged with all of the above. Attached is a picture (do get pictures as well as counts) of a trip I took with the twins in their pram, 3 wheelchairs and 2 bikes, where we were around 20% of the passengers on this train and most of the seats were empty yet the train was 'congested' at almost every door due to the fixed seating, installed at the insistence of Strathclyde PTE on the pretext that they needed more peak hour seats (i.e less than 10% of the time that the train was in service). But this was in effect just one extra seat on a c.240-seat train - crass concept in extremis as the picture shows - barely 20% of seats filled yet gangways and doorways blocked.

A refurbishment of the Meridian trains should 1) clear out the bay with the daft pigeonholes over the bike space, remove the locked door and bulkhead and install the German-style Gamma securing units which can be accessed directly through the single outer door as dedicated and permanent bike space for 2 bikes 2) install a bay of tip-up longitudinal seating in the opposite end to the toilets in each coach with a wider access to the door vestibule, to take the surge of passengers at station stops, store additional bikes/wheelchairs/luggage outside peak commuter times, and provide a bay for the catering service to operate from when the trolley cannot get through the train. This could provide a pilot/demonstration for flexible internal space design for the many routes where a long distance train has to deliver a commuter service at certain times of day. A detail to press for and deliver a better solution for cyclists who want to take a bike on the train.

Finally my own take on the bikes issue is that we need to get bike journeys properly logged, and this will never happen with the current fudges 2 reservations per ticket intervention (which forces the contravention of the ticketing software rules, and does not log any journeys on a non-reservable service or operator with no reservations at all, like Northern). Bikes should thus get a bike journey ticket - free issue - which can have a bike reservation where reservations are available. Bike tickets can be issued by the on-train staff if the spaces are available.

Dave Holladay

25 Oct City Council Regeneration and Sustainability Scrutiny Panel Discussion on Cycling, including report on Ridewise and the Ucycle Project (which Andrew Martin and I attended):

This meeting was very useful and focused mainly on presentations from Gary on Ridewise and Matt Easter on the Ucycle Project, although both Andrew and I had the opportunity to make comments on behalf of Pedals.

We also commented on the earlier agenda item, a report from the City Council's Road Safety Team Manager, Francis Ashton, which was also useful for us to hear and discuss.

Both Andrew and I thought it would be useful to invite Francis along for a discussion at a Pedals meeting sometime early next year, particular to talk about her work in encouraging cycling to school via the Lifecycle project. ~This is a topic, incidentally, that we never seem to have given more passing attention to in Pedals and I suggest that it is high time that we put that right!

PS. The reports for this Panel meeting are available for download at:
<http://open.nottinghamcity.gov.uk/comm/agenda.asp?CtteMeetID=3859>

.....my message to Francis Ashton, following up your presentation on road safety to yesterday's City Regeneration and Sustainability Scrutiny Panel meeting:

"Francis

It was very fortunate that Andrew Martin and I were able to be present for your very interesting presentation on road safety to the Scrutiny Panel yesterday, before the discussion on cycling and the work of Ridewise and the Sustrans UCycle Project etc. It was a very useful opportunity to hear more about your most valuable work, of great direct and indirect benefit to cyclists, and especially in terms of tackling still all too common driver speeding and promoting safe non-motorised travel to and from schools.

We both much enjoyed it, and appreciated the chance to make comments, and we also thought that it would be a good idea to follow this up sometime early next year by inviting you along to a discussion at one of our Pedals monthly meetings. I will contact you about this later after we have reported back to the next Pedals meeting, on 15 November.

Meanwhile, as briefly also mentioned yesterday, we are very interested in your proposed road safety training work with bus drivers and hope that this can include emphasising the importance of bus drivers (as well as other drivers) respecting advance stop lines for cyclists. Unfortunately bus drivers (as well as taxi drivers) seem as bad offenders as drivers in general in our experience, despite the fact that we have in the last year or two been encouraging Pedals members, via our website, to report directly to the various local bus companies, any incidents they observe of such intrusions.

We do know that some of the bus operators, especially Trent Barton, are now treating these reports very seriously, but there is certainly scope for taking this effort further, on a wider basis, including ensuring that all ASL and cycle lane markings are clear and conspicuous since some such as those on the Arkwright Street approach to the Station Street / Queen's Bridge Road / Carrington Street are badly eroded.

In your work with bus drivers you might be interested to know of the work on cycle awareness which Dave Holladay of Transport Management Solutions (and who works with CTC nationally on public transport issues) has done in recent years with many bus operators. I am copying this message to him so that he can give you more information directly.

best wishes
Hugh
for Pedals

....and response to this from Councillor Carole Jones, Chair of the Regeneration and Sustainability Panel (31 Oct), with my response to her:

"Carole

Thanks for this response which I am passing on to Andrew Martin.

Yes we also find that some of the cycle paths involve a lot of stopping and starting which is one reason why some like that are of less appeal to more confident cyclists. Pedals is very keen to achieve a consistently high standard of cycling infrastructure, where the need to keep stopping and starting is avoided as much as possible!

best wishes and thanks again very much for inviting us to join in the Panel's recent discussions.
Hugh

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

From: [Carole-Ann Jones](#)

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

Sent: Sunday, October 31, 2010 10:53 AM

Subject: RE: following up your presentation on road safety to yesterday's City Regeneration and Sustainability Scrutiny Panel meeting [Scanned]

Dear Hugh,

I was pleased that you and Andrew found the presentation on road safety interesting. We have made some good progress in that area - let's hope that it continues.

Can you thank Andrew for forwarding the information on travel planning websites - I will look them up, they may come in useful. I do find some of the cycle paths involve a lot of stopping and starting!

Best Regards,
Carole Jones

27 Oct Transport Planning Society Seminar on Cycling, Leicester University,
Hugh to report.

This meeting, attended by 40-50 people, showed just how much interesting work on cycling is now going on in the East Midlands, with presentations by Stan Werbinski and Mark Smith on the Cycle Derby Project, Andy Salkeld of Leicester City Council on the great variety of cycling work in Leicester, and also Joanna Ward on the Nottingham Ucycle Project. These followed a presentation by Lynn Sloman, of the Transport for Quality of Life Consultancy, and a Cycling England Board Member, on the results of the Cycling Demonstration Town Projects (which of course includes Derby in this region).

Among the interesting points that came out of these presentations and subsequent questions and discussions were:-

- The above average increase in cycling by older groups (older than 40) in the CDTs.

- That cycling to school rates have doubled in the CDTs with the best programmes, including, as in Derby, a good Sustrans Bike-It programme
- Having a team ethos is vital, and a personal proactive approach to Head Teachers and other key people, as in Derby.
- How getting more kids on bikes can in turn encourage their parents to want to learn to cycle, and demand for family cycling events, especially ones linked closely to schools where cycling is being heavily promoted.
- Cycle Derby have developed a cycling GCSE, to help get cycling more embedded in the curriculum and this is now being used elsewhere.
- Derby have had very successful Cycle Days at school, starting with an hour of bike maintenance, and then a large group ride.
- The need to start very young in getting kids used to using two wheels, e.g. with 'Scootability' projects at nursery schools.
- How programmes need to be consolidated and sustained, e.g. at schools things can start well with very supportive Heads and Parents and Teachers but then change, e.g. when that very supportive Head leaves, or when the superb new bike shelters get vandalised and parents and kids get more wary of taking their bikes to school, unless these problems are promptly addressed.
- Changing local political situations and the loss of key pro-cycling councillors / Portfolio holders can also make it much harder to sustain programmes and get widespread general buy-in and support.
- It is vital to get all measures to join up, e.g. intensive school cycling measures must be combined with widespread infrastructure improvements, as overlooked early on in Derby, it seems.
- Derby now planning a £50 million Velodrome, building on all its other cycling efforts with kids and the enthusiasm this has created.
- Lots of good work being done in Leicester, though not a CDT project. Visit www.leicester.gov.uk/cycle-city to find out more! Andy Salkeld emphasised the need to plan for a lot more cycling and walking over 25 years and for raising the profile of cycling by involvement in the new round of Local Transport Plans ("LTP3")
- Quality management of assets – management and maintenance, also vital, Andy said.

2 November Workplace Challenge Steering Committee meeting

The consensus at this meeting was that the Challenge had been very successful and worthwhile, even if we did not achieve the probably very unrealistic target of getting 2000 people to sign up. As of the meeting the following had been achieved:

Number of Active Workplaces	93 workplaces (target was 100)
Number of Registered Members	821 members (targets was 2000)
Number of Trips Logged	10,778 trips
Number of Points Scored	2,490,751.8 points
Number of Kilometers Travelled	92,577.0 kms
Kgs of CO ₂ Saved	18,790.55 kgs

It seems however that 19 of the 93 organisations taking part have in fact logged no points, as well as a good many individual participants. It is important to complete the evaluation questionnaire by 21st November to be in with a chance of winning the £1,000 cash prize!

When the evaluation questionnaires have all been completed and analysed, by the end of the year, we should have a clearer idea of how much of the recorded activity consisted of cycling, as opposed to other physical activity, and also, of this how much was by new cyclists and how much by existing cyclists doing more.

Meanwhile, we know that The Land Registry recently overtook the County Council is the organisation with most people signing up and it seems clear that those organisations where the HR Department has shown strong support have had the most people signing up.

Ridewise, however, seems to have the record for the greatest number of points per head recorded.

There were discussions at the meeting on ways in which the scheme could be adapted in future, e.g. for use by individual firms, or clubs, or other groups or families, and perhaps covering a shorter time period.

GNTP seem keen to include it in their future toolkit of ways in which employers can promote cycling, and there may possibly be a repeat next year, depending on funding, which of course now is generally very uncertain for most organisations involved!

The prize giving is likely to take place at NFFC on the afternoon of 24 November (tbc).

For more information, including the evaluation questionnaire, see <http://www.sportnottinghamshire.co.uk/workplace-challenge.php>

.....extract from Sports Notts WPC newsletter, Nov 2010

Workplace Challenge Team Winners

The Shape Up Notts Workplace Challenge came to a close at the end of October. This county wide initiative pit organisations against each other to find out who had the most active workforce. There were various awards up for grabs, including £2,000 for the highest average points logged and largest total kgs of CO2 saved, both of which were won by Ridewise. They are planning to invest the money back into local SME's to encourage more employees to swap their cars for bikes on their journey to work. Nottingham Land Registry scooped the award for highest overall total points while Agathos Systems recorded the highest average CO2 saved.

The programme engaged almost 1000 people in the county over four months. In total, participants of the scheme collectively travelled over 93,000 km, the equivalent of just over two trips around the world, saving a staggering 19,000 kgs of CO2 emissions. Well done to the winners and to everyone who took part in the challenge.

4 Nov Bilborough College Sustainable Travel event:

Thanks to Dave Clark for taking the Pedals stall along to this event, arranged by Dave Hobday of the Sustrans Ucycle Project Team and Matt Price of the City Council. Ridewise, Ucycle, The Big Wheel and the City Council also had displays, and there was lots of interest.

I gather from Matt Easter that Sustrans are keen to do more of these events in FE colleges and already have some interest from New College Nottingham.

5 Nov meeting to discuss proposed Nottingham Night Light Decorated Bikes Procession, Feb 2011

Pete Elderton and Dave Clark to report. – see above, under Update (Matters Arising from minutes of last meeting)

6 Nov: Autumn CTC and Cyclenation cycle campaigners conference in Edinburgh hosted by 'Spokes'.

Andrew and Hugh to report.

This was another good meeting, including interesting workshops on the Spokes campaign to improve cycle parking in flats and tenements and the Edinburgh Bike Workshops campaign to promote cycling with j local employers, linked to their very good work on recycling bikes.

Dave du Feu of Spokes gave a good overview of their work over the last 32 years, during which time cycling has grown from 1% to 6% of trips to work locally.

They have produced several editions of a very popular cycle maps and also now a Travel Choices map.

He emphasised the need for local campaigners to give praise where it was due as well as to criticise.

Also important, he said, was to encourage individual members to respond to local council consultations. Even if this posed some risk of inconsistent views it could help to raise the profile of cycling and cycling issues.

We also had speakers from Edinburgh City Council (Councillor Gordon Mackenzie, Chair of Transport) and Cycling Scotland (Ian Aitken), which is a charity and therefore likely to survive unlike Cycling England. They organise cycle training in Scotland and also run the very popular 'Pedal It for Scotland' mass cycle ride.

Jenny Calvert from Transport for London spoke, to compare cycling promotion in the two capital cities, and said a lot about the new Boris Bikes and the evolving system of Cycle Superhighways.

Ashok Sinha, the new CEO of the London Cycling Campaign also commented on these and the possible danger of their leaving little money for other cycling measures, with all the cuts. He also emphasised that cycling might lose out from the London Boroughs now getting more power and showing less interest in cycling.

Philip Darnton from CE explained the crazy and illogical background to the decision the government to disband them, partly because cycling is often seen in political circles in quite emotional terms, rather than logically!

He stressed the importance of having a series of champions for cycling, at different levels and in different organisations, and for cycling 'Ambassadors' to help ensure consistency of policy making and implementation in different policy areas.

He also said it was vital for cycling measures to be carefully targeted 'People, Places and Purpose' must all be carefully thought about.

John Lauder of Sustrans Scotland gave some 'Reasons to be Hopeful' in the closing plenary session.

Sheffield will be hosting the next campaigners conference, next spring.

9 Nov. Climate East Midlands Local Strategic Partnerships and Climate Change Workshop and Networking Lunch, County Hall

Noone from Pedals able to attend after all.

This event was being chaired by Mike Peverill of Climate East Midlands who a few years ago worked for Nottingham City Council on green issues (when they ran the Nottingham Green Partnership) and in that role was a good friend of Pedals.

10 Nov meeting to discussion feedback on the Transport Direct Online Cycle Journey Planner

Hugh to report on this meeting, 10 days after I asked for feedback, via the Cyclenation Forum, from other local campaign groups with experience of this site being tested in their areas.

....my message of 3 Nov to Pedals activists: Online Cycle Journey Planner feedback and promotion

As you can see from the message below I shall be representing Pedals at this meeting next Wednesday with the City Council and other organisations, to discuss how best to promote locally the Transport Direct Online Cycle Journey Planner. As we have agreed removing glitches and making the data as accurate and useful as possible is vital to promoting it more widely.

Several of you have already given me some very useful feedback on your early experiences in using the test data for Nottingham (many thanks) and I have included this in a summary which is attached. It would however, be useful to get any further comments you may have, and particularly from those of you who have also tried using the Cyclestreets site, which has the capacity for cyclists to enter their suggested changes directly. We are keen to know more about the comparative value of the two sites and this two-prong appeal for feedback is now highlighted on the Pedals home page at www.pedals.org.uk Don't forget that you can ask for route suggestions in terms of 'quietest, quickest and most recreational', with 'quietest' set as the default choice.

I also attach a copy of the Frequently Asked Questions note about the Transport Direct site which has been prepared by Jo Cleary who, as a member of the Cycling England Local Authorities Support Professional Advice Service, has been working with CE and the Department for Transport on the promotion of the Transport Direct cycling site.

...and message of 3 Nov from Roland Backhouse, which clashed with this and therefore was not included with the other feedback:

"Hi Hugh,

Martin Lucas-Smith (of Cyclestreets) sent me the following link containing Cyclestreets' views on the further development of the Travel Direct project.

<http://www.cyclestreets.net/blog/2010/04/08/foi-response-our-views/>

The views I sent you on an open system concur with what is in section 3 of this document. Other sections give cause for concern. The statements in section 2 about "deferring indefinitely" the involvement of the community are very worrying. Please could you bring this document to the attention of those at the meeting you mentioned?

I would like to canvas support among computing professionals for the development of "open" systems in this context. Do you know of an official website where the documents you sent me are available for consultation and where comments can be made? It would be preferable to have this information before consulting with my colleagues.

Thanks and all the best,
Roland

....Feedback on 10 Nov meeting to discuss promotion of the Transport Direct Cycle Journey Planner locally:

This was a useful meeting (attended by Graham Hubbard of Ridewise, as well as Gary S-W, Joanna Ward of the Ucycle Project and Jennie Maybury and Kaye Smith of the City Council).

The aim of the meeting was to focus on ways of promoting the site rather than whether or not it still had glitches though that matter was mentioned and I did stress that having confidence in the value of the recommended routes was a vital part of its wider promotion, linked to the ability (as on Cyclestreets) to update suggested changes / corrections easily and adding other features such as being able to plan circular routes and getting advice that reflected temporary problems disrupting routes such as the lengthy closures in 2008 of the Wilford Suspension Bridge and the stretch of Sustrans NCN Route6 between Hillside and Leengate near the QMC and River Leen.

We discussed several ways in which the existence of the TD site could be featured, with links from other websites, including ones linked to School Travel Plans and Workplace Travel Plans. It is already mentioned (along with Cyclestreets) on the Books and Maps section of the Pedals website.

Jennie Maybury would like to monitor how people access the site and suggested that this include giving an ID to the main local website (including Pedals, City Council, Big Wheel, Ucycle etc) to record numbers coming via each.

Kaye Smith said that it was important to think about the use of the TD site by children with different levels of experience, some of whom would need advising to dismount at more dangerous locations. It was agreed that having a child-friendly version of the site would therefore be helpful.

Also important is to ensure there are links to and from it from various Social Networking sites, as is increasingly happening for some group rides, and also ensuring that websites for any major local events include an easy and obvious link to the cycle journey planner.

Another idea is to feature prominently a group of family-friendly leisure rides such as The Big Track route, with links to any further information (special brochures and maps) available.

Gary S-W suggested that making good use of social networking sites could be a good way of continuing feedback on glitches and other further feedback.

11 Nov Cycling for Health Project Steering Committee

Peter Briggs to report

13 Nov. Living for Tomorrow Community Groups and Climate Change conference, Mansfield

I will report on this, including my workshop on our Wilford Suspension Bridge reopening campaign.

5. Pedals Facebook page comments / feedback update

As agreed last month we need to make sure, with the help of Pedals activists who are on Facebook, that we know about comments for Pedals coming in from that source please.

6. Finance (Chris Gardner / Susan Young to report)

7. Forthcoming events / meetings

- Pedals meetings

Christmas Social, Monday 20 December:

What sort of format do we want this year, and what refreshments?

January and February meetings – speakers now confirmed:

Monday 17 January 2011: Pedals monthly meeting including discussion with Chris Carter, Transport Strategy Team Leader, Nottingham City Council.

Monday 21 February 2011: Pedals monthly meeting including discussion with

Joanna Ward, Project Team Leader, Sustrans UCycle Higher Education Cycling Project.

Monday 21 March: Pedals AGM

Monday 18 April

How about inviting Francis Ashton, City Council Road Safety Team Manager, for a discussion of promoting cycling to school, etc.?

- Other meetings / events

17 Nov: Nottingham City Sustainability and Climate Change Service and Sustainable Schools Team networking event aimed at improving the way we communicate and work with schools and other youth settings in relation to sustainability and climate change.

College Street Centre, College Street, Nottingham NG1 5AQ
17th November, 09.30 – 12.15 with buffet lunch and networking opportunity after.

Let me know asap if anyone would like to go.*

18 Nov. NHS East Midlands Sustainable Development Network Low Carbon Futures event, Nottingham Conference Centre, Nottingham Trent University

Helen Ross has invited Peter Briggs to bring along his slide show on good and bad examples of cycle parking at health facilities. I also hope to go.

20 Nov: Transition Arnold-Gedling is holding a "skill share" event at Arnold Methodist Church on November 20th, from 10 a.m. until noon – proposed "Dr Bike" session – message from Margaret Vince, forwarded by Peter Osborne on 2 Nov to Pedals activists:

To Pedals Activists.

If anyone can help with this event, please contact Margret directly.

Thanks, Peter

From: margretvince@ntlworld.com
To: peterozz@hotmail.co.uk
Subject: Dr Bike, November 20?
Date: Mon, 1 Nov 2010 11:09:37 +0000

Dear Peter

Our local organisation Transition Arnold-Gedling is holding a "skill share" event at Arnold Methodist Church on November 20th, from 10 a.m. until noon.

We would very much like to host a "Dr Bike" session then.

I know that Andrew Martin has done this before for a similar event in Sherwood, but he is away that day. Do you have any other members who can help?

Please contact me by e-mail, or by phone on 07890 284066
Thanks!
Margret Vince

....message to Margret from John and Pippa Hand, Notts CTC:

"Hi Margret,

Hugh passed on your request for a Dr Bike to appear on the 20th November at Arnold Methodist Church.

Unfortunately, at such short notice we could not rearrange our other work to accommodate the event. We have this year been fully self employed and have worked hard to increase our client base, cycle related work now only accounts for a small part of our working week.

Both of us have many years experience of delivering maintenance tuition and Dr. Bikes so should you require our services in the future we would be pleased to quote for an event.

Kind regards, Pippa and John

24 Nov Big Wheel event at County Hall – message of 5 Oct from Helen Hemstock inviting Pedals to bring a stall

“Hello Hugh,

The Big Wheel are working with the County Council to co-ordinate a sustainable transport event for their staff on 24th November 2010. The event will run between 11am and 2pm and will take place in the Assembly Hall at County Hall.

The County Council have asked us to pull together various operators and supporting groups to provide their staff with information and encouragement to change to - or continue to use - public transport and active travel.

As part of that I'd really like to get Pedals involved on the day, having a stand/stall or area to engage with Council employees. I wondered if you could tell me if Pedals are available and happy to attend on that date?

Thanks in advance,

Helen Hemstock

Marketing and Communications Manager

Greater Nottingham Transport Partnership

Tel: 0115 9471 772

Please note that we have moved offices and are no longer at Castle Heights. Our address is:

Greater Nottingham Transport Partnership, Apex Court, City Link, Nottingham NG2 4LA

PS. Dave Clark will be taking the Pedals stall to this event and both Pete Elderton and I hope to attend for some of the time

26 Nov (9-12) GNTTP Autumn Forum – Transport Fit for the Future

The Greater Nottingham Transport Partnership is pleased to announce the date of their autumn forum. **Transport Fit for the Future** – is a forum that will provide you with an update on the present and emerging transport landscape in light of the Spending Review and global transport advances. It will take place at Nottingham Trent University on 26th November 2010, between 9am and 12pm.

Details at <http://www.thebigwheel.org.uk/gntp-autumn-forum-transport-fit-for-the-future>

I hope to go. Is anyone else interested?

Tues 14 Dec (10.00): Broxtowe Transport Sub-Group, Committee Room, Town Hall, Foster Avenue, Beeston.

Robin Phillips normally represents Pedals at these meetings. I hope to have confirmation from him before Monday that he can go, so that we can then decide who else could take his place, if necessary.

The meeting is likely to include a presentation from Gary Smerdon-White and/or Adrian Juffs about the Broxtowe Cycling for Health project.

Stapleford Traffic and Transport Meeting next meeting, Friday 28 January 2011 in Stapleford

Library 10.00

Martin Quarton has represented us at some of these meetings. Is anyone else interested? If so, I can send them the minutes of the last meeting. (I have, incidentally, not heard from Martin for several months – does anyone have any news of him, I wonder?)

8. Cycle facility and traffic management matters

City centre cycle parking – increased demand?

Various people have commented to me recently on the increased usage of cycle stands in the city centre and the need for more.

Should we be pressing the City Council for this and, if so, just where is more parking needed?

One possible location is inside the Broad Marsh bus station where the cycle stands by the Supervisor's office seem conveniently located and very well used.

I gather that the Cambridge Cycling Campaign have arranged with their City Council to set up a special 'Cycling Sorted' website where people can suggest improvements including locations for cycle parking. Should we suggest something similar to Nottingham City Council? The Cambridge one makes use of the excellent online mapping on the CCC site, on which the national Cyclestreets site is now based.

See: <http://www.cyclingsorted.org/>

Sustrans NCN route 6: Bar Lane – message of 18 Nov 2010 from Andrew Martin

Dear All

I recently took some pictures which illustrate the issues with the cycle lane at Bar Lane, a route I use every week.

I have commented on this part of Route 6 on numerous occasions over recent years. I feel the intended start of the cycle lane causes more hazards than it attempts to solve.

1. Vehicles park between the double yellow lines and the chicane, blocking the intended access to the cycle lane.
2. Furthermore, the road is then narrowed and vehicles attempt to squeeze past cyclists.
3. Finally, vehicles also park (on the cycle lane) between the chicane and the entrance/exit to Sainsbury's car park. Car drivers leaving the car park are not expecting to see cyclists so close to the entrance/exit.

I would like to request that this site is improved so cyclists can actually use the cycle lane!

Best wishes
Andrew, For Pedals

NET extension lines go-ahead – possible revisit of the cyclist advice leaflet we helped produce for NET Line One?

Now that the NET extension lines, to Clifton and Chilwell, are definitely going ahead, should we, in addition to dusting down our detailed comments on the route alignment proposals consider perhaps revising the advice leaflet for cyclists which we helped the NET Project Team produce during the implementation of NET Line One?

See: http://www.thetram.net/howto/cyclists_old.asp and <http://www.thetram.net/gfx/howto/cyclists/cycleleaflet.pdf>

Dave Holladay of Transport Management Solutions, who works with CTC, has sent me a copy of the draft revised tramway guidance from the Office of Rail Regulation (ORR) which tram promoters have to adhere too. It includes a section on the cycling-tramways interface. I can send this to anyone interested.

Possible cycling improvements in the Kimberley area – Sustrans interest following meeting in October between Matt Easter and John Grimshaw, and comments from Andy Whickham of Notts CC, Pedals member and Kimberley resident:

"Hi Andy,
Happy to meet and have a discussion or gather your views regarding route potential through Kimberley and beyond.

Sustrans is looking again at Bennerley viaduct but is doing this in the context of the potential for improved East West linkages between Derby and Nottingham-particularly between the Ilkeston area and the West side of Nottingham.

We cycled three routes with some potential to be formalised further and I will be liaising with rangers to look at how we increase usage of these potential routes. The routes we looked at were, one through Awsworth and onto Kimberley and the Nuthall railway line route, one along the Nottingham canal and one in between through Strelley and across to Cossall.

I also intend to track down the cycle audit report for Kimberley.

Regards, Matt
Matt Easter,
Regional Director - East Midlands
Sustrans
Biology Building
University Park
Nottingham University
Nottingham
NG7 2RD
0115 951 3089
07787 289 292

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]
Sent: Tue 19/10/2010 14:28
To: Andy Wickham
Cc: Matthew Easter
Subject: Re: Possible cycling improvements in the Kimberley area

Andy
Many thanks for your prompt and helpful response which I am hereby passing on to Matt Easter.
best wishes
Hugh

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

From: [Andy Wickham](mailto:Andy.Wickham@nottscc.gov.uk)
To: Hugh.McClintock@ntlworld.com
Sent: Tuesday, October 19, 2010 12:53 PM
Subject: Fw: Possible cycling improvements in the Kimberley area

Hi Hugh
See below for info.
Andy
Andy Wickham
Conservation Projects & Policy Manager

Nottinghamshire County Council
Country Parks & Conservation Service
Communities Department, Cultural Services Division
Trent Bridge House, Fox Road, West Bridgford, Nottingham NG2 6BJ
Tel 0115 977 4783 Fax 0115 977 2418

-----Forwarded by Andy Wickham/en/nottsc on 19/10/2010 12:48PM -----

To: "Matt Easter" <Matthew.Easter@sustrans.org.uk>
From: Andy Wickham/en/nottsc
Date: 19/10/2010 12:52PM
Subject: Possible cycling improvements in the Kimberley area

Hi Matt

Hugh suggested I might be able to offer thoughts which could assist you, based on my local knowledge of the Kimberley area. I'd be happy to, so feel free to make contact.

Regards, Andy
Andy Wickham
Conservation Projects & Policy Manager
Nottinghamshire County Council
Country Parks & Conservation Service
Communities Department, Cultural Services Division
Trent Bridge House, Fox Road, West Bridgford, Nottingham NG2 6BJ
Tel 0115 977 4783 Fax 0115 977 2418

proposed Phoenix Park - Kimberley further NET extension and implications for cycle routes in the North Broxtowe area – my message of 26 Oct to Matt Easter, Sustrans:

"Matt

In view of your recent discussions with John Grimshaw about the Bennerley Viaduct and possible connection routes in the North Broxtowe area I wondered if you were aware of the proposals by KENTAG for a further NET extension from Phoenix Park to Kimberley etc? These, I think, envisage making use of the former railway under the M1 between

Hempshill Vale and Nuthall which was eventually converted into a multi-user path by the County Council about 3 years ago, about 25 years after John Grimshaw and Pedals had first proposed it.

Pedals has not yet discussed this new development, no doubt given fresh impetus by the recent final approval for the NET extension lines to Clifton and Chilwell, but I will raise it at the next Pedals meeting, on Monday 15 November. Do please let me know before then if you (or John Grimshaw) have any comments.

Thanks and best wishes
Hugh

PS. (Broxtowe Borough Councillor) Steve Barber (for Beeston Rylands) as well as being a very active (and recent national award-winning) Light Rail campaigner (as the main organiser of the pro-tram group BACIT, Beeston and Chilwell for Integrated Transport) is also a keen cyclist and a longstanding member of Pedals.

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

From: [Steve Barber](mailto:Steve.Barber)

To: BACIT@yahogroups.com ; lra@yahogroups.com ; lra-development@yahogroups.com

Cc: kentag@yahogroups.com

Sent: Monday, October 25, 2010 6:37 PM

Subject: [BACIT] Beeston Express, Kimberley and Light rail adverts

KENTAG, the Kimberley action group had a very successful day today (25 Oct) collecting signatures for an extension from Phoenix Park to Kimberley. The BBC cameras turned up and there will quite a feature on East Midlands Today this evening and there was a 10 minute slot on BBC Radio Nottingham, repeated throughout the day. For world-wide people this is in Nottinghamshire the other side of the M1 main London to Scotland Motorway to Nottingham. The M1 provides a barrier with horrendous traffic jams to get over or under it at the few crossing points. There is a disused railway bridge which could be re-used for light rail. Photos of today are here <http://tinyurl.com/3xsr5xg> East Midlands Today can be viewed on-line but not until tomorrow. Go to <http://news.bbc.co.uk/local/nottingham/hi/> and find the appropriate link.

If you are interested in this then please join the KENTAG yahoo group by either emailing me or Andy Cooper; usercp6695@aol.com
Cllr Steve Barber"

....my message of 26 Oct to Steve Barber and his reply:

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

Sent: 26 October 2010 11:10

To: Steve Barber

Cc: Peter Briggs; Matt Easter

Subject: proposed NET extension to Kimberley and implications for cycle routes in North Broxtowe

Steve

I was interested to hear about the latest developments on the campaign to get a further extension of the NET from Phoenix Park to Kimberley and was wondering how I can find out exactly what alignment is proposed. Am I right in assuming that KENTAG envisage making use of the former railway between Hempshill Vale and Watnall including the bridge under the M1 which was converted into a multi-user path by the County Council about 3 years ago, implementing an idea first put forward in about 1982 by John Grimshaw of Sustrans and Pedals?

If this is the case we would certainly want to discuss with KENTAG how the details of the proposed tram extension alignment could be combined with this as well as other possible implications for cycle routes in the area including the very longstanding ideas to achieve routes across North Broxtowe to and from the Bennerley Viaduct, with its various existing and proposed connections to and from Derby as well as Ilkeston etc. I know that Sustrans have done quite a lot of work in recent years on the Derby-Ilkeston route improvements and that they are still keen to extend these further.
best wishes, Hugh

....and Steve's response:

"Please contact Andy Cooper UserCp6695@aol.com chair of KENTAG. I accompanied an engineer to look at the M1 bridge and we concluded that there is no problem with joint, segregated use – the formation is adequately wide. Other than that I would envisage and lobby for enhanced cycle opportunities.

Cllr Steve Barber

Town Hall

.....my message of 26 Oct to Andy Cooper of Sustrans: proposed NET extension to Kimberley and implications for cycle routes in North Broxtowe

"Andy

I was very interested to hear the latest publicity for KENTAG's efforts to campaign for a further extension of the NET from Phoenix Park and would be very interested to have more details of your proposals, particularly with respect to possible alignment along the former railway under the M1 between Hempshill Vale and Watnall and to discuss how your proposals might best be combined with improved cycling provision in the area. If you are successful with your campaign we would be very keen to work with you on getting cycling considered as an integral part of the tram extension plans, as we have tried to do in the case of Lines One and Two, starting with when NET Line One was first proposed in the late 1980s!

If you feel it would be helpful I would be very willing sometime at your convenience to arrange a meeting to discuss this further, and this could perhaps also include other interested parties such as Matt Easter, Regional Director of Sustrans. Sustrans have a very longstanding interest in cycle routes in the area, particularly in respect of links to and from the Bennerley Viaduct and connections to other Sustrans routes such as those between Ilkeston and Derby. This dates back to the local area studies of the potential conversion of disused railways to cycleways carried out in the early 1980s by John Grimshaw and colleagues from Sustrans and its predecessor, Cyclebag.

There is also, I am sure, much potential to connect to the other enhanced routes in the Erewash Valley including the Broxtowe canal towpath and for all of this to be considered in the wider context of developing longer term strategic cycle network extensions in the Greater Nottingham area, being undertaken by Paul Hillier of Nottinghamshire County Council and Keith Morgan from Nottingham City Council, with support from Pedals and other organisations represented on the Greater Nottingham Cycling Development Group.

best wishes
Hugh McClintock
for Pedals
tel. (0115) 981 6206.

...and response from Andy Cooper, KENTAG, of 26 Oct:

"Hugh,
Love to meet you and have a chat about this. The group is looking for as much support as possible and I see no reason why we cannot work together on this. Having walked the proposed route I'm sure I'm right in thinking that there would be enough room for a cycle track. Please bear in mind that if Phase 3 does get the green light we are looking at a completion date no earlier than 2020.

You are most welcome to attend KENTAG's next meeting (date to be decided)
Regards,
Andy Cooper (Chairman---KENTAG)

PS, Meeting now arranged for 11 Nov: message from Andy Cooper of 1 Nov:

"I am attempting to organise a get together on the 11th. Same place, same time. (Nelson & Railway pub, Kimberley, 7pm).

Andy Whickham, a local Pedals member living in Watnall, has kindly agreed to come along with me.

item in Nottm Post of 3 Nov re Watnall Road cycle path scheme – my message of 4 Nov to Paul Hillier, Notts CC:

Paul
Could you please let me have some more information on the reference I saw on page 5 of yesterday's Nottm Post to the statement by Councillor Richard Jackson on various proposals in Rushcliffe, Broxtowe and Gedling and Hucknall town, including "a £200,000 project to create a pedestrian and cycle path alongside Watnall Road, between the proposed Rolls Royce housing and employment development site and the A611 Hucknall bypass....the third and final phase of the cycle and pedestrian route that extends from the A611 into the town centre"?

Thanks and best wishes
Hugh

....and his reply (4 Nov):

"Morning Hugh,
my predecessor, Steve Brewer, undertook a transport study in Hucknall many years ago and one of my key aspirations coming from it was to provide high quality cycle access to Hucknall town centre along each of the main routes into the town.
I was able to install on-road cycle lanes along Nottingham Road, part on- and part off-road lanes on Annesley Road and had to compromise with a shared use/quiet road route along the Watnall Road corridor.

I got as far as taking the route out from the town centre to the A611 Bypass and installing a toucan over the A611. I was then told that Hucknall Town FC (whose ground is adjacent to Watnall Road) were proposing to move and re-develop the site so I put the final phase on hold until this proposal was resolved one way or the other. This still hasn't happened but, in the meantime, the opportunity came up to bid for Growth Point funding to complete the project.

So, the short story is that I've secured £200,000 to provide a continuation of the existing shared use footway from the toucan crossing over the A611 westwards towards the former Rolls Royce site.

We've only just received approval for this (yesterday!) so we've yet to determine exactly how this will shape up. We will need to provide a further crossing over Watnall Road as the shared use facility will run along the north side and the Rolls Royce site is on the south side.

It's taken a long time but, hopefully, now I'll finally be able to finish a scheme I started back in 2003!

Regards,
Paul Hillier
Local Transport Plan Programme Manager (South Nottinghamshire)
Nottinghamshire County Council

Connecting Eastside – Nile Street – Movement, Pedestrian and Parking Improvements, TM6877: City Council consultation letter of 1 November –

I have sent this on to Arthur Williams to comment on. The deadline for comments is 29 November.

Sustrans Ucycle Project Infrastructure Improvements

Joanna Ward, Ucycle Project Director, told me recently that having got their loan bikes programme very successfully launched, they now intend to turn their attention to infrastructure improvements.

I asked her to let keep me informed about this.

Lenton Lane car parking on pavements recurring problems – my message of 4 Nov to PC Dave Silverwood, Canning Circus Police Station:

Dave

Several times again recently I have noticed the chronically recurring problems of cars parking on pavements on both sides of Lenton Lane east of the end of the double yellow lines towards the canal and railway bridges and making use of the 'cycle bypass' facility very awkward if not downright dangerous, as well as generally narrowing the area of carriageway effectively available for cyclists.

It does seem as though there is often, as in this case, a willingness to tolerate car parking on pavements, in contrast to the frequent complaints about car parking on pavements.

As you are well aware Pedals has raised this issue on many previous occasions and I know you have sometimes taken action which has removed or at least reduce this abuse for several days, only for it then to start all over again. Given this continuing recurrence, and in view of the particular importance of this road as part of a designated cycle route across the south of Nottingham between The Meadows and West Bridgford on the one hand, and Lenton, Dunkirk and Beeston etc. on the other (and including of course the two major Nottingham University and QMC sites covered by the Sustrans Ucycle Project) we do think it is high time please that the Police and the City Council etc. took effective action to achieve a permanent solution.

best wishes, Hugh

....and his reply:

"Hugh

I do not cover Lenton Lane. I have forwarded this to PC Ken Meller the Beat Manager for the area.

Regards, Dave"

proposed improvements for cyclists at the west entrance to Nottm Univ – comments of 19 Oct on the proposals circulated by Keith Morgan, Nottm City Council:

"What a vast improvement. I am delighted. I am also pleased that the University is prepared to use some of its land to create a cycle route through the campus that takes out the cycle bottleneck at the West entrance.

However in using the present crossing I am frequently caught out by traffic turning from the Island into the University without any signal. (I am rightly assuming that traffic will continue round the roundabout unless signalling to leave). I have had a number of near misses when I have been crossing assuming a car is continuing around the roundabout.

- 3) There needs to be clear signage showing cars that there is a cycle crossing.
- 4) The further away from the roundabout junction the crossing is positioned the safer it will be.

Finally will pedestrians/cyclists have right of way at this crossing?

Peter

Stapleford Walk in Centre Review – message of 2 Nov from Cllr Jacky Williams (Broxtowe Borough Council and Leader of Stapleford Town Council.)

“Can I encourage everyone to participate in this consultation - you, your friends, family and neighbours - in Stapleford we do not want to lose this excellent and valued service. We believe it is the right service in the right place.
Thanks, Cllr Jacky Williams”

I am sure that this consultation has cycling / accessibility implications which Pedals should comment on and have therefore passed this appeal on to some local members for comment.

....comments from Adrian Juffs (3 Nov) and my response

“Adrian

Thanks for your detailed and very helpful comments which seem to provide a very good basis for a Pedals response to this consultation. I suggest that we postpone finalising this until after the next Pedals meeting on Monday 15th, in case anyone else with local knowledge wishes to add comments.

best wishes, Hugh

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

From: [Adrian Juffs](#)

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

Cc: '[Gary Smerdon-White](#)'

Sent: Wednesday, November 03, 2010 10:13 AM

Subject: RE: Walk in Centre Review

Hugh

Re the Stapleford Centre, I know where it is but don't visit the area regularly enough to recall detail of road and cycling infrastructure. General comments/suggestions though are probably still pertinent – subject to an extent to the age and physical profile of the target population the Centre expects to serve. I'm also assuming the reasons are known why people that could use the Centre don't do so.

In deciding whether the Centre stays put, consideration could usefully be given to how many more people would be able to access the service (both within the existing 'very local' population it serves currently and beyond) were changes/improvements made to cycling facilities, and possibly combined travel mode cycle+bus facilities, for the routes to/from the population areas the Centre would expect to attract people from e.g. cycle training (based at the centre?), cycle lanes, cycle paths, cycle crossings, cycle parking (at the Centre and on route e.g. bus stops), cycle security.

Similarly if it moves to QMC (or wherever) the same considerations apply - how well will the populations the Centre serves be able to access the QMC, and how well placed is it to cater for/accommodate/encourage people that cycle. The same questions also remains relevant to those users of the Stapleford Centre that will then use the GP's in Stapleford, and the services that will remain at Stapleford.

It's reasonable to anticipate that if the Centre does move then the majority of the 22,000 existing users that are 'very local' will revert to going to one of the Stapleford GP practices that are 'very local' i.e they wouldn't go to the QMC (unless travel/access arrangements made it extremely easy and practical). The new population of people that would use the Centre at the QMC would in effect then use it without knowing it was there/without knowing necessarily that they were doing so i.e being signposted there rather than to A&E once arriving at QMC. As the demographics of existing A&E users is presumably known, so access/cycling facilities relating to QMC and the populations it serves can perhaps more easily/quickly be reviewed as outlined above.

Adrian

Nails on NCN6 Attenborough again...message of 2 Nov from Brian Goss and my response:

“Brian

Catherine

Oh dear, oh dear - sorry to hear about this menace again!

I am copying this response to (local Broxtowe Borough Councillor and Pedals member) Steve Barber who, along with Gary, will no doubt be better placed than me to suggest just who to contact to report these new incidents.

Incidentally, I think that the path you refer to is not actually part of Sustrans NCN route 6 although it has been suggested that the local alignment of this route should be diverted to include the riverside path instead of its current rather tortuous alignment through the Beeston, Chilwell and Toton area.

Good luck anyway in taking this up again!

best wishes, Hugh

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

From: [brian goss](#)

To: [Gary Smerdon-White](#) ; Hugh.McClintock@ntlworld.com

Cc: catherine.gegout@nottingham.ac.uk

Sent: Tuesday, November 02, 2010 2:01 PM
Subject: nails on NCN6 Attenborough again...

Hi Hugh, Gary,

I'm sorry to report our nail dropper is active again...
my friend Catherine (cc'd) has had a few punctures due to nails,
most recent on Sunday, on the more 'open' section of riverside track to the west of the 2 old Barton ferry bungalows.
Silverish nail about 15-20mm long

any thoughts on who to notify at police & wildlife trust?

Best Regards, Brian

Brian Goss
Consultancy Services for Renewable Energy,
37a Bramcote Road, Beeston, Notts, NG9 1AJ
web: briangoss.eu **mobile:** 07771 743724

....response of 4 Nov from Steve Barber and comments from Brian Goss

"Steve,
thanks for your attention to this, I will clarify with Catherine which side of the border she got the puncture, and ask her to report to police accordingly. I spoke to the guy at Cycle Inn, he said there's been quite a lot of punctures recently incl 1 pushchair.

Having given it some thought, clearly the chances of identifying the culprit are probably quite small. but what might help would be to put up a few 'appeal for information signs' regarding recent "acts of vandalism, aimed at users of prams, wheelchairs and cycles". whilst not necessarily intended to initiate a detailed investigation, it would put across an unspoken message that this is taken seriously, could result in criminal proceedings and affects families and wheelchair users, might make the culprit rethink their approach..
I will call in & have a chat with PC Cropley to see if this is a possibility.
Best Regards, Brian

Brian Goss
Consultancy Services for Renewable Energy,
37a Bramcote Road, Beeston, Notts, NG9 1AJ
web: briangoss.eu **mobile:** 07771 743724

--- On **Thu, 4/11/10**, Steve Barber <steve_barber@ntlworld.com> wrote:
From: Steve Barber <steve_barber@ntlworld.com>
Subject: FW: nails on NCN6 Attenborough again...
To: longeaton.neighbourhoods@derbyshire.pnn.police.uk
Cc: copley@nottinghamshire.pnn.police.uk, "Gary Smerdon-White" <garysmerdon-white@supanet.com>, brian.goss@yahoo.co.uk
Date: Thursday, 4 November, 2010, 20:20

As you can see from the exchange below we have had problems on our side of the border with someone leaving nails on the cycle path beside the river Trent .This seems to have permutated across the border now.
Please feel free to contact any of the people in the exchange below.
Thanks, Cllr Steve Barber, Broxtowe Borough Council,
Town Hall, Foster Ave, Beeston, Nottingham, NG9 1AE, 0115 922 5806

From: Copley, Christopher, PC2631 [<mailto:chris.copley@nottinghamshire.pnn.police.uk>]
Sent: 04 November 2010 06:13
To: Steve Barber
Subject: RE: nails on NCN6 Attenborough again...

Morning Steve,
I do not have any direct contacts but feel that this incident should be reported to Derby Police for their possible intervention.

If you have any difficulty please let me know and I will look on the Derbyshire Police website to see who the beat team is for the area that the offence took place.

I feel at this stage it would be easier for the victim to report this themselves rather than a third party report.

Kind Regards, Chris, **PC 2631 COPLEY**
Neighbourhood Policing Team - Broxtowe South
Beeston Police Station, Chilwell Road, Beeston, NG9 1EH

Tel. 0300 300 99 99 - 812 5642
Mobile: 07525 226 433
chris.copley@nottinghamshire.pnn.police.uk

.....comments of 8 Nov from Gary S-W:

"I agree with Brian's conclusion, I think I mentioned in the past that I helped a young woman with two babies in a push chair half way between Attenborough and the Marina who had a tack in her tyre – not easy for her to handle it all the way back to her car at the marina!

I understand the other recipient of tacks have been a few dogs so people have had vet's bills to pay.

Regarding where the tacks are – it is not easy to be sure unless you can see the tacks on the ground – some of my history

- A guy was picking up tacks about 200 metres west of the Marina one morning – a few months before the woman with the pram had been a further 500 metres west of that spot
- I've had two punctures where the tyre has gone flat during the night in the garage at home and I've then found the tacks then – I'd gone through the marina area (always through their car park) on my way home from work the previous day
- Last week I had another two punctures
 - one close to the spot where the guy saw the tacks but it was a pin hole puncture and there was nothing in the tyre – it might have been a tack but I can't be sure
 - one on the way back home along the canal in Dunkirk – it was a small piece of rusty sharp metal
- A few months ago I had 4 flats on Canalside and just past Canalside on the Big Track all caused by tacks.

My point is that with some punctures the tyre doesn't go flat immediately so it's hard to know where you pick up the tack. It would be interesting to know which way Catherine got to the Barton Ferry Bungalows because my hunch is the tacks get dropped regularly a few hundred yards west of the Marina
Gary"

....and further comment from Steve Barber:

"There is a study under way to widen this stretch of cycle/foot path. Good news but I don't want the tack menace to think he's won by his tactics.
Steve"

....PS from Brian Goss, 10 Nov:

"I've arranged to have a chat with PC Copley tomorrow 9am, Beeston police station, to see if there's anything that can be done, co-attendees welcome, will feed back for Mondays pedals meeting
Brian

....and comment from Steve Barber on this:

"This is excellent, please convey my apologies and if there's anything I can do to help just let me know. I'll be seeing PC Copley next Tuesday anyhow.
Steve

Big Track detailed local cycle route direction signing including the accesses to and from the Meadow Lane lock canal bridge – my message of 3 Nov to Keith Morgan, City Council:

Keith

Almost a year to the day since the opening of the Meadow Lane lock canal bridge it seems that the signs to make clear the existence of the bridge, from various access points in the area, still have not been installed, although I seem to recall some months ago that you told me that this was imminent? When do you know expect them to appear please?

That reminds me also of the general point I made some time ago at one of the CDG meetings about the importance of comprehensive local cycle route direction signs along the whole of The Big Track route, to show how it serves many different local destinations, rather than just relying on general 'Canal towpath' or 'Big Track' signs. Have you been able to get anywhere with this yet please?

Thanks, Hugh

...and my response to the drawings he then sent of the proposed signing scheme:

"Keith

I have now had a look at these proposals which seem fine as far as they go but I would like to suggest some additions please, as a later phase if funding does not permit them to be included at the outset.

Location 1 (by river, west of Riverside bar):

It would be useful to have another such sign facing cyclists coming down the ramp to the riverside (at top and bottom of the ramp) from the Victoria Embankment on the west side of the Riverside bar since some cyclists will prefer to use this rather than the narrower path in front of the Riverside bar (location 2) with its more awkward access from Trent Bridge.

Location 2 :(Trent Bridge end of path down to riverside in front of the Riverside bar):

It would be useful to have some local destinations added to this sign, e.g. Wilford, Ruddington, Beeston

Location 3 (top of ramp on the east side of Trent Bridge down through the gardens between Trent Bridge and the Meadow Lane canal lock):

It would be useful to have some local destinations added to this sign, e.g. 'City Centre, Sneinton', etc. Turning right on to this ramp path from Trent Bridge when northbound is rather awkward so it might be better to have this sign facing southbound cyclists, and including the destinations west of the bridge (Wilford, Ruddington, Beeston) as an encouragement to use the safe cut-through under Trent Bridge.

Location 4 (Iremonger Road / Meadow Lane end of bridge over canal from London Road):

include 'Sneinton' in destinations, not just 'City Centre', and perhaps also the Station (Bike Compound)
Similar signs (to West Bridgford etc.) are also needed at the London Road end of the Canal bridge, opposite The Globe, where the present canal towpath sign is very badly eroded and in fact now illegible!

Signs also needed by the top end of the canal path, opposite Station Street and near the Low Level Station, etc. and further back by the Suspension Bridge, bearing in mind that a good many cyclists now use the ramp down towards the riverside path from the Embankment end of the Suspension bridge built during the repair, and also effectively encouraged by the resurfacing of the riverside path between the Wilford toll bridge and Trent Bridge carried out about 3-4 years ago. This now offers a much smoother surface than the path at the top and it is also noticeable from tyre marks in the grass that many cyclists now ride down towards the riverside path from a point just east of Wilford Toll Bridge, as an alternative to cycling on the Victoria Embankment (or the rougher tree-root dotted path near the top of the grass slope), especially when the Embankment is busy, with lots of parked cars, (and when it is not too windy down by the river!). The ramp constructed on the west side of the Suspension Bridge during its repair has also effectively encouraged this alternative route, which is another useful route option in this area.

Let me know if you would like to discuss any of these points further,
best wishes
Hugh

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

From: [Keith Morgan](#)

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

Cc: [Peter Osborne](#) ; [Gary Smerdon-White](#) ; [Chris Carter](#) ; [Helen Hemstock](#)

Sent: Wednesday, November 03, 2010 12:00 PM

Subject: RE: Big Track detailed local cycle route direction signing including the accesses to and from the Meadow Lane lock canal bridge [Scanned]

Hugh,

Please see attached plan which I received this week. It shows suggested signing and further access improvements.

If you have any comments please let me know.
Regards, Keith

detailed local cycle route direction sign still missing in the Gresham Park (West Bridgford) area – my message of 19 Oct to County Councillor Gordon Wheeler

" Gordon

Although Pedals was very pleased to see the new 'strategic cycle route direction signing' that the County Council installed earlier this year in much of the Rushcliffe area between West Bridgford and Radcliffe on Trent, this did not include any local signing of the destinations served by the new cycle routes developed in recent years in the Gresham Park area.

As a result we still find there are many people who do not know that these routes exist, or who do not know which ones you can and cannot legally cycle on, which seems to erode the value of this basically very useful series of connecting paths between Wilford Lane and the Riverside Path, including the couple of connections to and from Wilford Village. There is a similar lack of clear signing with the shared paths on Wilford Lane near the various toucan crossings at the junction with Compton Acres (Road) and the access to Becket School.

I am of course well aware that budgets for such expenditure are now extremely tight but wonder if there is any chance please of this omission being rectified in the foreseeable future please?

Thanks and best wishes
Hugh

A52 - RSPCA junction - Pedestrian crossing, Radcliffe on Trent - Mr Bedford - CRS 13701 – copy of message of 4 Nov from Michael Bedford to Kamaljit Khokhar of the Highways Agency:

"Kam

Thank you for this up-date and I look forward to receiving further news of A-one's technical review.

It's encouraging that the study confirms the need of a pedestrian crossing in this area although safe access to the cricket club is not to be included.

It will be interesting to see if Notts. County Council do approach the Agency directly as access to the countryside path from the environs of the A 52 would be beneficial to users. I cannot believe that they would not involve the Agency in this very interesting development.

I would also request that you keep me informed in respect of the extension of the cycle path between the Harlequin & RSPCA junctions on the A52.

Many thanks, Michael.

Michael J BEDFORD

MiMo Associates

Tel: 0115 845 0151

Work mobile: 0789 4899720

michael@mimo.org

On 4 Nov 2010, at 09:11, Khokhar, Kamaljit wrote:

Dear Mr Bedford

Thank you for your email and please accept my apologies for the delay in responding. I have received an update from A-one+

I can confirm that the A52 Saxondale to Gamston Economy study has now be drafted and is currently subject to technical review by A-one+ prior to being handed over to the Highways Agency. The study has recommended that a pedestrian crossing be constructed over the eastern arm of the A52 /Nottingham Road junction and provide a safe way for pedestrians to cross the A52. A footway is also proposed on the southern side of the A52 to link the existing Rights of Way to the north and south of the junction but would not extend as far as the access to the cricket club.

It is important to mention that all improvement schemes delivered by the Highway Agency are subject to a strict Value Management process, which is a structured process to establish priorities and best value from the budget available. As part of this assessment a range of factors are taken into account including environmental impacts, safety and economy benefits and disbenefits. Only schemes that score well against these factors will taken forward and compete for funding against other schemes nationally.

With regard to the proposed conversion of the Cotgrave Mineral Rail Line into a public footpath I can inform you that the Highways Agency has not yet been formally consulted on the proposal by Nottinghamshire County Council. We are aware that the proposals have appeared in the Local Newspaper and A-one+ have considered the used of the bridge to provide a means of crossing the A52. However, it was decided that providing a pedestrian access to the former rail line from the A52 would not be possible due to the steep banking leading up to the rail bridge. Therefore, providing a crossing over the A52 by using the disused rail bridge has been discounted as a viable option and has not been explored as part of the study.

I hope this is helpful.

Kind Regards, Kam

Kamaljit Khokhar, Route Performance Manager

Highways Agency | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

Tel: +44 (0) 121 6788390 | **Fax:** + 44 (0) 121 6788559 | **Mobile:** + 44 (0) 7795 092253

Web: <http://www.highways.gov.uk>

GTN: 6189 8390

Safe roads, Reliable journeys, Informed travellers

Highways Agency, an Executive Agency of the Department for Transport.

From: Michael J BEDFORD [<mailto:michael@mimo.org>]

Sent: 11 October 2010 20:50

To: Michael J Bedford

Cc: Khokhar, Kamaljit; Sue Clegg; Cycle & Walking officer; Hugh McClintock (Dell)

Subject: Re: A52 - RSPCA junction - Pedestrian crossing - Mr Bedford - CRS 13701

Kam

As we are now at the beginning of October, perhaps you can now provide an up-date on the report you indicated in your email of 10th August.

I would also appreciate your views on the proposed conversion of the Cotgrave mineral rail line to a countryside path. As this passes over the A52 it would have some influence on how you may address the problems previously notified.

I look forward to you early response.

Kind regards, Michael.

Michael J BEDFORD
MiMo Associates, Tel: 0115 845 0151
Work mobile: 0789 4899720
michael@mimo.org

On 10 Aug 2010, at 14:09, Michael J BEDFORD wrote:
Kam
Thank you for your update.

Another parameter to be taken into account is that currently Cropwell Road is closed - access only, which will prevent any cyclists entering or leaving the A52 to or from the southerly direction. This should be taken into account.

I'm also still very interested to hear your observations on the pedestrian & cyclist's traffic trying to access the cricket ground especially due to well attended Boot sales during the summer.

Kind regards, Michael.
Michael J BEDFORD
MiMo Associates
Tel: 0115 845 0151
Work mobile: 0789 4899720
michael@mimo.org

On 10 Aug 2010, at 12:11, Khokhar, Kamaljit wrote:

Dear Mr Bedford

Apologies for the delay in responding to your email. I have been waiting for an update from A-one+ regarding the study which I now have and can update you with. It may be worth mentioning that the study area extends between Saxondale and Gamston Roundabouts and is unlikely to be completed before the beginning of October. The study includes micro simulation modelling, carrying out various surveys and audits, liaison with all key stakeholders, the analysis of a number of data sources and a technical review process. I have passed on all your comments to A-one+ and asked for them to be considered as part of the study process.

I will be happy to share the outcome of the report with you in due course. I would also like to thank you for your continued interest.

Kind Regards, Kam

Kamaljit Khokhar, Route Performance Manager
Highways Agency | The Cube | 199 Wharfedale Street | Birmingham | West Midlands | B1 1RN
Tel: +44 (0) 121 6788390 | Fax: + 44 (0) 121 6788559 | Mobile: + 44 (0) 7795 092253
Web: <http://www.highways.gov.uk>
GTN: 6189 8390
Highways Agency, an Executive Agency of the Department for Transport.

From: Michael J BEDFORD [<mailto:michael@mimo.org>]
Sent: 26 July 2010 09:34
To: Khokhar, Kamaljit
Cc: Jeremy Dixon; Sue Clegg; Hugh McClintock
Subject: Re: A52 - RSPCA junction - Pedestrian crossing - Mr Bedford - CRS 13701

Dear Kam

We have had several Boot Sales at the Cricket Club since your reply dated 21 April & I still await a review of the economic study.

As there will be a further Boot Sale this Sunday 1 August, I feel that your response is now over-due.
Kind regards, Michael.

9. Autumn newsletter

Delayed mainly because Portshel Press were preoccupied with another, much bigger job, coming in just after the Pedals newsletter. Further update next Monday.

10. Miscellaneous items

Message of 28 Oct from Chris Carter re Important consultation on the future of the Greater Nottingham Transport Partnership:

Comments on this were asked for by 12 Nov so no chance to discuss it first at our next meeting. I did however circulate it to Pedals Committee members.

Notts County Council Service Review consultation – message of 29 Oct asking for Pedals comments by 21 Jan
I will bring details of this to the meeting. One proposed is to cut the staff by 50% who maintain and deal with footpaths and bridleways (Rights of Way Team) across the county, which also means worse maintenance for off-road cycle paths.

...comments on this by Gary Smerdon-White when I asked if he was aware of this consultation:

“Hi

First I've heard of it but clearly we need to make some comment I guess line I'd take is:-

- Understand the implications of cuts from central and local government for Council Services and thus the need to carefully consider priorities and tough decisions
- Consultation spells out impact on staff and budgets clearly it is much less clear on the outcomes and implications for business and the public
- Important to protect through sensible maintenance the investment the County and others have made on cycling and walking e.g.
 - Infrastructure
 - Safer Routes to School
 - Big Track
 - off-road cycle routes / shared paths
 - Access to services, employment and learning for residents the county – as witnessed by the awards the county have received for accessibility

What do you think?

Gary

Message of 28 Oct from Paul Hill: complaint against students from Nottingham University – Road Safety Issues, and my reply:

Paul

Thanks for your message which I am passing on to Joanna Ward, Project Director for the Sustrans UCycle Project, who may wish to discuss it with her UCycle Project Team colleagues and other people at Nottingham University, as she thinks appropriate.

I am also copying this Roland Backhouse who, I know, commutes that way each day to the Jubilee Campus and who may also wish to comment.

best wishes, Hugh

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

From: [Paul Hill](#)

To: Hugh.McClintock@ntlworld.com

Cc: [Peter Osborne](#)

Sent: Thursday, October 28, 2010 6:51 AM

Subject: COMPLAINT AGAINST STUDENTS FROM NOTTINGHAM UNIVERSITY - ROAD SAFETY ISSUES

Good morning

I wish to raise a complaint against students from Nottingham University Jubilee Campus in relation to road safety issues and wondered if you are able to provide information on who I might be able to contact at the Uni to discuss my complaint with for actioning. I am also considering seriously of raising my complaint with the media and also the police

Each morning, between 8.30 and 8.45 when I am waiting on the Derby Road toucan crossing, correctly positioned going south to Hillside, groups of students bunch up on the crossing to my left on their correct side, then when we have right of way crossing the road, it is when all of us are about half way across the toucan, these same students then suddenly cross my path without looking behind them which forces me to swerve out the way to avoid a collision because they are not paying due care and attention and it often makes me wonder where their brains are - they have the intelligence to get into university so they should be using that same level of intelligence to use a road correctly - often I have asked myself if they are fully insured against personal injury and any damage they cause to my bike will have to be paid out of their pockets. Where or where they not given road safety advice when they enrolled at University?

Even when I have attempted to turn left into Hillside, I have had to suddenly stop dead in my tracks to avoid colliding with more students who have been walking along Derby Road towards Uni, suddenly cross Hillside junction without looking either way. As a result of their stupid behaviour on the road, which will ultimately land them in the nearby Queens Medical Centre A&E department at some point in the future if they carry on like this, and miss out on their vital studies, I have daily shouted out as loud as I can to them that they must never cut across cyclists on a toucan crossing but I am often ignored. I am getting really sick and tired of their behaviour and am very concerned that one day that I will be involved in a collision through no fault of my own.

I shall be grateful if you could forward my email onto relevant people at the University / police and ask them to contact me direct by email on this matter.

I look forward to hearing from you soon.
Kind regards, Paul Hill
108A BASFORD ROAD
BASFORD
NOTTINGHAM
NG6 0JL

.....comments of 29 Oct from Susan Young:

"Hi

This junction has been discussed at local residents meeting previously. It can be very busy and is quite complex with pedestrians and cyclists. I agree that much of the problem arises from lack of observation.

Changing behaviour is very difficult and although cycle training can be recommended, many will have learnt to drive and should already have learnt observational skills.

Susan

....and more comments from Paul Hill (31 Oct):

"Hi

Years ago, before the toucan was installed the carriageway was marked out to advise where pedestrians and cyclists should be positioned. Sadly this was removed years ago and gives pedestrians carte blanche in behaving irresponsibly and thus are accident waiting to happen. . According to Dave Silverwood I should change my route on the way to work - but if I did - then these pedestrians have won. I refuse to change my route and will not be beaten by a minority who clearly have no respect for their own health and safety or regard for other road users and have no intention of listening to cyclists giving verbal warnings (without the bad language) which they disregard.

Bear in mind I am not being malicious I am not being abusive but sticking up for my rights as a cyclist and am letting them know that what they are doing is not in their interests, and if they do not want to listen that is their right, but one day when they cause an accident through making a mistake on the road they will soon change their behaviour - this just might be a wake up call as shouting doesn't.

I also disagree that the police is unable to do anything about the road safety issue. Part of my council tax goes to the police and feel it is not being used wisely. and should be used not only for tackling crime, antisocial behaviour which road safety is a part of and my council tax should form part of the plans to carry out effective road safety for all. They do road safety checks on motorists so why not on the pedestrian. Personally its time we reverted back to the old fashioned policing methods when the bobbies were out in force wherever you went and they pulled people up for breaking the rules of the road.

The Highway Code states that pedestrians MUST exercise a duty of care when using the road, including crossings as is the case of the Derby Road crossing outside Lenton Lodge, be aware of other road users which is sadly lacking these days. Cyclists must do the same, and as one who exercises a duty of care on the road daily but has to face this lack of awareness by pedestrians who cannot be bothered to read the signs and think that they must cut up cyclists who are very slowly riding behind them on what is legally a crossing for cyclists ride across, and forcing us to swerve out the way to avoid a collision, they then they must surely take the blame if an accident does occur..

On that afternoon I spoke to Dave Silverwood, returning from work, heading back to Basford, and going north after the right of way was given for me to use the crossing - part way across I was aware of a guy who had come up Derby Road from the Middleton Boulevard direction on the lodge side, and before the crossing, stupidly walked across the road at 30 degrees or so and into the middle of the road right in front of me - I was forced to shout at the jaywalker - and all I got for my efforts was verbal abuse. A cyclist who had approached the lights from the Middleton Boulevard direction must have witnessed this incident and my verbal reaction.

In view of what is happening daily there will be a very serious accident before too long at this crossing. So more needs to be done regarding educating people about the dangers of using crossings without due care and attention and this should be down to the authorities education, the parents and the media, as there is very little evidence of effective training in some areas.

Where can I get a body cam from as seen to be used by the police as I feel one is desperately needed.

As Susan Young said it's down to a lack of observation, well let's hope these students are not trying to get jobs operating machinery or performing operations on hospital patients or even carrying out driving for a living, then we are all doomed.
Kind regards, Paul

Women needed for TV programme on Nottingham!! – message forwarded by Bill Thomson, Nottm Community and Voluntary Service (NCVS) on 5 Nov:

[in case you know anyone Hugh](#)

From: NCVS

Sent: 05 November 2010 10:10

To: NCVS Staff (All); NCVS Volunteers (All)

Subject: FW: Women needed for TV programme on Nottingham!!
Importance: High

From: Morgana Pugh [mailto:morgana.pugh@walltowall.co.uk]
Sent: Thursday, November 04, 2010 6:49 PM
To: NCVS
Subject: Women needed for TV programme on Nottingham!!
Importance: High

Dear NCVS!

I'm contacting you from a documentary production company Wall to Wall Television; we make *Who Do You Think You Are?* For the BBC, along with many historical programmes.

We are due to begin filming a programme about Nottingham and its glory days as world leading bicycle manufacturers and I am urgently looking for women to take part.

I am looking for women who have a family connection to the Raleigh factory/cycle factories in Nottingham. They would come on a historical journey of discovery; experiencing the lives and jobs their family would have worked... there's even travel included (at our expense!)

I'd love to send this email around to your members to find out if anyone is interested. If there's any way at all you could send this out tomorrow, I'd be eternally grateful – we begin filming on 16th November!

Please let me know if you need anything else at all.
Look forward to hearing from you.
Many thanks,
Morgana

WOMEN OF NOTTINGHAM – MADE IN BRITAIN NEEDS YOU!

Wall to Wall Television - the production company behind *Who Do You Think You Are?* is producing a new programme for Channel 4 entitled *Made in Britain* (working title). The programme explores the history of the British manufacturing industry in its glory days and we are focusing on Nottingham as the epicenter of bicycle manufacturing.

We are looking for women in the Nottingham area whose families worked at the Raleigh/cycle factories... to join us on a journey of historical discovery, experiencing the hands-on work, everyday lives and eras their relatives would have lived and worked through.

We want to hear from any women in Nottingham who have a personal connection to Nottingham's bicycle past. Do you love the idea of working with your hands? Do you think Nottingham was a finer place when it was famous for its world class bicycles?

We begin filming in mid November, so it's an **urgent search** – but one which will result in a once-in-a-lifetime opportunity to reconnect with Nottingham's industrial heritage, and your family's history.

Please email Morgana Pugh (Producer) on Morgana.pugh@walltowall.co.uk or call 0207 241 9348 for details **as soon as possible!**

Morgana Pugh

Producer

Made in Britain

Wall to Wall Television

8-9 Spring Place | London | NW5 3ER

T: 0044 (0) 207 241 9348

M: 0044 (0) 7872 387 392

E: morgana.pugh@walltowall.co.uk

BBC News website item on cycle schemes (26 \Oct)

"Cycle schemes 'need evaluation', say researchers"

<http://www.bbc.co.uk/news/health-11569403>