

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 20 October 2008

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

AGENDA

1. Welcome, and apologies for absence

2. Discussion with visiting speakers : Murat Basaran (Cycling for Health Project Officer) and Liam Williams (Framework Housing Association) about 'Developing local bike recycling' (7.30 p.m.- 8.30 p.m, approx)

(break: 8-8.45 p.m.)

3. Minutes of the Pedals Meeting of Monday, 15th September 2008 and matters arising / update

- possible lessons for Nottingham from Wandsworth Movers and Shakers Project – 16 Sept presentation by Susie Morrow (Wandsworth Cycling Campaign) to Greater Nottm Cycling Development Group
- Greater Nottm Cycling Development Group: report of meeting of 16 Sept
- Pedals autumn newsletter
- East Midlands Cycling Forum meeting, Lincoln, Sat. 27 Sept and EMCF webpages
- Car parking on pavements
- Commuter Cycle Route Programme - Strelley Corridor – report of discussion and site meeting of 14 Oct
- River Trent Suspension Bridge closure including legal rights of way complexities
- Gresham Park cycle paths - new link to riverside path along SE side of new Emmanuel School
- blocked path in Compton Acres (WB) between Court Gardens and Wilford Industrial Estate
- Flooding after heavy rain of the riverside path on the north bank of the Trent between Wilford Bridge and Queen's Drive (Riverside Way)
- Ilkeston Road Regeneration Scheme - Highway layout changes
- Possible Notts CC support for motor bike use of ASLs experiment
- proposed bus gateway at top of Carlton Street
- Proposed 20mph limit: Wilford Grove, The Meadows
- Report of 2 Oct meeting with John Lee, City Council, to discuss the many cycle signing issues in The Meadows
- Roland Backhouse's efforts to promote cycling at Nottm Univ and my message of 9 Oct to Pro Vice Chancellor Alan Dodson, Chris Jagger (Director of Estates) and Gavin Scott (Estates Department)

- link between Great Northern Close and Manvers Street and improving cycle access to and from Nottm Station South Sherwood Street junction with Shakespeare Street
- New Cycle parking provision at Beeston and Attenborough Stations (proposed)
- possible provision of some public bike hire at Nottingham Station
- New cycle lockers at Phoenix Park NET Terminus park and ride site
- East Midlands Parkway station cycle parking provision
- Cycle audit work in Arnold: copy of message of 25 Sept from Paul Rea (Realistic Solutions)

4. Finance

5. Forthcoming meetings / events etc. (Speakers at) Pedals monthly meetings

- 17 Nov: Cllr. Jane Urquhart, City Council, Portfolio Holder for Transport and Regeneration – matters to raise
- 19 Jan: Paul Rea on his cycle audit work for Notts County Council
- 16 February: Helen Clayton, The Big Wheel
- 16 March: Pedals AGM
- 20 March: Clive Wood, County Council Cycling Officer (tbc)

Other events:

- Area 4 Health Action Team family focused health promo event with the bias towards cycling on the Forest Ground Wed 29th Oct to Sat 1st Nov. 11 to 3pm
- CTC & Cyclenation Autumn Conference in Warrington, Sat. 15 Nov
- Sneinton festiVal youth project, 13 Dec: message of 1 Oct from Holly Cassidy
- 2009 Notts CC Rural Rides programme - potential for close cooperation with Cycling England-Nottm PCT-Ridewise Cycling for Health Project etc

Other 2009 events and requests for Pedals stalls:

- West Bridgford Community Summer Gathering and Hemlock Happening 2009 (both Sat. 6 June)
- County Show, Newark showground.

6. Pedals 30th birthday events in 2009

- Potential venues / early planning for Cyclenation/ CTC national campaigners' conference to be hosted by Pedals and Notts CTC in November 2009
- Possible special 30th birthday reflective stickers (as for 25th birthday in 2004)

7. Cycle facility and traffic management matters:

- **Major matters:-**
- Regeneration plans for the Forest Recreation Ground - implications for local cycle routes
- Bridgway Centre (The Meadows) - pedestrian and cycle route signing
- Cycling "quick win" Wollaton and Abbey ward, Nottingham: proposed changes to Woodside Road (Lenton Abbey) cycle path: message of 24 Sept from Justine Ramowski, City Council, and report of my subsequent site meeting with Robin Phillips

- Pedals comments on City Council planning application 08/02849/PRES4 (Eastside Building D1, off Poplar Street and London Road)
- Signing of new riverside path past Riverside Crescent etc (Waterside Way-Trent Lane)
- Lincoln experience of barriers on cycle paths
- Cycle parking at Mount Street
- Road sign clutter – my response to NEP article of 22 Sept (letter published on 29th Sept)
- Cycle signing needs - 'except cyclists' supplementary plates – copy of my message circulated on 30 Sept following phone call from Susan Fuller, City Council
- Request from Chris Carter for feedback on performance of City Council's online highways defect reporting system and reminder re need for clear details in sending reports and in making complaints about poor performance in response to them
- QMC car park closure and the closure of the nearby stretch of Sustrans Route 6
- New bike lockers at Phoenix Park NET Terminus Park and Ride site
- Cycle parking by front entrance of Morrisons's store, Gamston
- Cycle parking outside the Coop Store, West Bridgford
- need for enforcement of right turn prohibition (except cycles) at Rectory Rd end of Exchange Rd (West Bridgford)
- potential shared cycle -ped path on the A60 (east side) between Ruddington and Bradmore
- request for Pedals comments on Notts Safe Route to School Programme
- Pedals comments on planning application for former Gedling Colliery Regeneration project 3.8km new access road linking A612 and B684 Mapperley Plains
- Campaign for lower speed limits on the A612 between Lowdham and Southwell: phone call from Margaret Teethorn, Thurgarton
- Cyclist-HGV incidents - proposed TV documentary - request for any Nottingham examples? – message of 14 Oct from Julian Sayerer
- Responding to planning applications – improving our monitoring
- **Apparently less important matters / other City and County Council consultations:**
- Sneinton Boulevard/Lyndhurst Road – Proposed Zebra Crossing (comments by 15 Oct)
- Chalfont Drive Area, Ring Road – Extension of double Yellow line Restrictions Proposed Traffic Regulation Order TRO TMP 6733 (by 16 Oct)
- Fremont Drive and Bathurst Drive, Bilborough, Traffic Calming Scheme (by 20 Oct)
- Milton Street – Proposed Extension of 'No Waiting at any time' and 'No loading 7am-10am and 4-7pm' YMP 6748 (by 20 Oct)
- Allendale Avenue / Seaton Crescent, Aspley – Provision of Double Yellow Line Restrictions Proposed Traffic Regulation Order – TRO TMP 6734 (by 22 Oct)

- Lombard Close and Park Street, Lenton – Proposed No Waiting at Any time Restrictions (TMP6742) (by 6 Nov)
- Briarwood Ave / Porchester Rd – Proposed 'No Waiting any Time' (by 10 Nov)

8. Miscellaneous items

- Departure of Claire Fleming, Staff Travel Officer, Notts CC
- Updated Gedling Borough guide for walkers and cyclists 'Heels, Wheels and Hooves'
- Drivers and cyclists – request for comments from Paul Hill
- Transition West Bridgford Transport Group Green Streets Campaign:
- Bicycle theft - request for comments on local experiences and security advice from Laura Terry:
- Nottingham Speakers Corner – invitation to Pedals and other local groups

BACKGROUND NOTES (including extracts from some relevant emails)

* means feedback especially wanted please

** means help please!

1. Welcome and apologies

Apologies for absence from

Mara Ozolins, Alison Russell and John Wilson

2. Discussion with visiting speakers: Murat Basaran (Cycling for Health Project Officer) and Liam Williams (Framework Housing Association) about 'Developing local bike recycling' (7.30 p.m.-8.30 p.m, approx)

Some background info from Liam Williams which is also going on the Pedals website:

'The Bike Club' is Framework Housing Association's community bicycle recycling service. Established in 2002 'The Bike Club' has been running (quietly) in the Radford/Hyson Green area of Nottingham for around 6 years.

Recently it has relocated to a large, indoor, workshop next to Framework's central office in Forest Fields.

The service currently runs through a volunteer & donations basis & allows FHA service users as well as members of the local community to get involved with bikes & bike maintenance. The level of involvement is down to the individual and as such can range from simply taking a general interest in cycling to getting an introduction to the basics of bike repair. For the more adventurous this can progress to the finer arts of fault diagnosis, more complex repairs and even complete strip downs & rebuilds from bare frames.

All stock is donated by members of the local community, landlords, and other organisations such as local universities; many clients bring their own cycles to work on. Wherever possible these donated bikes are saved, 'recycled' & passed on to a new owner. Bikes

which are past the point of saving are stripped of their parts & these go to help other bikes return to action.

Framework Housing Association are currently funding the premises and time for the bike club, to ensure sustainability we are always looking for sponsorship or other forms of funding.

Contact Us

- o to find out more,
 - o for volunteering opportunities,
 - o to come down and start work on a bike of your own
- or
- o for bike & bike part donations please email Liam, Dom or Al on thebikeclub@frameworkha.org

We'll do our best to accommodate collection of donated items however, if you can get them to us that would really help too!

3. Minutes of the Pedals Meeting held at 9pm in the Globe Public House, London Road, Nottingham on **Monday, 15th September 2008.**

Present: Hugh McClintock, Andrew Martin, Terry Scott, Susan Young, Andrew Househam, Hilary Backhouse, Roland Backhouse, Chris Gardner, Arthur Williams, Eve Parker, John Bannister.

Apologies were received from: Karina Wells, David Miller, Dave Clark, Roger Codling, Peter Osborne, Alison Russell.

Matters Arising from the minutes of previous meeting (21 July 2008).

- a) **Newsletter:** It was agreed to reduce the number of printed newsletters to 2 per year. Chris Gardner proposed that these should be aimed to come out in April (to fit with a subscriptions reminder) and around November. It was also agreed to keep with Nova Print for the time being, as they have given good service and print quality.
- b) **Membership forms:** Hugh agreed to contact Dave Miller to ask if a new batch of forms can be produced as soon as possible. It was agreed to stick with the current format.
- c) **Cycling Town Bid / Healthy Cities Project:** The revamped project proposal did not succeed in getting funded.
- d) **Cycle Audit:** Paul Rea is to do an audit of Arnold very soon. Unfortunately he is not able to make any of the Pedals meetings in the next few months, although it was agreed that it would be useful for him to come sometime in the future.
- e) **Cycle Parking at Stations:** Hugh is waiting for a response to his submission about planned cycle parking at the new East Midlands Parkway station.

Hugh updated the meeting regarding Nottingham Station developments. There will be secure cycle parking in the Milk Dock area. Hugh has suggested that

a similar system could be installed as at Finsbury Park, London, which would give 24 hour access, but this would need additional funding. There is potential for linking in with e.g. Bunnies Bikes for cycle repair facilities.

f) **QMC roundabout redevelopment:** Hugh has still not been sent detailed plans. He will raise this with Chris Carter and Jeremy Dixon of Highways Agency.

g) **County Council Cycling Officer:** Clive Wood has recently been appointed to this post that has been vacant for more than 6 months. It was agreed to invite him to a Pedals meeting in Jan or Feb. 2009.

g) **Gresham Park, W. Bridgford:** The new cycle path past the new Emmanuel School is still closed as it has not been "adopted" by the local authority – this is the responsibility of the County Council.

Cycle facility and other traffic management matters

Closure of Welbeck Suspension Bridge: The closure and diversion signs are still very poor. The closure is likely to be months at least, as several organisations will need to contribute financially to the repairs and it is a Grade II listed structure. It appears to be important to establish the bridge as a legal right of way: Hugh and Arthur are to raise this at the Cycling Development Group meeting tomorrow.

Other issues relating to access routes to the suspension bridge were raised: Eve Parker asked about the lighting on the route through to Wilford. Also, a high wall has been built on Welbeck Road obstructing vision at the junction with Loughborough Road. Chris Gardner is willing to contact Chris Jackson, the property developer.

3 other issues were raised later in the meeting regarding cycle facilities:

City Council proposals for **Strelley/Beechdale** commuter route improvements. Hugh is to contact Alison Russell, and Arthur to contact 2 cyclists that he knows in this area. Suggestions are required by 14th Oct.

Hugh reported that **Canning Circus** improvements are under construction, including enhancing the previously poorly designed cycle cut-through.

Arthur is to respond to the City Council regarding the proposed Carlton Square "Bus Plug", including a comment that although the traffic reduction will be useful, the road markings are still unclear as to where cyclists should go.

Finance Susan reported that there is £800 in the current account and £4000 in savings. We will need to cover expenditure if we continue to spend the same on the newsletter. Susan requested help in reassessing our insurance needs in time that we have enough information to change insurer before the renewal date, if a lower cost insurer can be found.

It was agreed that we need to keep up the sales of City County Forest (CCF). It is now being sold on the website, with a Paypal option. Hugh agreed to use the opportunity of the debriefing meeting to ask about having an advert in the 2009 Rural Rides brochure.

Chris Gardner reported that most members are now on the new subscription rates. It was decided to offer a free CCF book to each new Family member joining and paying by standing order.

Rural Ride At this point there was a discussion about the merits of having a rural ride using the Robin hood line, which from 10 December will be running on Sundays, an idea supported by Jim Bamford of the County Council's Public Transport Team. However there is limited cycle space on each train. It was agreed that this was a good idea if the route were planned to be suitable for folding bikes. Also, other cycle users should be warned of the limit on the number of bikes that can be brought by train.

Events and Meetings It was agreed to carry on with having a meeting in August, even though the meeting this summer was not well attended. Future meetings should be better publicised, it was pointed out. Reminders a few days beforehand were important.

Autumn meetings are already planned:
Murat and Liam have been invited for October to talk about the cycle recycling scheme connected to the Cycling for Health project.

Councillor Jane Urquhart has agreed to come in November. December will be the Christmas Social.

Suggestions for 2009 meetings are: Jan/Feb: Paul Rea (cycle audits); Clive Wood (Notts County Cycling Officer); March is AGM; April: Helen Clayton (Big Wheel). It was agreed that it would be good to have the speakers listed on the Pedals website, especially as we are moving to reducing the number of printed newsletters per year.

Cycle Nation (former Cycle Campaign Network CCN) / CTC conference, 2009: Pedals will be hosting this as part of Pedals 30th anniversary. Andrew Martin agreed to check out the Meadows Centre on Queens Walk as a potential venue.

It was agreed that we should organise some restaurant meals as part of the 30th anniversary, with at least 1 next spring.

Another suggestion for 30th anniversary was put forward by Andrew Martin: a weekend away in Derbyshire. There was a show of hands which indicated enough support for such an event.

East Midland Cyclist Forum: The next meeting will be on 27th September in Lincoln. Since we are hosting the national conference next autumn it was agreed that we should put off hosting an EMCF meeting until 2010, but if necessary we could run one in spring 2009, but less formal than some previous meetings. Chris Gardner suggested a "Steam & Cycle" meeting, using a route from Loughborough to Quorn, followed by lunch in the excellent pub and return to Loughborough on the Great Central line.

Roland reported that Councillor Stella Smedley (County Council Cabinet member for Transport) is planning a fact-finding visit to the Netherlands. It was agreed that she should be encouraged to take a knowledgeable cyclist (e.g. Karina?) so that she understands the

infrastructure and the context from a cyclist's point of view.

Susan Young proposes to organise some short rides for less experienced cyclists from the Lenton Centre on weekday evenings. It was agreed that she should do these under the Pedals banner and that they could be included on website events.

There is also an event at Crocus Café, Lenton on 12th October, where Dave and Liz have offered to run a Pedals stall.

It was agreed that it would be good to have information on the Work Cycles scheme for Pedals stalls.

Miscellaneous Free Cycle trailers – Karina Wells has a number of used cycle trailers available for distribution around West Bridgford.

The meeting closed at 10.30 pm.

Update

possible lessons for Nottingham from Wandsworth Movers and Shakers Project – 16 Sept presentation by Susie Morrow (Wandsworth Cycling Campaign) to Greater Nottm Cycling Development Group and follow-up – exchange of messages involving myself, Gary S-W, Nicola Jones and Susie Morrow (17 Sept)

This presentation went very well, highlighting WCC's success in getting a range of several influential local people interested in taking up the offer of training they arranged through Cycle Training UK

"Gary

Thanks for this. I will be reporting on this at the next Pedals meeting (Monday 20 October) and will specifically raise the point about possible help by Pedals volunteers.

Hugh

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

From: Gary Smerdon-White
To: 'Hugh McClintock (Dell)'; 'Nicola Jones'
Cc: 'Ridewise'; 'Arthur Williams'; 'Keith Morgan'; 'Chris Carter'; kevin.sharman@nottscc.gov.uk; 'Helen Clayton'
Sent: Wednesday, September 17, 2008 11:44 AM
Subject: RE: possible lessons for Nottingham from Wandsworth Movers and Shakers Project - CDG presentation

Hi

The reason I've asked for the slides was that I think what they've done is good and definitely better than what I started in the spring – that was getting existing cycling movers involved and then trying to publicise it. GNTF have discussed this before and indeed it was a Lynn/Kay and possibly Helen plan some time ago. A bit more detail would be needed but I was thinking loosely about something along these lines for a February start

- I think I could easily get out a letter (and follow-up personally) to go direct to the top people who do actually cycle to ask them to

get involved in getting an innocent to be trained up etc:-

- o Forest
- o Notts CC
- o Notts CCCI
- o NEP
- o Radio Nottm
- o City
- o County
- o Both Universities
- o PCT
- o Al Simpson MP
- o etc

- I think we'd have the capability to manage PR events and PR releases if Chris and Helen Clayton agreed it was part of the GNTP programme
- RW would provide the training
- There will be some additional cost/resource needed for pre and post interviews, mother-henning etc – maybe Pedals volunteers could help?

So I thought with Susie's presi and this rough framework I might be able to fill it out into a plan and put some costings onto it so we'd have a bit of a feasibility study and could then consider whether to go ahead with the project.
Gary

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

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: 17 September 2008 11:11
To: Nicola Jones
Cc: Ridewise; Arthur Williams; Mary Ann Tarver; Susie Morrow; Keith Morgan; Chris Carter; Gary Smerdon-White
Subject: Re: possible lessons for Nottingham from Wandsworth Movers and Shakers Project - CDG presentation

Nicola

Thanks for your comments with which I much agree and which I am sure we can take on board when we follow this up at the next CDG meeting.
Hugh

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

From: "Nicola Jones" <nicola.jones@sustrans.org.uk>
To: "Hugh McClintock (Dell)"
<Hugh.McClintock@ntlworld.com>
Sent: Wednesday, September 17, 2008 10:28 AM
Subject: RE: possible lessons for Nottingham from Wandsworth Movers and Shakers Project - your CDG presentation

Hi Hugh,
Thanks for organising this, it was good of Mary Ann and Susie to visit.
The WCC were really lateral in their thinking and realistic - changing attitudes is all important, the numbers follow on.

I'm sure we could borrow a few ideas here. Fortunately our LA's are

very different from Wandsworth but we could still offer training to e.g. the editor of the Evening Post, Radio Nottingham, key people at GOEM & EMRA, emda, universities, major businesses etc, in conjunction with Gary's idea of buddying new recruits with existing "movers".
Nicola

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

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: 17 September 2008 10:13
To: Nicola Jones; Keith Morgan; Arthur Williams; Chris Carter; Gary Smerdon-White
Subject: Fw: possible lessons for Nottingham from Wandsworth Movers and Shakers Project - your CDG presentation

FYI

Hugh

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

From: "Susie Morrow" <sem@semorrow.com>
To: "Hugh McClintock (Dell)"
<Hugh.McClintock@ntlworld.com>
Cc: "Mary Ann Tarver" <maryann@tarver.me.uk>
Sent: Wednesday, September 17, 2008 8:13 AM
Subject: Re: possible lessons for Nottingham from Wandsworth Movers and Shakers Project - your CDG presentation

> Many thanks, Hugh, for inviting us and for hosting our visit. We both
> really enjoyed the day and it was great to have the chance to exchange
> ideas on encouraging cycling. I'd a very pleasant journey back - in
> fact the train arrived 10 minutes early!
>
> One thing I forgot to say yesterday was that we also used some of the
> tail end of the M&S funding to provide our 'movers' with a copy of the
> new edition of 'Cyclecraft' which, fortuitously, was published last
> spring. We did this in the hope that at least some of them would dip
> into it and thus reinforce some of the messages they'd learnt during
> their cycle training session.
> With best wishes,
> Susie"

.....PS Comments from Arthur Williams on the presentation:

"Gary, Hugh,
I agree that this would be something worth putting energy into. In Nottingham we have an advantage over Wandsworth of strong locally-based media. I would suggest that your Etc should include Trent FM (younger audience than BBC) and Evening Post; maybe also someone from Broadway media centre. Maybe team up with Broadway, Confetti or Nottingham Trent Uni to get help with producing a video later on?
Arthur"

Greater Nottm Cycling Development Group: report of meeting of 16 Sept:

I will send on the minutes of this meeting as soon as I have them from Gary Smerdon-White.

Pedals autumn newsletter

I am aiming to finalise copy for the autumn newsletter on Tuesday, i.e. the day after our meeting and to get it to Derrick Hankey to do the artwork. He still seems keen to do it and has assured me that he should still be able to do this, even though he has been getting quite frail in recent months and that he has been much preoccupied looking after his wife who had a major bowel cancer operation with complications.

East Midlands Cycling Forum meeting, Lincoln, Sat. 27 Sept:

This meeting, organised by CycleLincs, went well, including a talk by Paul Rea on his cycle audit work, lots of informal discussion, and an afternoon cycle tour of Lincoln in superb sunny weather. Pictures of this and more about the EMCF can now be found on the special EMCF pages on the Pedals website at http://www.pedals.org.uk/east_midlands_cyclists_forum

Car parking on pavements

I raised this with Chris Carter at the City Council who said that parking cars on pavements was not necessarily illegal unless it caused an obstruction. To get an action in response to such complaints, he said, would need specific details of where and when abuse occurred and how much obstruction was caused.

Commuter Cycle Route Programme - Strelley Corridor – comments of 20 Sept from Susan Young:

“Hugh
If there is going to be development along Wollaton Road towards Crown Island, one area that needs consideration is getting from Middleton Boulevard (Wollaton Park section) or the Wollaton side of Wollaton Road to the section of Wollaton Road leading to Ilkeston Road. The only way in the evening is negotiating across several lanes of traffic at Crown Island. During the day, it is possible to cut across Jubilee campus and either turn right onto Wollaton Road or go through campus, turn left onto Triumph Road and turn right at the traffic lights onto Wollaton Road.
Susan”

PS. I will report at our meeting on the outcome of the site inspection meeting on this route on 14th. I also had some very useful detailed comments from Alison Russell, too long (4 pages) to include here but which I am happy to email to anyone interested. Susan Young has also added some further useful comment on Alison’s points. It was also very helpful to be able to draw on Roger Codling’s detailed local knowledge.

...PS. Report on Strelley Commuter corridor discussion and site meeting of 14 Oct:

About 12 of us, including Graham Hubbard from Ridewise, Roger Codling from CTC and myself took part in this CRIM (Cycle Route Inspection Meeting) with a discussion in the morning about the City Council’s perceptions of the problems for cyclists in this ‘corridor’

and possible ideas for addressing them before we all took to our bikes in the afternoon for a detailed site meeting.

We went out via Canning Circus and Ilkeston Road to Crown Island, by the Jubilee Campus, and then took the subway and Radford Bridge Road towards Beechdale Road. We followed Beechdale Road right through to Wigman Road top and then returned the same way along Beechdale Road to Radford Bridge Road, before continuing through further on Beechdale Road to the Ring Road and the connection via Northdown Road, and the bridge over the railway to New Road and Hartley Road, Radford, and back to Ilkeston Road.

Particular problem areas we focused on included:-

- Canning Circus including discussion of how problems for cyclists in crossing this should soon be eased by the new toucan crossing etc. now being installed.
- Crown Island, including the particular problems for cyclists approaching from different directions, including those for eastbound cyclists (from Ilkeston Road) when the unofficial cut-through via the west side of the Jubilee Campus (towards the Middleton Boulevard-Harrow Road signalled cycle crossing) is no longer open after 5 p.m.
- The need to make use of the subway under Crown Island (also part of Sustrans Route 6) less intimidating, especially after dark.
- The positioning of the Beechdale Road cycle lanes, especially the problems for inbound cyclists between the shops and the Ring Road where the current layout means they often feel at risk of colliding with opening car doors
- The need for cycle stands outside the Beechdale Road shops
- Problems for cyclists on Beechdale Road waiting to turn on to Radford Bridge Road (part of Sustrans Route 6) towards Crown Island
- Possible changes to the layout of the Beechdale Road / Ring Road junction (by Beechdale paths) to make it easier to get a) on to the east side shared path on the Ring Road and b) Northdown Avenue.
- The need to upgrade and sign much better the link across the railway between Northdown Road etc. and New Road, Radford.
- Problems for inbound cyclists being squeezed between general left turn and right turn lanes at the junction of Hartley Road and Radford Boulevard.
- The longer term ‘Ring Road Major’ scheme which the City Council are trying to get funding for the Ring Road which, in principle,

is intended to include improved cycling provision as well as for buses and pedestrians. Details of this are not yet available but any short-term actions, e.g. at Crown Island, will have to be designed not to impede this longer term project.

**River Trent Suspension Bridge closure:
Introduction to update:**

Messages about this have been flying thick and fast over the last month (extracts from just some of which are reproduced below), including several more following the media blitz we succeeded in getting at the end of September including interviews with BBC Radio Nottingham, lunchtime and evening slots on BBC East Midlands TV and a shortish article in the NEP the next day.

Roland Backhouse, John Bannister and I have been in touch with many people about this since then, both in the County and City Councils and other organisations including the West Bridgford Local Traffic and Transport Forum, the (national) CTC, Box Duxbury of the NTU Law Department and (Hilary Silvester and Tom Huggon of) the Nottingham Civic Society who are also very concerned about the future of the Suspension Bridge and keen to see that it is reopened.

Work on the detailed structural survey of the bridge finally started last week but it may well be some time before we know the results and whether or not the bridge's owners, Severn Trent Water plc, will be willing to meet the costs of repairs. There are various complex legal issues about the status of the bridge and pedestrians and cyclists right to use it, which I am getting advice on, in consultation with other organisations like the Civic Society.

It seems that there has never been any formal right of way even for pedestrians to use it. The original owners, the Nottingham Municipal Water Board, who built it back in 1906, made a 'statutory declaration' that it should not be dedicated as a highway but that they were prepared to allow permissive pedestrians access. No formal right of way was ever created and the only other legal agreement was the Concession in 1982 between STW and the County Council, valid for 40 years, and permitting cyclist as well as pedestrian access, with contributions for maintenance, etc.

Since our last meeting some extra signs to warn users of the closure have now appeared but rather unsystematically and half-heartedly, it appears, with still no signing of the one good alternative route to help some people avoid the bridge when riding between West Bridgford and Lenton etc, via the riverside path between the Suspension Bridge, Wilford and Wilford Bridge.

**River Trent Suspension Bridge closure:
implications for cyclists
– my message of 29 Sept to County Councillor
Stella Smedley, Cabinet Member for Environment
and Transport, Notts. County Council (I have sent a
similar letter to her counterpart at the City Council,
Jane Urquhart):**
"Stella

Pedals has recently received several more messages expressing great concern about the disruption to cyclists (and pedestrians) following Severn Trent Water Authority's emergency closure of the bridge in July and the continuing uncertainty as to how long it will take to repair it, with many people wondering if it will ever reopen, given that STWA do not feel in any position to give firm reassurances about its future. This has also been the focus of much recent media publicity.

We understand that it will take some more weeks even for STWA's detailed assessment of the bridge's condition to be completed and we are very concerned that decisions on what detailed work needs doing and how to fund them will themselves then take a long time before there is any chance of the bridge reopening.

We know that these decisions will involve several partners, particularly the local authorities, and feel that the role of the County and City Councils will be of particular importance. In influencing these decisions. We therefore hope that both authorities will show far more awareness of the importance of this key link in the Greater Nottingham Cycle Network than we feel that STWA have shown, e.g. in their lack of action when the bridge was closed to liaise properly with the County and City Councils about the provision of adequate temporary signing on all the approach routes and to indicate the reasonable alternative routes that do exist, e.g. via Wilford Bridge.

Although signing has now been promised, following the meeting I had with Gary Wood early in September after my return from holiday, these signs seem to be slow in appearing, leaving many users uncertain about the situation and which alternative routes to use. In view of the key importance of the bridge, one of the best used local cycle facilities, we hope that you and the City Council will be making every effort to work with STWA and other interested parties to bring about an early as possible resolution of the present very unsatisfactory situation. This badly affects both commuter and leisure users, including users of the recently much improved and extended Big Track route of upgraded riverside and canal paths between Attenborough and Trent Bridge.

As well as the short-term goal of getting the bridge reopened, we also consider it very important that both County and City Councils work closely with STWA to achieve a more soundly based long term situation. The closure has underlined the fact that use of the bridge is only a concession (following the agreement with STWA in 1982 to allow cyclists as well as pedestrian use) as there is no formal right of way for any users. This means that cyclists (and pedestrians) are reliant on the good will of a private company, which is, surely, entirely unacceptable, and even more so when the company in question is taking so long to repair it.

The closure has also drawn attention to the very unsatisfactory alternative provision for cyclists in this area wishing to ride safely across the Trent. Although it is true that Wilford Bridge provides a reasonable alternative for some movements (e.g. between West Bridgford and areas further west such as Lenton, Dunkirk and Beeston) that is of little use for cyclists wishing to ride between West Bridgford and The Meadows and City Centre directions. Their only alternatives are to use Trent Bridge or Ladybay Bridge, both of which many cyclists regard as very intimidating

and where nothing has been done to include safer cycling provision. Again, it is therefore very important, Pedals would like to emphasise, to address these issues far more seriously in future, and not to forget about them again when (if) the Suspension Bridge is reopened.

All these river crossing route options, including their main approach routes, must be clearly signed and publicised, and also well lit to facilitate safe use after dark as well as during daylight hours, and well-maintained. Again the lack of lighting on some paths, such as the new stretch of riverside path between the Suspension Bridge and Wilford Bridge (as well as the continuing lack of any basic cycle route direction signing), has been highlighted by the increased reliance on this route (as a link to and from Wilford Bridge) in the new situation since the closure of the Suspension Bridge.

We will be very willing to provide more information, if you wish, on the various problems for cyclists caused by the current disruption, as well as to help both the County and City Councils to achieve a far more satisfactory comprehensive situation in the longer run in respect of all the main river crossings for cyclists in the Greater Nottingham area.
Hugh"

...response of 30 Sept from Cllr. Jane Urquhart, City Council:

"Hi Hugh, As a cyclist myself, I can understand your concerns. This issue is very much on my radar and I will keep up pressure from this end on 7 Trent. I will also get you a detailed response to your points. Jane Urquhart"

Reply of 9 Oct from County Councillor Stella Smedley:

"Dear Hugh,
Thank you for your email of the 29th September 2008.

Firstly I would like to reassure you and the members of PEDALS that the County Council has and continues to be committed to encouraging increased cycle use by the provision of additional and improved cycle facilities where these are possible During the financial year 2007 to 2008 the Authority spent just under £700,000 on such projects in the Greater Nottingham Area which illustrates this commitment.

Secondly I am aware that there has been some recent media coverage about the closure of the Wilford Suspension Bridge and the unfortunate but necessary closure by the owners of the bridge Severn Trent Water plc. (STW). In view of the importance of this link in the cycle network around the local area I have asked to be updated on the current situation by officers within the Authority dealing with this issue.

As you are already aware the bridge is in the

ownership of STW and as such they are legally and directly responsible for the maintenance of the structure as well as ensuring the safety of those that use it to cross the River Trent. Whilst I can understand the frustrations of those who use the bridge in not having been given advanced notice of its closure, I am also aware that STW had little choice in closing the bridge without notice in view of the safety advice given to them by qualified bridge engineers. I am sure you will agree that it would have been irresponsible for STW to have ignored this advice and have placed the public at risk. STW have now placed some information (which they will no doubt update as matters progress) regarding the bridge on their website and this can be found at the following link:
-
<http://www.stwater.co.uk/server.php?show=ConWebDoc.3544>

In relation to the present situation, I understand that specialist bridge engineers working for STW are about to conclude a very comprehensive survey of the overall condition of the structure. The data from this will be used to establish the extent of any deterioration of the structure and will highlight those areas of the bridge that will require repair work. At that point it should then be possible for STW to put a time span on how long the repairs will take to complete. Whilst I again appreciate that it appears to have taken some time for all the inspection and survey work to be carried out, it has been made more complex by having to have staff work over and under the river with the necessary health, safety and permit requirements that this type of works requires. I am, following discussions between the Authority and STW, satisfied that they are carrying out the inspection work as quickly as conditions have allowed. I would highlight that as one of their main water pipes is part of the bridge, it is also in STW's own interests to establish what repairs are necessary as quickly as possible to avoid any unnecessary risk to the integrity of water supplies in the area.

At present the City and County Council's have erected signing at locations suggested by PEDALS to inform users of the bridge that it is closed and that they should use alternative routes. No diversion routes have been signed at present as there has been a reasonable expectation that the vast majority of users would be local and

already know the alternatives available to them. Depending upon how long repairs may take this initial decision may have to be reviewed but in the meantime if you have any suggestions for diversion signing that would positively assist users then the Authority would of course consider these.

I would highlight that the Council have already been looking at alternative provisions for cyclists on the Trent and Lady Bay bridges both in the short and long terms. Trent Bridge is owned by the City Council and I have been advised by them that at present it is not possible to create cycle facilities either on the carriageway or the footway. However proposals are at present being developed to enhance pedestrian and cycling facilities across Lady Bay Bridge although I am unable at present to place any time frame on these and being realistic it is very unlikely that these would be created in time to assist cyclists during the present closure of the Wilford suspension bridge. With regard to the provision of additional lighting along parts of the alternative routes, the feasibility and likely overall costs of this is at present being investigated by the Council's Street Lighting Section. I would highlight that this process has already established that the County Council does not own the land in question and therefore any provision of lighting and subsequent maintenance arrangements would have to have to be with the formal agreement of the land owner. In addition the Authority has established policies regarding energy consumption and CO2 emissions that also have to be taken into account in determining new lighting schemes.

The Authority has already been in contact with STW regarding the future of the bridge and will continue such dialogue as and when necessary to ensure that, within the legal framework that presently exists over such matters, the public use of the bridge is protected and enhanced as far as is practicable. The bridge does have formal 'listed status' and this does place certain legal obligations on STW to return the bridge to its original state. However as I am sure you will appreciate, whilst the Authority can and continues to proactively work with STW on this matter it has no legal power to enforce the Company to take any particular actions with regard to access arrangements to the bridge.

I trust that this information both reassures you of the County Council's commitment to cycling and the work that it is engaged in with STW to reopen the bridge as soon as possible.
Kind regards,
Stella", Stella Smedley
Members, Nottinghamshire County Council

...my response to Cllr. Stella Smedley of 9 Oct:
"Stella

Thank you for your reply which I will digest carefully and report to the next Pedals monthly meeting, on Monday week.

One point I would like to comment on straightaway and that is your point about diversion routes. Although it may indeed be the case that many of the users of the bridge will know of the alternative routes they are certainly not obvious to other users and potential users and these, especially the riverside path between the Suspension Bridge and Wilford Bridge, do very much need to be clearly signed.

Had there been proper cycle route direction signs installed on this path when its upgrading was completed in the spring of last year, the need for special signs to show the diversion would have been less. It was anyway a disappointment to Pedals that after all that time nothing had been done to sign this very useful and good quality route, and this very unsatisfactory situation has now been greatly compounded by the extra importance of the riverside path following the sudden closure of the bridge. We therefore very much now hope please that, as well as providing more warning signs on the approaches to let people know of the bridge closure, the need for permanent signing on this and associated paths (both along the Trent and within Gresham Park etc.) will now be given much higher priority.
Hugh"

...and further reply (of 10 Oct) from City Councillor Jane Urquhart:
"The following is from Councillor Jane Urquhart:

"Dear Mr McClintock
Further to your recent enquiry regarding the Welbeck Suspension Bridge the latest position with regards its closure is as follows.

Following a report of a loose wooden slat the bridge was closed for public safety reasons. This prompted Severn Trent Water, who own and are thus responsible for the maintenance of the bridge, to commission a full inspection by specialist bridge engineers.

The initial results of this inspection identified concerns regarding the condition of the cables and abutments and recommended that further detailed investigation be carried out.

This detailed analysis is now being undertaken and is expected to be completed by the end of October/early November. The outcome of this analysis will determine the extent, cost and timescale of repair works that will be necessary to return the bridge to a safe condition.

Although there may have been some delay in securing the necessary permissions from the Environment Agency to proceed with the necessary initial inspection good progress towards resolving the issue now appears to be being made.

Due to the unexpected nature of the closure and some initial confusion over the likely duration it took some time for appropriate diversion signing to be put in place which is regrettable.

I can assure you that the City Council will continue to liaise with Severn Trent and apply any pressure as necessary to ensure that the duration of the closure is kept to a minimum as it is recognised the prolonged closure is causing considerable inconvenience for local residents.

Although there is no formal public right of way across the bridge a concession agreement is in place that protects access for use by pedestrians and cyclists. As this concession agreement runs to beyond 2020 there would be few benefits in negotiating a return to public ownership at this time.

In terms of longer term crossing options you are aware that the City Council has proposals to upgrade the path on Lady Bay Bridge to accommodate both pedestrians and cyclists linked to the regeneration of the Waterside area. The Council and its partners are currently seeking Growth Point funding to progress the detailed design for the scheme.

In addition it is likely that as part of the development of the Trent River Park proposals feasibility work will be undertaken to look at additional pedestrian and cycling river crossing opportunities.

Yours sincerely
Councillor Jane Urquhart
Portfolio Holder Transport & Area Working
Nottingham City Council"

....comments on this from Roland Backhouse (10 Oct):

"Hugh,
The two emails appear to be contradictory. Stella appears to be saying the council can do nothing, Jane says the council is applying pressure.

The argument that the concession lasts to beyond 2020 is not convincing. We now have a very clear picture of how much the agreement is valued.

Jane does mention *returning* the bridge to public ownership. I have been trying to find out about whether others have experience of a public right of way having been relinquished as a result of denationalisation. I wrote to an address I found at <http://www.rightsofway.org.uk/> but it appears their interest is in rights of way for horses. Is there anyone in a cycling organisation who would have that sort of knowledge on rights of way?
Cheers, Roland

River Trent Suspension Bridge closure and the legal status of its use by cyclists – copy of my message of 17 Sept to Gary Wood, Notts CC:

"Gary
At the Pedals monthly meeting on Monday evening I reported on my recent meeting with you about the implications for cyclists of STWA's emergency closure of the River Trent (Welbeck Road-Victoria Embankment) Suspension Bridge and your agreement to provide better signing, including alternative routes, as soon as practicable. This was welcomed and we look forward to seeing all the signs in place as well as for further more definite news, when available, of the likely period of closure and the probable date of reopening.

It was also agreed in our discussion on Monday that it is very unsatisfactory that the apparent legal basis of the right for cyclists to use the bridge, is only a concession agreement with STWA for 40 years (from 1982), and particularly given the fact that this such an important and well-used key link in the Greater Nottingham Cycle Network. We do therefore very much hope that, in addition to cooperating with STWA to bring about the earliest possible re-opening of the bridge, it will be possible in future for the County and City Councils to agree a more permanent and stronger legal basis for cyclists to use the bridge.

Our meeting also discussed further some of the points touched on during the meeting with you about the poor alternative river crossings for cyclists between West Bridgford and the City (other than Wilford bridge, of course), particularly what many cyclists regard as the very intimidating conditions for cyclists on Trent Bridge (especially when riding southbound) and also on Ladybay Bridge. We are aware of the longstanding plans for providing a shared path alongside Ladybay Bridge but the Suspension Bridge closure has underlined the need for such improvements on alternative routes (including Trent Bridge, and including proper lighting on routes like the riverside path between the Suspension Bridge and Wilford) to be introduced as soon as possible.

As you have anyway agreed to hold an early meeting with me and your newly appointed Cycling Officer, Clive Wood, it might be useful if this could be included on the agenda for the meeting. I look forward to hearing from you soon about possible dates that would suit you and him. We would also be grateful, as soon as convenient please, to have his contact details to include on the Pedals website and in the next newsletter going to press in a few weeks time.
Hugh"

...comments on this from Roland Backhouse (8 Oct):

"Hi Hugh,
Three reactions to Cllr Smedley's email:

1. What I find very upsetting about this email is the statement that "it [NCC] has no legal power to enforce the Company to take any particular actions with regard to access arrangements to the bridge".

I question the validity of this statement. In order to find out the

truth, (under the Freedom of Information act) I have requested a copy of the 1984 agreement which Gary Wood referred to at the meeting we had with him. I have also requested a copy of all correspondence between the County Council and Severn Trent relating to the closure of the bridge. I am going to do the same with the City Council and Rushcliffe Borough Council.

If the statement is indeed true, then the situation is truly lamentable. Ken Brand sent me information on the history of the bridge which clearly demonstrates that the bridge was originally designed to have a dual role -- the transport of water *and* pedestrians across the bridge. I presume that in 1906 the public had a legal right to cross the bridge and local government (presumably the owners at that time) had a legal responsibility to maintain the bridge. So, somewhere between then and now our legal right has been squandered. Again, if so, I am trying to find out how the public's legal rights were squandered -- I have written to Kenneth Clarke asking if he has any information.

I suspect, however, the statement is not true, and the council has retained some power over the public's access to the bridge. In that case, I want to find out whether they are exercising their power properly and effectively. I suspect not.

I think it would be appropriate for Pedals to raise these issues with the council.

2. I also find it unacceptable that the City council has decided it is not possible to facilitate cycling across the Trent bridge.

Undoubtedly there are regulations regarding the building of roads (for example the width of lanes on motorways). I would guess there are regulations regarding pedestrian safety on roads. For example, I would expect that the council would be in contravention of a government regulation if it were to remove the pavement on one side of the bridge in order to, say, provide a separate bus lane.

I suspect that the UK has no such regulations to ensure the safety of cyclists. (Otherwise how would they get away with what they do -- or rather don't do!) If that is the case, I think that cycling organisations should be pressing for specific regulations to become law. With regard to the Trent Bridge, I think the law should define the meaning of "safe for cyclists" according to which the

Trent Bridge would be deemed "unsafe", and the law should require "safe" bridges within a certain (limited) distance of every "unsafe" bridge.

This is undoubtedly too much to ask for a local organisation like Pedals. but perhaps it is an issue that could be aired (or has already been aired) at one of the conferences you attend.

3. 700000 is peanuts. That is the equivalent of a car park for 280 cars (according to CTC figures). Absolute figures always look impressive. She should be comparing the amount spent on cycling with the amount spent on provision for motorised transport and the provision for pedestrians.
Cheers, Roland"

...and Roland's further comments of 10 Oct, commenting on the responses from the two Councillors:

"Hugh,
The two emails appear to be contradictory. Stella appears to be saying the council can do nothing, Jane says the council is applying pressure.

The argument that the concession lasts to beyond 2020 is not convincing. We now have a very clear picture of how much the agreement is valued.

Jane does mention *returning* the bridge to public ownership. I have been trying to find out about whether others have experience of a public right of way having been relinquished as a result of denationalisation.

I wrote to an address I found at <http://www.rightsofway.org.uk/> but it appears their interest is in rights of way for horses. Is there anyone in a cycling organisation who would have that sort of knowledge on rights of way?
Cheers, Roland

PS This is the email I sent. If you want to forward it to anyone, please do.

Dear Sir/Madam,
I have seen your website and wonder whether you can offer me advice on a bridleway issue in Nottingham.

The Wilford Suspension Bridge is a bridge built in 1906 across the river Trent connecting Nottingham with West Bridgford. It was built to carry an aqueduct as well as foot traffic. It is now owned by Severn Trent Water Authority.

Until August this year, the bridge was heavily used by pedestrians and

cyclists. (Motorised traffic cannot use the bridge.)
However, it was
closed in August without warning for repair.

From correspondence with the council, I have since ascertained that there is no public right of way over the bridge. Instead, there is a "concession" to allow pedestrians and cyclists to use the bridge arising out of an agreement in 1982 between the council and Severn Trent whereby the council agreed to contribute to the repair of the bridge. The agreement is in force for 40 years (i.e. until 2022).

Today, in response to public concerns about a lack of progress on repairing the bridge, Cllr Smedley (member of Nottingham County Council in charge of transport) wrote to Pedals (a local campaign group for cycling) claiming that "it [NCC] has no legal power to enforce the Company to take any particular actions with regard to access arrangements to the bridge". I find this quite unacceptable.

Given what I know of the early history of the bridge, I assume that in 1906 the public did have a legal right of way across the bridge. I suspect that, up until the denationalisation of the water supply industry, the public continued to enjoy a legal right of way across the bridge. It would appear that this right of way has been squandered at some stage, presumably between 1906 and 1982. Can you help me on where I can find information on the access rights to the bridge? (I have asked the council for a copy of the 1982 agreement but would like to find information on the access rights before this date.) Do you have experience of access rights being given away as part of the denationalisation of an industry? I am assuming that if a bridge is owned by local government then the public has de facto a right of way over the bridge. Is that the case?

My apologies for asking so many questions. Any information you can provide would be very much appreciated.
Yours, Roland Backhouse"

...and comments from John Bannister (Chair of the West Bridgford Traffic and Transport Group, as well as Pedals activist):

"Hi Hugh,
I suggested return to public ownership in my letters, it must be the socialist in me. With regard to right of way, isn't there something about continuous use without closure for so many years. I bet Severn Trent can not prove that they closed it for one day a year every

year.
John."

...and comments from Roger Geffen and Colin Palmer, CTC:

"Colin
Could you offer Hugh McClintock (of Pedals, the Nottingham Cycling Campaign) a response to the following? Might there be a basis for claiming Restricted Byway rights based on the "informal use" of this bridge by cyclists which was evidently taking place before an agreement was formalised in 1982? Or is there likely to be an easier way to resolve this rather than trying to produce evidence of cycle use going back to 1962?

Roger Geffen, Campaigns & Policy Manager
CTC, the national cyclists' organisation
Tel: 01483 238322
Switchboard: 0844 736 8450 (*please note new number!*)
Fax: 0844 736 8454 (*please note new number!*)

.....response from Colin Palmer, CTC:

"Roger / Hugh
A Restricted Byway claim for use prior to 1982 may be possible, but may not be the best way forward as it would tend to polarise decision makers into for and against groups. It is also possible that ST will unearth other pre 1982 evidence to demonstrate that there was no intention to dedicate.

As the LA already have an agreement to contribute to maintenance, then my first choice would be to discuss the possibility of a creation order to dedicate as bridleway or RB.

LA's usually avoid this option because of the cost implications – but in this instance they are already involved in maintenance costs, so may be more amenable.

Colin"

...advice of 15 Oct from Bob Duxbury, Law Department, Nottingham Trent Univ and regular commuter cyclist (and ?lapsed Pedals member):

"Dear Hugh,
Good to hear from you. I am well thanks and I trust all is well with you. I am personally affected by the closure of the bridge because for nearly 25 years now I have been cycling over it on my way to work! I am forced to use Trent Bridge which is a cycle-unfriendly bottleneck (to put it mildly). I would be happy to give evidence as to the past use of the bridge by cyclists.

It is difficult for me to give a definitive legal opinion because the issue strays into areas where I have no particular expertise, such as rights of way. It clearly has not been dedicated as a public right of way. It sounds as if the council may well be right in saying they have no legal powers to compel the re-opening of the bridge, as the use of the bridge appears to be under either a contractual or permissive "licence" which falls short of being an "easement".

An easement of way can be acquired by 20 years unopposed user, but use by the public may not be enough in the absence of a "dominant tenement", e.g. if you habitually use your neighbour's garden as a short cut for 20 years without him complaining, an easement in the nature of a right of way attaches to your land (the dominant tenement) over your neighbour's land (the servient tenement). Here there is no dominant

tenement.

To return to the comfort zone, planning law, I cannot see how the listed status of the structure can assist as we are concerned with its use rather than its character or appearance as a structure of special architectural or historic interest. Listed building controls might come into play, e.g. if they allowed the bridge to fall into rack and ruin.

I would say concerted pressure to dedicate it as a public right of way is probably the best strategy in these circumstances.
Best wishes, Bob"

River Trent (Welbeck Road) Suspension Bridge - eventual reopening and access by bike trailers: my message of 19 Sept to Gary Wood, Notts CC:

"Gary

The message below from Karina Wells (which I raised briefly at last evening's meeting of the West Bridgford Local Transport Forum, by the way) reminds me of one important detailed issue about cycle access to the Suspension Bridge, **access by bikes with trailers**.

This has in fact been raised before and needs addressing seriously in the plans for the eventual reopening of the bridge.

At present, as Karina's message points out, the spacing of the bollards is about 2cm too narrow to permit this. While appreciating that there are other considerations in the spacing of bollards, especially the need to keep out motor bikes, we hope that it will be possible when the time comes to discuss new arrangements in relation to the rebuilding and reopening of the bridge for this aspect to be addressed again.

It is indeed all the more important now given the great interest recently in the take-up of bike trailers in the West Bridgford area which Karina has done much to foster (getting a series of old bike trailers from Center Parcs) and which is very likely to continue to grow in future.
Hugh

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

From: Karina Wells

To: 'Hugh McClintock (Dell)'

Sent: Monday, September 15, 2008 4:55 PM

Subject: RE: WB Local Transport Forum meeting this Thursday (18th Sept)

Dear Hugh,

I did not receive any details for the WB transport Forum on Thursday. Would you be able to give the following update:

As part of the Transition WB initiative www.transitionwb.blogspot.com I have managed to obtain 19 second hand bike trailers. All have been given good homes mostly in WB and 4 outside our town.

They are being used for local shopping trips, getting children to and from school, and as 'workhorses' to take stuff to the allotments and back (surprisingly how many people used them for that purpose)

There are people in Compton Acres who say they cannot use them as the cycling paths have the type of A frames that won't allow them to get through. This is very unfortunate as it would just be the sort of distance from ASDA and the Avenue, people will start using the car to do the shopping if they cannot use a bike/trailer.

Also when the cycling path near the library car park is being looked at is it possible to have one single post rather than these A frames. This would be better for double push chairs as well.

The same would go for the suspension bridge, these bollards are about 2 cm too narrow for some of the trailers in use.

I shall be collecting 10 more trailers in the beginning of October, a few will go to the Sumac Centre but most will be for WB again.

The hope being that it is going to be more common to see these trailers and others are encouraged to use them.

On another matter: during the last transition meeting it was voiced if WB could become a 20 mph zone, we spoke about it in the previous meeting, is there a verdict?

I am sorry I cannot be present today, please let me have the date of the next meeting so it is in my diary. Have a productive evening,
Regards, Karina wells

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: 15 September 2008 00:08
To: Karina Wells
Cc: John Bannister
Subject: WB Local Transport Forum meeting this Thursday (18th Sept)

Karina

Have you had details about the next West Bridgford Transport Forum meeting on Thursday evening (7 p.m.)? It would be useful to have an update on your cycle trailers and shopping bike project scheme there as well as at the Pedals meeting on Monday evening, if you are coming then.
best wishes, Hugh"

Gresham Park cycle paths - new link to riverside path along SE side of new Emmanuel School – my message of 7 Oct to Niz Merali, Notts CC"

Niz

Have there been any more developments please about arrangements for the opening of this path bearing in mind that it is now several months since it was completed!

It is very frustrating to have a good new path, and a useful link, but for it not to be available to those who want to use it!

I would like to give a further progress report to the next Pedals monthly meeting, on Monday 20th October so could you please update me before then on just when it will finally be open, and also when it will be signed, along with the connecting riverside path between

Wilford and the Suspension Bridge etc., which has been open now for about a year and a half but which still lacks any signing. This is particularly important in view of the extra usage it is getting with the closure of the Suspension Bridge.

Hugh

...and her reply (7 Oct):

"Hugh,

I fully understand your frustration.

I have on several occasions written to Richard Smith of Gleeds and I have had **no** response either from him or the School. I will forward your e-mail to him and hopefully we will receive a response.

I am also forwarding this communication to my colleague Martin Green in Development Control and ask him to take up the matter with Rushcliffe Borough Council as building this cycleway link was one of the planning conditions.

Regards, Niz Merali

Service Manager

Communities

Nottinghamshire County Council

0115 9774467"

...and comments from David Litchfield (8 Oct):

"At risk of spamming everyone's inbox re. this subject, could I quickly add that on my way to work on Monday morning I found the gates at the Gresham Park end of the path open, but near the gates at the embankment end met the school caretakers on their way back to school having locked the gates. One of the caretakers kindly opened the gate and let me through. We chatted briefly and he told me how fed up he and his colleague are with the situation and the ritual of unlocking and locking the gates twice a day at the beginning and end of the school day. He said the path was yet to be adopted by the council and until it was, any accidents on the path would be the school's liability, hence them keeping the gates locked.

I appreciate all you are doing to try and resolve this farcical situation, Niz, and like you hope whoever is responsible for resolving outstanding issues (Gleeds?) gives you the courtesy of a response quickly.
David"

blocked path in Compton Acres (WB) between Court Gardens and Wilford Industrial Estate - message of 7 Oct from David Litchfield and my response of 8 Oct:

"David

Thanks for your email about this.

The answer to your question whether we got anywhere with this after Dave Miller raised it with me in August 2007 is, I regret no. I took it up with various officers at the County Council (including the former cycling officer, Ed Ducker, and Steve Jones of the Rights of Way section) and Rushcliffe BC (Phil Marshall and Mike Luxton) but this got us nowhere as each seemed to pass blame basic failure to get the path adopted when the houses were first built in the early 1980s. Attached please find extracts from these emails which I included in the background notes for the Pedals meeting in September 2007 to give you more details of this exchange of emails.

After that I recall that I suggested to Dave Miller that the only way to get this resolved was to take it up with his local Councillors and to emphasise the absurdity of this situation, particularly when it appeared that neighbouring house owners had at least through neglect facilitated, if not connived at this blockage. However, I don't think he did ever pursue it so the matter has not been pursued. It would therefore now be very helpful if you could take it up, and let me know how you get on and what further support from Pedals you would be glad of.

Good luck!

Hugh

PS. I am copying this response to Dave Miller in case he wishes to add anything with regard to recent developments, as well as to John Bannister, who as well as being a Pedals activist (and former Rushcliffe Borough Councillor, for Gamston), is Chair of the West Bridgford Traffic and Transport Forum, and to Alison Russell who took the pictures you mentioned on the ride when Dave Miller first drew my attention to the problem.

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

From: [David Litchfield](#)

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

Sent: Tuesday, October 07, 2008 9:36 PM

Subject: Re: blocked path in Compton Acres (WB) between Court Gardens and Wilford Industrial Estate

Hugh,

Sorry to contact you about this so long after you wrote.

I tried to use this path the other day. From the industrial estate side it is extraordinary: there is no sign of a cycle path at all, and it is now even more overgrown than in the photo you sent. On the Court Gardens side I cycled there and asked a chap on his driveway where the path to the industrial estate was.

He sent me off to Acorn Bank. I went back the next day and managed to spot small bits of the path under all the vegetation across the road from the house of the chap I spoke to the previous day. Whether this man genuinely didn't know there was a path there or if he, in cahoots with his neighbours, is deliberately sending cyclists like me on a wild goose chase I don't know.

I just wondered if you made any progress on this. Now I know where it is, it would be a useful route for me on my way to the locked gates at Emmanuel school, and I am sure it would be useful to others if properly signed.

If you didn't get anywhere, I propose to raise it myself. Presumably I should do this with Rushcliffe Council? Whoever is responsible it will be a big job to clear it, and I fear for the condition of the path underneath.
David"

Flooding after heavy rain of the riverside path on the north bank of the Trent between Wilford Bridge and Queen's Drive (Riverside Way)

This problem now seems to have been corrected by the City Council and Environment Agency with the installation of a small drain along the edge of the path to collect water running off the grassy bank between the road and the riverside path.

Ilkeston Road Regeneration Scheme - Highway Improvements – message of 3 Oct from Paul Williams, City Council:

“Dear Hugh

Thank you for your e-mail dated the 16 September regarding the above. I apologise for the delay in replying to you.

The proposal is to provide a 1.5 metre wide cycle lane from the end of the bus lane at Highurst Street up to new ASLs at Canning Circus. There is however a pinch point along this length where the cycle lane will reduce to 1.2 metres for a section.

With regard to the potential conflict with buses near Canning Circus I believe the scenario you describe will not exist under the new highway design. The highway at this point does in fact fall within the Canning Circus phase of the works which have already begun. As part of these works the existing set up will change; the bus stop lay-by and one of the pedestrian refuges will be removed and the kerb line re-aligned. This should simplify the set up here and hopefully reduce driver confusion and conflict.

Thank you again for your e-mail.

Yours sincerely,

Paul Williams | Senior Officer | Traffic & Parking | Nottingham City Council | Tel: (0115) 9156547

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

Sent: 16 September 2008 09:55

To: David Ball; Paul Williams

Cc: Susan Young (w); Susan Young (g); Chris Carter; Gary Smerdon-White

Subject: Ilkeston Road Regeneration Scheme - Highway Improvements [Scanned]

Dear Paul Williams and David Ball

Thank you for your letters of 4 and 13 August about the proposed Highway Improvements on Ilkeston Road between Canning Circus and Lenton Boulevard. We discussed these at yesterday's Pedals meeting and it was agreed that I should write to you with our comments, even though, we appreciate, you had asked for comments by 12 September. We hope however that our views can still be considered.

Although we support the (shared cycle and) bus lane (into the City) we have some reservations about the proposed cycle lane, both in terms of its width and in terms of possible conflict at its eastern end between cyclists and buses pulling in. Too narrow a cycle lane could, we fear, make it harder for cyclists to pull out safely and avoid buses pulling in and out.

Yours sincerely,

Hugh McClintock
Chairman, Pedals”

Possible Notts CC support for motor bike use of ASLs experiment: copy of message of 18 Sept from Stewart Thompson, City Council Traffic Management Group Leader, in response to my query to him:

“Hugh,

We would still resist any proposal to allow motorcyclists to use ASL's.

For your information, and after it was pointed out to us by Pedals, we put the suspension bridge closure on our Travelwise website”.

“Stewart

At a meeting I had last week with Gary Wood at the County Council (to discuss the closure of the Suspension Bridge and the urgent need for much better signing of alternative routes) he happened to mention that they had been approached by the DfT (or TRL?) about their possible involvement in a new national scheme to assess the impact of allowing motorcyclists to use ASLs. I mentioned briefly that Pedals would be very concerned about such a change and also that I recalled a conversation with you a year or two ago in which you said that you would oppose any such change in the City.

It occurred to me afterwards that, having made such an off the cuff remark, I probably ought to check with you that that was indeed your opinion (and still is) before I start to quote you more widely! Could you please therefore let me know / confirm just what your opinion indeed is on such a possible change?

Thanks, Hugh”

proposed bus gateway at top of Carlton Street: message of 23 Sept to Scott Harrison, City Council:

“Dear Scott

Thank you for asking for Pedals comments about the Carlton Bus “Gateway”

In principle Pedals supports this, as we agree that it should help to reduce the amount of traffic at this point. However, there is an issue for cyclists as to how to avoid clashes with oncoming buses when travelling west through the proposed Bus Gateway as buses often swing across over the cycle lane and, while we appreciate having this contraflow cycle lane, these kinds of manoeuvres can be intimidating

There is also still clarification needed about which part of the road cyclists are supposed to use when travelling east bound into the section of Carlton Street beyond George Street., a problem that we mentioned at the time of the completion of the Hockley PPR scheme. The current arrangement suggests that cyclists should follow a line on the right-hand side of the road, which leads them into a section against the motor vehicle traffic flow, but road markings are unclear and this is certainly an awkward arrangement. We therefore hope please that you can address these issues in finalising the details of the new scheme.

Hugh

...response of 30 Sept from Scott Harrison:

“Dear Mr McClintock

Proposed Bus Gateway - Carlton Street, Nottingham.

I refer to your email dated 23 September 2008 regarding the proposed bus gateway at the junction of Carlton Street and Fletcher Gate/Victoria Street.

Thank you for your comments regarding the above scheme, however I believe that some of the points you raised fall beyond the remit of the Experimental/Proposed order. As such I have passed on your comments to my colleague Steve Brewer,

requesting that he reply direct to you regarding your comments on the existing road layout and cycling facilities in the Hockley Area.

Yours sincerely,
Scott Harrison
Senior Officer - Traffic Management
Tel: 0115 9156088

Proposed 20mph limit: Wilford Grove, The Meadows (TMP6752) – response from Chris Berry, City Council, to my message of 16 Sept:

"Dear Mr McClintock,
Thank you for your support for the proposed 20mph limit on Wilford Grove. Unfortunately the additional considerations and suggestions that you have requested are outside of the remit of this particular scheme. However I have forwarded on your request to Steve Brewer, the Sustainable Transport Officer in our Traffic Management Section.

Yours Sincerely,
Chris Berry
Nottingham City Council
Technical Officer | Accident Investigation Unit
Environment and Regeneration
Traffic and Parking
Lawrence House
Talbot Street
Nottingham
NG1 5NT
T: 0115 9156529
F: 0115 9156550
E: christopher.berry@nottinghamcity.gov.uk

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: 16 September 2008 09:42
To: Chris Berry
Subject: Proposed 20mph limit: Wilford Grove, The Meadows (TMP6752) [Scanned]

Dear Chris Berry
Thank you for your letter of 29 August about the proposed 20mph limit on Wilford Grove, The Meadows, which Pedals supports. We also wonder whether it would be possible please to make a further step to encourage cycle access on Wilford Grove by providing more direct flush kerbs at both ends of the path (between Felton Road and the junction of Wilford Grove and Bathley Street) and for all of this route (between Bathley Street and Victoria Embankment) to be signed for cyclists?

Yours sincerely
Hugh McClintock
Chairman, Pedals"

PS. I see that this has in fact recently been done!

Report of 2 Oct meeting with John Lee, City Council, to discuss the many cycle signing issues in The Meadows:

We discussed several issues I have raised recently regarding missing and/or misleading cycle signs in The Meadows and I took the opportunity to draw John's attention to the comprehensive report on cycle signing needs in this area which I had prepared two years ago, following a site meeting with Kerry Haley, at the request of her and Steve Brewer. This had however been filed

away and forgotten about so I had to send them a fresh copy.

I think however that this time it will at last be taken more seriously, as John took serious note of what I was saying and plotted the locations on a map. There is now some money for action next year, and they are also likely to be getting some assistance from Tim Pheby of the Cycling England local authorities professional support team who last year worked with John on the off-road paths barriers study.

Roland Backhouse's efforts to promote cycling at Nottm Univ – brief report of his meeting of 2 Oct with Professor Alan Dodson (Pro Vice Chancellor) and Gavin Scott, Estates Department, as per email to Gary Smerdon-White of 2 Oct:

">> I had the meeting this morning. It was with Alan Dodson
>> (pro-vice-chancellor with responsibility for environmental issues),
>> Chris Jagger (head of Estates) and Gavin Scott. One outcome was this: on
>> 16th October the Environment Committee will consider proposals for a new
>> action plan. An item will be added to this proposal for a project to
>> promote non-car inter-campus travel (in view of the recent expansion of
>> the Jubilee Campus), including cycling. No commitment was given as to
>> whether this item would be accepted but they said they were already
>> considering the hire of bikes and were in touch (or would be contacting
>> -- wasn't clear which) Raleigh. A second item was that the (2006 Jubilee
>> Campus) Site Specific Travel Plan would be reviewed, in particular with
>> respect to setting up a Travel Plan Support Group. Again no commitment
>> was given that this would happen. (I didn't expect any commitments.)

We need to decide how Pedals can best support Roland's efforts. Gary S-W has already made clear that GNTF are keen in principle to offer support, as is the new CEO of Sustrans, Malcolm Shepherd. I have given Roland lots of information on a series of impressive cycling initiatives at other British Universities. *

... My message of 9 Oct to Pro Vice-Chancellor Alan Dodson, Chris Jagger (Director of Estates) and Gavin Scott (Estates Department):

"Dear Alan, Chris and Gavin,
Roland Backhouse has informed me of the agreements at your meeting last week; Pedals (Nottingham Cycling Campaign) particularly welcomes the possibility of a project to promote non-car transport and I am writing to offer our help with regard to cycling issues.

The ways that Pedals could help include the following:-

1. The formation of a Bicycle Users Group. (Several staff and students at the university are members of Pedals and would be keen to get involved.)
2. In coordination with Ridewise, the Nottingham based cyclist training social enterprise, assisting with

education and other forms of support for those wanting to begin cycling or refresh their cycling skills.

3. Providing ongoing advice and suggestions for the improvement of conditions both for access to the campuses and for inter-campus travel.

4. Providing advice on bicycle purchase (new and reconditioned bikes), bicycle storage and other cycling facilities, in coordination with the other local partners with whom we work closely including Ridewise, Nottingham City Council, Nottinghamshire County Council, the Greater Nottingham Transport Partnership ('Big Wheel'), the Nottingham PCT Cycling for health project, and the Police etc.

5. Facilitating contact between the University and local and national organisations with relevant expertise on cycling issues and helping to assess the relevance for the University of recently developing good practice in promoting cycling at other UK universities.

I look forward to hearing the outcome of the forthcoming Environment Committee meeting. Please don't hesitate to contact me.

Yours sincerely
Hugh McClintock
Chairman, Pedals

...and reply of 10 Oct from Professor Alan Dodson:
"Hugh

Thanks for your email. I'm certainly keen that the University engages with Pedals. We'll get back to you after our meeting next week.

Regards, Alan"
Prof A H Dodson
Pro-Vice-Chancellor
IESSG Building
University of Nottingham
University Park
Nottingham NG7 2RD
Tel +44 (0)115 9513921
Mob +44 (0)782 4591458
Fax +44 (0)115 9513879

link between Great Northern Close and Manvers Street and improving cycle access to and from Nottm Station – exchange of messages of 3 Oct between me and John Rhodes, Trent Park Developments:

"Hugh,

I am still keen to pursue opening up the link that used to exist between Manvers Street and the old Low Level Station, especially since I will soon be living at River Crescent and would like to enjoy cycling mainly off-road to the city centre, via the canal towpath.

I have to admit that due to pressures of delivering River Crescent on time and also marketing in the present financial climate, I have not had the time to pursue this desired route. However, I would like to revive this interest. Could John Lee please re-send the appropriate application forms and I will make more effort to find the time open up this important link.

Regards, John Rhodes"

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: 03 October 2008 12:24

To: John Rhodes

Cc: Jon Trotsky; Hayden Reed; Dave Holladay (CTC); Chris Carter; Keith Morgan; Steve Brewer; Arthur Williams; John Lee; Neil Harby; Gary Smerdon-White; Chris Beattie

Subject: link between Great Northern Close and Manvers Street and improving cycle access to and from Nottm Station

John

At the meeting we had earlier this year at your offices, involving John Lee and Neil Harby from the City Council, about the riverside path links past your Riverside Crescent development, I recall that you mentioned to John Lee your interest in the legal status of the link that used to exist, east of the old Low Level Station, between Great Northern Close (London Road) and Manvers Street etc. This of course used to be a useful cut through for cyclists and pedestrians.

I was at a meeting recently with Keith Morgan and Hayden Reed from the City Council about the proposed changes on Station Street and their implications for cyclists, particularly with regard to the planned secure bike compound in the old Milk Dock area on the north side of the Station and mentioned that, as part of these plans and the general redevelopment plans for Nottingham Station there was a increasing need to review comprehensively the adequacy and quality of cycle access to and from the station from different directions.

In this context, the reopening of a proper cycle link between London Road and Manvers Street etc via the existing toucan crossing of London Road and Great Northern Close would be a very useful link between the Station and the Sneinton etc. areas and all the more so with the plans for redevelopment both in the Eastside and Waterside areas, with links to a series of other good routes for cyclists, including those by the canal and by the Trent.

Anyway, I notice that the route east of the Low Level Station is still fenced off and wondered whether you did indeed take this further with John and, if so, what if any progress has been made in considering the matter. best wishes, Hugh"

South Sherwood Street junction with Shakespeare Street (Orange Tree junction) - hazards for N-bound cyclists – my exchange of messages with Andrew Martin (10 Oct):

"Andrew

Thanks for your message and sorry to hear about your nasty experience.

This has indeed been raised various times in the past and indeed ever since the changes there about 3 years ago as part of the original Turning Point Scheme. The City Council included pedestrian phases in the lights and insisted that they could not include lights for cyclists as well. I will indeed put it on the next agenda and we can then decide if we want to ask the City Council to look at it again.
best wishes, Hugh

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

From: "Andrew" <andrew@veggies.org.uk>
To: <hugh.McClintock@ntlworld.com>

Sent: Friday, October 10, 2008 3:41 PM
Subject: South Sherwood Street junction with Shakespeare Street

> Dear Hugh
> I recently rode from the city centre along South Sherwood Street towards this
> junction. I approached the traffic island and intended to aim for the cycle
> access in the kerb/pavement where North Sherwood Street is closed to motor
> traffic. A car on my left on Shakespeare Street proceeded beyond the give way
> markings and eventually stopped; the driver seemed surprised that I should be
> riding in front of his car.
>
> Perhaps this junction could have a stop line/sign or some other improvements,
> as the current arrangement is unsatisfactory and hazardous for cyclists. I
> appreciate that this matter has been discussed in the past. I wonder if you can
> mention this at the next Pedals meeting and request a response from Nottingham
> City Council.
> Andrew

New Cycle parking provision at Beeston and Attenborough Stations (proposed): message of 1 Oct from Steve Barber:

"I've just been to the station and I see my idea, put cynically, of putting cycle storage in the staff car park space has happened! However, the cycle lockers have gone. Personally I don't see these as any great loss, they take up a lot of space for a limited number of cycles and the railways generally don't like them for terrorist reasons.

The ones at Beeston were broken or "reserved" when empty with private locks. However, I hope cycle hoops are to be put in their place and not staff parking. Assuming 2 bikes to a stand there is capacity for 34 bikes and about 75% occupied today with 3 bikes against the fence. A few more hoops would soon get used as the popularity of this station is increasing rapidly.

I shall contact East Midlands Trains and push for some more hoops to bring the capacity to 50 and also for storage at Attenborough. From Toton, Chilwell Meadows and Attenborough the quickest way to Nottingham is to cycle to Attenborough and after December there is a much improved service. This will have an effect on the very congested roads through Beeston and should alleviate some overcrowding on the bus.

Steve Barber
Councillor for Beeston Rylands
Broxtowe Borough Council
Town Hall
Foster Ave
Beeston
Nottingham
NG9 1AB
0115 922 5806"

PS. I have been invited to attend the **National Cycle Rail Awards Ceremony in London on 7 November**

and hope to go, partly to pick up some ideas which could be useful in the detailed planning of the proposed secure Bike Parking facility at Nottingham Station .

At the Greater Nottingham Transport Partnership Business Breakfast meeting which I attended on 14th October, the **possibility of providing some public bike hire at the Station** was mentioned by one of those attending (not me!) which is encouraging. I gather that there is some City Council interest in exploring this, perhaps in connection with Phase 2 of the Bike Park, and taking advantage of the good working relations they apparently have with JC Decaux, the French company who maintain their bus shelter and who are also the partners of Paris City Council in their very successful 'Velib' project, introduced in June 2007, with great success.

Re: New cycle lockers at Phoenix Park NET Terminus park and ride site – my exchange of messages (8 Oct) with Andy Holdstock of the NET Project Team:

"Andy

Thanks for your reply. We will certainly publicise the lockers in the next Pedals newsletter, and on the website. Having such publicity on the NET website is indeed also important, as well as getting something on the County Council and City Council websites.

I am sure that it would also be a good idea to publicise the lockers via Broxtowe Borough Council and via parish councils in the north of Broxtowe such as Awsworth and Kimberley, etc. Other people to whom I am copying this message may also have suggestions. Best wishes

Hugh

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

From: [Andrew Holdstock](#)

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

Cc: [Steven Edwards](#) ; [Steve Brewer](#)

Sent: Thursday, October 09, 2008 10:13 AM

Subject: RE: New cycle lockers update [Scanned]

Hugh

The lockers at Phoenix Park are now installed and just awaiting a sign to be erected regarding their usage. They should be available for use by 20th so we would be grateful if you could include something in the newsletter and on the website.

With regard to signage on the approaches, the Authority has a signing policy which means that we are unable to put up such signs on the Highway unless strict rules about the number of visitors who are unfamiliar with the locality (200 per day) are met and this could clearly not be achieved here. We will however be asking the tram operator to put something on their website (www.thetram.net) and hopefully getting something on the City and County Council websites, as well as putting out a press release.

Are you aware of any particular locations used by cyclists in the catchment area where we could target publicity?

Regards

Andy Holdstock

NET Project Office

Environment and Regeneration

Lawrence House
Talbot Street
Nottingham NG1 5NT
Tel. 0115 9156520
Fax. 0115 9156092

East Midlands Parkway station cycle parking provision – my exchange of messages with Jim Hillman, East Midlands Trains Stakeholder Relations Manager (13 Oct):

“John

Thanks for getting back to me.

Can you also tell me just where these cycle stands will be located, e.g. as conveniently as possible for the platform and with full regard to the security of the bikes left and convenience of access to and from them. Also important is that they are carefully installed, with adequate spacing to the front and rear for projecting wheels, and also on both sides to make it easy to get bikes in and out and to load and unload panniers, allowing for two bikes being parked per stand.

These may seem like small and trivial points but they are all too often overlooked by people responsible for actually installing stands and then it often proves very difficult to get them reinstalled properly! The stands also need to be clearly signed, where they are located and on the main approaches.

Are any cycle lockers also to be provided? These are important for longer term usage and for owners of more expensive bikes but they also need to be managed properly and adequately maintained.
Hugh

PS. I have been invited to the National Cycle Awards presentation in London on Friday 7 November which I hope to attend to help gather some lessons for future cycling-rail integration in the EMT franchise area.

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

From: John Hillman

To: Hugh.McClintock@ntlworld.com

Sent: Monday, October 13, 2008 9:33 AM

Subject: East Midlands Parkway station

Hugh

I have been advised that there will be 20 Sheffield hoops provided at East Midlands Parkway for cycle storage

Regards, John Hillman MIRO
Stakeholder Development Manager
East Midlands Trains
john.hillman@Eastmidlandstrains.co.uk
M 07771 831082

...**PS: further response from John Hillman, EMT (13 Oct):**

“Hugh

I will pass on your thoughts to Network rail who are installing the bike racks. At this time there is not provision for lockers, we can always look at this if demand arises, however given the location I am not sure what level of demand will arise.

Regards, John
John Hillman MIRO
Stakeholder development manager
East Midlands trains
Mobile 07771 831082”

Cycle audit work in Arnold: copy of message of 25 Sept from Paul Rea (Realistic Solutions) to Arthur Williams, Nick Hyne and Margaret Tuck:

“Hello there,

You will have heard from Hugh McClintock that I am undertaking an audit of the provision for cyclists in the Arnold area for Nottinghamshire County Council. This is the latest of a series of such studies I have been doing over the past couple of years.

The studies have several functions: I look at the current provision for cyclists and see if the facilities meet current design standards and I go on to recommend new facilities that would make cycling more attractive. I have spent several days cycling round the area to give me an overview.

I am always keen to contact cyclists in my areas of study to ensure that I have considered the issues they have and their aspirations. I would be happy to hear from you to hear the moans and visions that you have.

The area of study is bounded on the south by Plains Road (south of this was covered in Carlton/Netherfield study) on the west by the City boundary and the north and east by the end of the urban area.

I'd be happy to have anything in writing or to meet either to discuss or cycle round and look.
Please let me know and I'll be glad to hear from you.
Best wishes, Paul Rea”

PS. Hi Hugh,

I'd be pleased to come to a Pedals meeting on Jan 19th to talk about the audit work I have been doing. I will hopefully have finished the current round of surveys, but the concept and process may be of interest to members.

PPS. I have now received from Paul Hillier at the County Council a copy of Paul Rea's completed and very thorough and comprehensive cycle audit reports for West Bridgford and Ruddington. It will be some time before I can get round to studying these but they look very useful.

4. Finance

Susan Young to report.

5. Forthcoming meetings / events etc.

(Speakers at) Pedals meetings

17 Nov: Cllr. Jane Urquhart, City Council, Portfolio Holder for Transport and Regeneration

We should now give some thought to the **issues we want to raise** during the meeting, bearing mind that she will need to leave after an hour for another engagement.

These could include:-

- Implications of the closure of the Suspension Bridge, its current and future legal status, and the need for improve alternative routes
- Future cycle/pedestrian river crossings, including the proposed Ladybay Bridge 'cantilevered path' scheme

- Impact of the closure of the cycle path between the QMC and the River Leen between Hillside (Derby Road) and Leengate including signing of alternative routes
- Progress on the City Cycle Action Plan including the commuter cycling corridor enhancement proposals
- Possible audit/review of other City cycle facilities
- Enforcement issues, especially in cycle lanes and ASLs.
- Maintenance issues including signing and highway defect reports handling performance
- Nottingham Station redevelopment including short and longer term cycle parking and cycle access from different directions
- City centre cycling issues including cross city centre routes and the implications of the Broad Marsh redevelopment plans
- Ensuring a high profile for cycling in other major projects being proposed, e.g. the 'Ring Road Major'
- Barriers / access controls on off-road cycle paths, including John Lee's trials last year with Cycling England, of different types of barrier and their impact on different users, and possible lessons from Nottingham of Lincoln's experience in removing barriers which people in wheelchairs found hard to negotiate.
- **Any other suggestions please?***

19 Jan: Paul Rea on his cycle audit work for Notts County Council

16 February: Helen Clayton, The Big Wheel (Helen has asked me if this could early in the new year, rather than in April or May, as I had offered, not least of all because she will be getting married in May!)

16 March: Pedals AGM

20 March: Clive Wood, County Council Cycling Officer (tbc)

I am due to meet Clive for the first time next week (23 Oct) and will raise this then.

Other events:

Area 4 Health Action Team family focused health promo event with the bias towards cycling on the Forest Ground Wed 29th Oct to Sat 1st Nov. 11 to 3pm – message of 3 Oct from Graham Hubbard, Ridewise

The Area 4 Health Action Team are running a family focused health promo event with the bias towards cycling on the Forest Ground Wed 29th Oct to Sat 1st Nov. 11 to 3pm each day.

I would like to invite Clarion CC to come along for as much of it as you felt able to promote the sports side of cycling.

I would like to invite Pedals to come to this event to promote cycling as a safe means of transport
I would like to invite St. Johns Cycle response Team to the event to act as first Aiders
For any further info contact the manager of the event Lis Henry on 0115 8838474

Graham Hubbard
RideWise Coordinator
Email : info@ridewise.org.uk
web: www.ridewise.org.uk
Mob: 07818 263738
Can anyone get along please?*

CTC & Cyclenation Autumn Conference in Warrington, Sat. 15 Nov

CTC and Cyclenation (formerly the Cycle Campaign Network) will hold their next conference in Warrington on 15th November.

The conference called 'Streets Ahead' and it will look at how local campaigners can bring about streets that are safer for all, and including some presentations in the afternoon discussing 20mph area-wide zones and their more widespread introduction (including in West Bridgford, if the current interest of the WB Local Transport Forum, chaired by John Bannister) does succeed in getting this taken up by the Local Area Forum and then the County Council!

There will also be presentations on campaigning plans for 2009 from CTC, Cyclenation, and Living Streets.

Local host Warrington Cycle Campaign will be giving away free copies of their book 'Crap Cycle Lanes' to anyone who registers before 15th October. More information can be found at <http://www.warringtoncyclecampaign.co.uk:80/streets-ahead/>

John Bannister and I both plan to go (John is particularly keen to hear more about 20mph zone campaigning in which WCC Chair, Rod King, is a leading light). Anyone else interested?*

Sneinton festiVal youth project, 13 Dec: message of 1 Oct from Holly Cassidy via Pedals website and my reply

"Holly

Thanks for this request which I will mention at the next Pedals meeting on Monday 20th October. I will then get back to you and let you know if we can take it on.
Hugh

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

From: <holly.cassidy@googlemail.com>

To: <ineylon@ntlworld.com>;

<Hugh.McClintock@ntlworld.com>;

<andrew@veggies.org.uk>; <chris.gardner@nsn.com>;

<Arthur.Williams@nottingham.ac.uk>;

<Susan.Young@nottingham.ac.uk>

Sent: Wednesday, October 01, 2008 6:39 PM

Subject: [Website Enquiries] Sneinton festiVal youth project

> Holly Cassidy sent a message using the contact form at

> <http://www.pedals.org.uk/contact>.

>

> Hi, I was hoping to make contact with somebody regarding the new festiVal

> youth project happening in Sneinton, this festival will finish with a

> winter wonderland carnival day to be held at the

Sneinton market between

- > 10-4pm, on Saturday 13th Dec 2008 at 4pm there will be a lit procession
 - > down Sneinton dale, where we was hoping you could get involved by
 - > decorating your bikes and cycling down Sneinton dale accompanied by, milk
 - > floats, cars and walkers?
 - > Holly Cassidy
 - > Festival and Fundraising Coordinator
 - > 07722142145
 - > holly.cassidy@googlemail.com
- Can anyone help with this please?***

2009 Notts CC Rural Rides programme - potential for close cooperation with Cycling England-Nottm PCT-Ridewise Cycling for Health Project etc. – my message of 23 Sept to Pete Jarman, Notts CC;
"Pete

I don't know whether or not you have yet been able to get around to thinking about a date and place for the annual 'end of season' debrief meeting later this autumn for Rural Rides programme volunteers but, when you do, can I suggest that you keep closely in touch with Murat Basaran, who since February has been working as the Project Officer for the Nottingham PCT Cycling for Health project (one of two such projects which Cycling England are piloting nationally). This has included a lot of work, in close partnership with Ridewise, to train many of the new NHS health trainers in cycling skills and I gather from Murat that there should now be considerable potential to interest several of these in helping to lead rural rides next year, if they are given sufficient notice.

There is also much potential to work closely with the City Council's new Cycling for Leisure project, on which Jenny Maybury is leading, which is all about providing more safe bike parking at leisure centres and using them as a base for guided rides. Involving them could help to redress what I know some feel has been an imbalance in the Rural Rides programme in recent years in a relative lack of rides starting within the city area.

And last but by no means least is another opportunity, Pedals thinks, through close cooperation with The Big Wheel etc, for a series of rides to feature (parts of) The Big Track, including some of the various stretches upgraded recently, in both the City and County areas. I am sure that Helen Clayton of GNTP/TBW would welcome this wider promotion and this would encourage them and their partners to plan for further extensions and upgrades, in addition to those already 'in the pipeline' for the next year or so.
best wishes, Hugh"

PS. I am still waiting to hear from Pete if a date has yet been fixed for the annual Rural Ride leaders debrief meeting cum starting to plan for next year.

Other 2009 events

We have already had requests to take part in these events next year:-

- West Bridgford Community Summer Gathering and Hemlock Happening 2009 (both Sat. 6 June)
- County Show, Newark showground.

Much previous experience suggests that, however early we are approached, it is very difficult at this stage to make any firm commitment to take them on and that even if we agree priorities for events we can turn out for we then find nearer the time both that there are other events we are invited (often very persistently!) to take part in and that people we thought were available to man stalls cannot after all make it!*

A wider point arising from this that, I know, Susan is very keen that **we need to discuss us just what, realistically, we can take on in future, bearing in mind our very limited supply of volunteers and our failure to attract new activist blood!**

As I mentioned earlier this year my inclination is that one way to respond is to agree that we will try to concentrate our limited resources on taking on just a few events that we regard as more important and where we might have a rather better chance of getting enough people to volunteer.

However, I do know that others disagree with this view, for example Dave Clark who has told me that he thinks this is very negative and that we should be far more ready to respond and take them on. **What do other people think please?***

6. Pedals 30th birthday events, 2009

Potential venues / early planning for Cyclenation/ CTC national campaigners' conference to be hosted by Pedals and Notts CTC in November 2009. – my message of 7 Oct to Andrew Martin:

"Andrew

I called round twice at the Queen's Walk Community Centre late last week to help assess this as a potential venue for the Autumn Cycle Campaigners' Conference we and the local CTC have agreed to host in November 2009 and got some useful information from the helpful lady on the desk, Zubeda, although, even when I called back, the caretaker was not around to show me the rooms properly and some anyway were being used so I could not inspect them closely.

It seems that they do have the space for our event, which, if we publicise it properly, could well attract well over 100 people, and we also need to have space nearby for catering, displays, and for use for about 4 workshops/break-out sessions in the afternoon. And we also need space for reception/registration, safe storage of (folding and other) bikes and general circulation.

My impression of other recent such conferences I have been to is that people do like plenty of space to circulate and also like things as close together as possible, and preferably all on the same floor or not more than two floors close together. Although the QW Community

Centre is manageable in those terms (and is a very good location, and probably relatively cheap compared with other possible venues) it is certainly not ideal, even if, as seems possible, we can have most things on the top two floors, and quite a lot of moving up and downstairs will be inevitable there, I think, even if we have the run of the place that day and there is nothing else going on (which is far from likely!).

The largest room, which can take up to 200, is the Banquet room and which costs £18 per hour. Other large rooms like the Gym or the Mary Seacole Room, both of which take about 100, and which we could use for catering, displays, and even possibly stored bikes (though up 3 flights of stairs, or the lifts) cost £9/hour. We are going to want to have use of the place for the whole day, from 9 to 5 or 6 p.m., so it could be expensive, particularly if we want to use more than those two large rooms. There is a deposit of £50 per room at the time of booking, by the way.

I think it would be useful if you and perhaps others, e.g. Susan, also called in sometime to see what you think, as well as to consider other possible venues (taking account of our particular requirements including bike storage space, displays and catering space, breakout space, and proximity to station and reasonable cycle access) as well as price and availability for the whole day. The number to ring, for Zubeda (who, I think works only part-time) is 915 9253 (as underlined on the compliments slip she gave me and on which she wrote down the prices), although you can't rely on getting a reply. It may therefore be best just to call in.

In view of the fact that we will want to book for the whole day, and need at least two rooms, we should, I think, aim to make a decision on (date and) venue before the end of the year and book, otherwise we might find that some of the space we want has been booked by others.

I will put this on the agenda for the next Pedals meeting, on Monday week (and indeed from now on include 'Pedals 30th birthday events' as a regular agenda item) and would welcome then or before any thoughts you might have on the matter.
Hugh

----- Original Message -----
From: "Andrew" <andrew@veggies.org.uk>
To: "Hugh McClintock" <Hugh.McClintock@ntlworld.com>
Sent: Monday, September 29, 2008 11:29 AM
Subject: Re: venue for Cyclenation-CTC Conference

November 2009
> Hello Hugh
> I was going to visit this week after speaking with a caretaker. I have
> just tried ringing to check costs and facilities and not had any luck (0115 915
> 9251). Perhaps you can visit as you live closer...
> Andrew

...message from Andy Salkeld, Leicester City Council coordinator:

"I can say on behalf of Leicester - we are planning to host our 2009 Bike Project Seminar in autumn next year - September/October and will be very happy to host the East Midlands Forum as part of that event."

We have already agreed on November as the timing for our conference so I think it best if Andy's event in Leicester remains separate, if other people agree.*

Does anyone have any suggestions for other possible venues in Nottingham? If so we should investigate these soon, with particular regard to size of spaces (including space for catering, displays, small group and plenary sessions, for up to 150 people, and bike storage) but also costs (including equipment hire), likely use by other groups at the same time, location and cycle access, particularly with regard to proximity to the station?

Possible special 30th birthday reflective stickers

As some people may recall, for our 25th birthday in 2004, our then Membership Secretary, Dave Morris, arranged for the production of special silver and gold reflective mudguard stickers, which were distributed free to all Pedals members. Is this something that we might wish to repeat next year and, if so, who would like to organise it please this time?*

7. Cycle facility and traffic management matters:

Regeneration plans for the Forest Recreation Ground - implications for local cycle routes – copy of my email of 17 September to Eddie Curry, Head of Parks and Open Spaces, Nottm City Council:

"Dear Mr. Curry
I understand that you are the key contact for the plans to regenerate The Forest Recreation Ground and therefore wanted to check with you the implications of these for the existing cycle routes across The Forest.

As you are probably aware these (as shown on the latest, 2008 version of the City Cycle Map (north)) include the east-west route between Bentinck Road and Mansfield Road (toucan crossing), and the route down the hill from the toucan crossing on Forest Road East towards the rear of the tram stop and Gregory Boulevard which is part of the designated cycle route agreed with Pedals in the early 1990s during the detailed planning of NET Line One to help provide an alternative cycle route away from the tram tracks in the Arboretum, Forest Fields, Radford etc. area.

We understand that one of the issues of concern about the Forest area to be addressed in your proposals is the penetration of the central areas of the Forest by

cars, including joyriders. While very much understanding the need for measures to prevent this we hope that these will not take the form of any barriers which could make pedal cycle access more difficult. We would welcome reassurance on this point and also that the needs of cyclists, and possible enhancement of the routes, are being addressed as part of your general enhancement proposals.
Yours sincerely
Hugh McClintock
Chairman, Pedals (Nottingham Cycling Campaign)

Bridgway Centre (The Meadows) - pedestrian and cycle route signing – my message of 21 September to Chris Carter, City Council:

“Chris
I noticed that new (or refurbished?) black pedestrian direction signs have appeared in the vicinity of the Bridgway Shopping Centre in The Meadows on the cycle route between the City Centre and Trent Bridge etc. (and of course Suspension Bridge, when available) but that, unlike the previous blue lettering on red signs, they do not include any reference to the cycle route. That was admittedly a bit of anomaly in that the wording 'cycle route' on the red signs was included just as though it was just another pedestrian destination but at least there were also, until a few years ago, some standard white on blue cycle route direction signs as well so it did not really matter.

However, the blue cycle signs vanished some time ago (through the centre and at the top of Arkwright Walk, as I recall) so now there is no signing at all of the cycle route and, with the successive turns needed to follow this (main) cycle route it is now very difficult to follow unless you know the area.

The new even more unsatisfactory situation reminds me not just that Pedals has over many years complained about the large number of missing or vandalised cycle route signs in The Meadows area but that, about two years ago, I met one of your colleagues (Kerry Haley, I think it was) to discuss not only what all these defects were, and their exact locations, but also, at her request (and that of Steve Brewer) a comprehensive list of Pedals suggestions on what signing improvements were required.

I would therefore be glad to know please both whatever happened to the intention to take action (resources permitting) on (any of) these suggestions and in particular to know what is proposed as soon as possible to remedy the particularly unsatisfactory lack of clear guidance on the Arkwright Walk / Bridgway Centre etc., cycle route?
Hugh

PS. Another continuing signing anomaly in the area is at the southern end of Arkwright Walk where the 'except cycles' supplementary plate under the 'No Through Road' sign is soon followed by a No Entry sign which surely means that no vehicles at all (including pedal cycles) should pass. Admittedly, the No Entry sign has in the last few months been mostly obscured by overhanging vegetation but that will presumably soon disappear as we get more into the autumn, and is anyway not very encouraging for cyclists wanting to follow a legal and coherent cycle route!

PS. I am meeting John Lee on 2 October to discuss these and related Meadows area cycle signing issues.

cycling "quick win" Wollaton and Abbey ward, Nottingham: proposed changes to Woodside Road (Lenton Abbey) cycle path: message of 24 Sept from Justine Ramowski, City Council, and report of my subsequent site meeting with Robin Phillips:
Robin Phillips and I had a very useful meeting on site on 9 Oct to discuss this, following which I drew up a report, to be finalised after our meeting on Monday and sent to Justine.

The proposals envisage moving the cycle path from the north to the south side of Woodside Road, which Robin and I object to, stressing the need for good standard paths on both sides of Woodside Road between Derby Road and the roundabout by the west entrance to Nottingham University's main campus. We are taking the opportunity to emphasise to the City Council the need for changes at the roundabout to make cyclists less at risk of collision with approaching drivers, and including reducing the speed limit from 40 mph which now prevails both to the north and the south sides of the roundabout.

The report which Robin and I have drafted is too long to include here but please let me know asap if anyone would like to see the full version*

Pedals comments on City Council planning application 08/02849/PRES4 (Eastside Building D1, off Poplar Street and London Road:

"We welcome the plans for extensive cycle parking for the new building but are surprised to see that there is no reference to clearly marked through cycle routes including the cycle route to and from the canal that was included in the City Council's Turning Point East consultation proposals this summer.

Proposals for this development and for all of the Island site area must take account of the need for more such access links, for the enhancement of the existing cycle routes across the site between Manvers Street and London Road including the cycle cut-through via Poplar Street and Evelyn Street, and also the need for safer and more coherent cycle crossings of nearby main roads, particularly London Road near the BBC."

signing of new riverside path past Riverside Crescent etc (Waterside Way-Trent Lane) – my message of 5 Oct to John Lee, City Council:

"John
I notice that the new stretch of riverside path, between Waterside Way and Trent Lane, past John Rhodes' (Trent Park Developments) Riverside Crescent development includes a few Shared path signs but no cycle route direction signs.

Are there plans for these to be provided soon? Otherwise it is very hard for potential users to know that this excellent attractive new route exists!
best wishes, Hugh"

Lincoln experience of barriers on cycle paths – my message of 28 Sept to John Lee, Nottingham City Council:

“John

Andrew Martin, Susan Young and myself from Pedals were in Lincoln yesterday for one of the twice-yearly meetings of the East Midlands Cycling Forum, which included an afternoon tour on bikes of local cycling provision.

The guide for our group was Paul Rea (of the Realistic Solutions Consultancy, who specialises in cycle maps and cycle audits and who, as you may know, has been commissioned by Notts County Council to do several lots of auditing of cycle facilities in parts of their area including the Mansfield / Ashfield area, initially and more recently, Kimberley, Netherfield, West Bridgford, Ruddington and, soon, Arnold).

He happened to mention, at a stop on the riverside route from the south of the city to the city centre, that a few years ago, the then Cycling Officer had persuaded the Councillors to do away with all their barriers on cycle paths.

This followed a special tour of the routes with one of the Councillors, a Disabled Person, in a wheelchair during which a friend videoed the problems he was having in getting through the barriers. The video was shown to all the Councillors who had great respect for this particular Member, and agreed to removed them all, and they have not been put back.

No doubt some of the circumstances in Lincoln may not be quite the same as those in Nottingham but the three of us did agree, at the end of our tour, that we should bring this decision to your attention and suggest that you might like to approach your counterparts in Lincoln City Council, and see if there was anyway that you might be able to learn from this experience to consider taking a similar decision locally.
best wishes, Hugh”

barriers on cycle paths: relevance of Lincoln experience for Nottingham: my exchange of emails with Nick Moss, former Pedals activist and former Lincoln Cycling Officer, now working as a solicitor in Newcastle upon Tyne:

“Nick

Your great achievement in persuading Lincoln City Councillors a few years ago to take out all the barriers on cycle paths was highlighted yesterday by Paul Rea, to great acclaim, when he led (along with Nicola Jones) one of the afternoon guided rides around Lincoln in the second part of the East Midlands Cycling Forum, hosted by Cycle Lincs to which Andrew Martin, Susan Young and I attended, along with 30-35 others.

Paul's reminding us of your great feat has stimulated Susan, Andrew and myself to renew our efforts to try to persuade Nottingham City Council, of the adverse impact of such barriers and I will suggest to John Lee that he makes an effort to find out about this experience with his counterparts in Lincoln.
with best wishes to you and to Gill
Hugh”

Response from Nick Moss (29 Sept):

“Hugh

Thanks for this. Great to hear from you. I am glad my efforts reverberate! It may be of interest to explain what I did.

I carried out a spot survey of people on the path who had to stop at the barriers - both on foot and bike - to find out what they thought of the barriers and what difficulties they had with them. This included people using the barriers who were in wheelchairs and with prams.

I also got hold of a video camera and asked a couple of guys from the local disability group to come with me along the path and I taped them going through the barriers. One was in a manual wheelchair and the other on a hand crank bike. It was embarrassing to see them struggle. It graphically showed how hard it is to cope in a wheelchair at barriers- it is something able bodied people can only guess at no matter how enlightened and empathetic they think they are when it comes to disabled peoples rights.

It would shock the hardest of people what we put people with disabilities through in an attempt to stop something that is not really a problem and one that can be sorted out in other ways.

My boss at the council took all the evidence to the councillors, together with a report I prepared, they saw the video and were of one mind - they had to go. They changed the policy so that barriers only went in once it was proved there was a problem that could not be sorted by other means and then only for a limited period of time. This stopped the knee jerk reactions that drive barrier policies.

If a picture paints a thousand words a little film says more than the most erudite report ever can.

If you could get hold of a copy of that tape it would be useful. The dept I was in has closed so where things will be I do not know.

There is no reason why you could not do the same in Nottingham - maybe even get local TV to do a feature for you.

I am glad you are all well. Life up here is good - taking a bit of time to settle down.

Will keep in touch.

Nick”

...and further exchange of emails with Andrew Martin about this on 13 Oct:

“Andrew

Thanks for these further comments. Yes I do know that there is only a give way line for traffic travelling east along Shakespeare Street and am well aware from personal experience that drivers tend to encroach across it, impeding the passage of cyclists heading for the cycle gap at the bottom of North Sherwood Street by the Orange Tree pub. There was, I recall, some reason why the City Council said that having traffic signals here was not feasible but we could ask them again about replacing the give way sign by a stop sign, as I think this may not have been raised before.

Hugh

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

From: "Andrew" <andrew@veggies.org.uk>
To: "Hugh McClintock ""
<Hugh.McClintock@ntlworld.com>
Sent: Monday, October 13, 2008 10:22 AM
Subject: Re: S Sherwood St junction with Shakespeare St (Orange Tree junction) - hazards for N-bound cyclists

> Hello Hugh
> A point of clarification - The 'entry arm' to the 'junction' is not signal-controlled. Vehicles travel in an Easterly direction along Shakespeare Street, cross the zebra crossing and approach give way lines. This is the point for potential conflict. Perhaps this junction could have a stop line/sign or some other improvements, as the current arrangement is unsatisfactory and hazardous for cyclists.
> Andrew

cycle parking at Mount Street – message of 24 Sept from Gordon McGowan (of EON, and also Nottingham Clarion Cycling Club):

"Hi Hugh,
I've been pushing for this for some time, so things may be moving at last? Let me know if there are any Pedals angles on this?
Kind regards, Gordon McGowan
Nottingham Clarion CC

From: Taylor, Leanne (Retail)
Sent: Wednesday, September 24, 2008 8:31 AM
To: McGowan, Gordon (Retail)
Subject: FW: cycle parking at Mount Street. [Scanned]
Thought you might be interested in this... J
Leanne Taylor, Team Manager
Process Analysis and Improvement
Credit Management
' External - 0115 906 2813
Mobile - 07912 806 235
*leanne.taylor@eonenergy.com

From: Woodhall, Chris (Business Services)
Sent: Wednesday, September 24, 2008 8:16 AM
To: Parsons, Jen (UK Centre); Taylor, Leanne (Retail)
Subject: FW: cycle parking at Mount Street. [Scanned]

Leanne/Jen
Looks like this one is progressing nicely. I'll let you know numbers and timescales as soon as I here anything
Cheers, Chris
Chris Woodhall, E.ON UK TravelPlan Co-ordinator
Business Services
Tel: +44 (0)2476 181203
Int: (06) 181 203
Mobile: 07739 519 161
Mobex: 777 2029

From: Matthew Price
[mailto:matthew.price@nottinghamcity.gov.uk]
Sent: Tuesday, September 23, 2008 5:06 PM
To: Woodhall, Chris (Business Services)
Subject: RE: cycle parking at Mount Street. [Scanned]
Good stuff.

I've spoken with Keith who is looking to have cycle lockers installed at NCP near Mount St. Also, we have funding available that could be used to provide secure

cycle parking facilities on your own sites....WPL funding!
Let me know if the powers that be can be tempted into accepting some of it!
Cheers, Matt

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

From: Woodhall, Chris (Business Services)
[mailto:Chris.Woodhall@eon-uk.com]
Sent: 23 September 2008 14:26
To: matthew.price@nottinghamcity.gov.uk
Subject: RE: cycle parking at Mount Street. [Scanned]

Hi Matt

If it helps, business seem to be able to sponsor roundabouts around the city, maybe this is a marketing angle to get business to support sustainable travel in light of the WPL? I'd need to run it past our brand people, but where its relevant to a specific site I'm hopeful it won't be too much of a problem
Cheers, Chris
Chris Woodhall

From: Matthew Price
[mailto:matthew.price@nottinghamcity.gov.uk]
Sent: Tuesday, September 23, 2008 11:04 AM
To: Woodhall, Chris (Business Services)
Subject: RE: cycle parking at Mount Street. [Scanned]
Hi Chris

Just an update. I forwarded your request for secure cycle parking around Mount St to Chris Carter who in turn has asked our cycling officer to look into it and get something sorted! As with all local authority schemes it may take a little time but it seems, for now that there is something we can do. I'll keep you posted on developments.
Thanks, Matt

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

From: Woodhall, Chris (Business Services)
[mailto:Chris.Woodhall@eon-uk.com]
Sent: 19 September 2008 11:57
To: matthew.price@nottinghamcity.gov.uk
Subject: RE: cycle parking at Mount Street. [Scanned]

Hi Matt

I need to read it to be fair. I'm just back from paternity so am still chasing my tail to some extent
Cheers, Chris
Chris Woodhall

From: Matthew Price
[mailto:matthew.price@nottinghamcity.gov.uk]
Sent: Friday, September 19, 2008 11:15 AM
To: Woodhall, Chris (Business Services)
Subject: RE: cycle parking at Mount Street. [Scanned]
I'll look into it and get back to you Chris.
Regards, Matt

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

From: Woodhall, Chris (Business Services)
[mailto:Chris.Woodhall@eon-uk.com]
Sent: 19 September 2008 11:10
To: matthew.price@nottinghamcity.gov.uk
Subject: cycle parking at Mount Street. [Scanned]

Hi Matt

Thanks for this, are there any plans to increase the amount of secure cycle parking around the city? From an E.ON perspective it would be great if the cycle bay on Mount Street could improved to encourage more

usage and provide a reassurance that your bike would still be there when you finish. Is there an opportunity here to share the cost of redevelopment?
Cheers, Chris

From: Matthew Price
[mailto:matthew.price@nottinghamcity.gov.uk]
Sent: Tuesday, August 19, 2008 10:35 AM
To: Woodhall, Chris (Business Services)
Subject: RE: Secure cycle parking [Scanned]

Hi Chris
I think the nearest secure cycle parking facilities will be at Trinity Square car park, Victoria Centre car park (near Shopmobility), Broadmarsh car park and Fletcher Gate car park (see attached map) all of which being a similar distance away from Mount St.
Hope this helps?
Thanks, Matt

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

From: Woodhall, Chris (Business Services)
[mailto:Chris.Woodhall@eon-uk.com]
Sent: 18 August 2008 08:41
To: matthew.price@nottinghamcity.gov.uk
Subject: Secure cycle parking

Hi Matt
Hope you're well? Are there any secure cycle locations across the city centre, to be honest; are they any near the Mount Street/Maid Marian Way area?
Thanks, Chris,
Chris Woodhall
E.ON UK TravelPlan Co-ordinator

Road sign clutter – my response to NEP article of 22 Sept (letter published on 29th Sept)

"As a member of Nottingham Civic Society I am certainly sympathetic to the call from Tom Huggon, its President, for action to reduce road sign and other 'street furniture' 'clutter' on local roads, especially in the city centre.

However, before anyone leaps into action in response to Tom's appeal, could I enter a plea for some caution in ensuring that there is a clear understanding of just why some of this apparently superfluous clutter is in fact very important to some groups of users.

For example, the first photo at the top of your article (taken on Carrington Street, I think, incidentally, rather than Upper and Lower Parliament Street, as you imply) is a special sign to direct cyclists to the cycle lockers in the Broad Marsh bus station.

Given the high risk of cycle thefts, especially in the city centre, these are very important for cyclists wishing to ensure that their bikes are kept securely. Many cyclists still do not know that these facilities exist, including ones now to be found in several multi-storey car parks (all listed on the Pedals website at www.pedals.org.uk, by the way), so we do need clear signs to publicise their existence and location, both at the car parks and on their approach routes.

Similarly, carefully sited cycle stands are essential to help increase security of bikes left for shorter periods, and Pedals has much welcomed the expansion of these in the central core in recent years, even if some gaps

still remain. These stands are certainly not just unnecessary clutter.

While we can well understand the strong case, on aesthetic reasons, for wishing to reduce the number and size of signs, we have been waiting for nearly three decades now to see proper (if discrete) signing of the best cross city centre routes for cyclists, including safe crossing of the inner ring road. Currently it is often very hard to find the legal through routes unless you have very good detailed local knowledge.

I could also quote many other examples, outside the city centre, where cycle signing is lacking or misleading and routes, especially ones following quite back streets and paths, can be very hard to follow, especially when signs are not well-maintained. Small but comprehensive, clear and consistent signs, securely fixed and well-maintained, are vital to give confidence to users and to reduce fears of getting lost in areas that they don't know well.

So, in summary, we welcome your call, Tom, but please don't throw the baby out with the bathwater, so to speak!

Yours faithfully,
Hugh McClintock
Chairman, Pedals (Nottingham Cycling Campaign)
162 Musters Road,
West Bridgford,
Nottingham NG2 7AA
tel. (0115) 981 6206"

cycle signing needs - 'except cyclists' supplementary plates – copy of my message circulated on 30 Sept following phone call from Susan Fuller, City Council:

"I have had a phone call from Susan Fuller at the City Council asking for a list of locations where 'except cyclists' supplementary plates are needed, e.g. under No Through Road, All Traffic turn left/right and No left turn / No right turn signs. Please let her know (tel. 915 6665) or, perhaps better, let me have your suggestions so that I can coordinate these and send her a consolidated list.

I did in fact send the City Council about two years ago several suggestions for where these were needed, including several places where they had been there and had gone missing. I think that most of these were eventually sorted out but there may well be some more, including locations (e.g. on the top of Bridlesmith Gate, near Starbucks, where these in that case the 'except cyclists' plate under an 'All Traffic Turn Right' sign) has gone missing again. Others may still be there but have been swivelled round so need reorienting and securing.

In some cases signs that were loose for many months and pointing the wrong way have at last been fixed but facing completely the wrong way, as with one example I know just south of Wilford Bridge. It would save everyone's time, effort and resources if these could be much more promptly and correctly sorted out but at least we can draw the City Councils' attention to situations where such very misleading and confusing signage exists!
Hugh

PS. My recent letter to the NEP about cycle signing, which I circulated late last week, was in fact published in yesterday's edition, as some of you may perhaps have seen.

Locations where 'except cycles' plates are need under 'No Through Road' etc. signs: response to the request I had from Susan Fuller, City Council, asking for Pedals suggestions for these.

As I pointed out when I emailed on 30 Sept about this request many such problems that I reported about two years ago have now been fixed, although at least one of these is now a problem again in that the 'except cycles' plate has gone missing. This is under an 'All Traffic turn right' sign on Bridlesmith Gate near toucans.

There are four other locations I am aware of where such supplementary plates have gone missing from under NTR signs:

- Near the top of 'Queen's Walk: entry from Sheriffs Way
- Brand Street, off Meadow Lane, west of Daleside Road roundabout.
- Daleside Road end of Meadow Lane, south of Sneinton Hermitage
- The Old Coach Road junction with Wollaton Road - very faded 'Except Cyclists' sign (mentioned by Andrew Martin on 14 Oct)

Does anyone know of any others please?*

Reporting of highway defects – request from Chris Carter, City Council, for feedback on efficiency of online reporting system:

...comments from Roland Backhouse (30 Sept):

"Roland

Thanks for these comments and suggestions. The need for a much quicker and more efficient service in response to cyclists' reports of 'highway defects' is one that we have often raised with both City and County Councils, often it seems to little avail.

However, a few months ago, we did, via the Greater Nottm Cycling Development Group, get the City Council to agree to the need to ensure that everyone making a report should get a prompt acknowledgement and a number that they could then use to chase progress in getting action.

As you may know for several years people have been encouraged to make reports online via http://www.nottinghamshire.gov.uk/home/traffic_and_tra vel/roads/highwaydefect.htm but it seemed to me that such reports often just used to vanish into the electronic ether.

So far it is probably too early to judge whether or not this recent initiative by the City Council has lead to significant improvements. I rather doubt it as, even when you get an acknowledgement number, action often still seems very slow, even in response to minor matters like getting loose signs secured or intruding vegetation cut back. I some times chase things personally with Chris Keane (or John Lee in the case of intruding vegetation on off-road paths) when nothing appears to have happened.

I will put this on the agenda for the next Pedals meeting so that I could get a more broadly based view of whether or not the City Council's response (at least) is now any better.

Hugh

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

From: "Roland Backhouse" <rcb@Cs.Nott.AC.UK>

Sent: Tuesday, September 30, 2008 11:35 AM

Subject: Re: cycle signing needs - 'except cyclists' supplementary plates

- Hi Hugh,
> I think it would be an idea to get the council to implement a "ticket" > system for reporting problems.
>
> I have written to the council in the past about cutting back shrubs and > trees (e.g. on Birdcage Walk) but what always holds me up is finding out
> every time who I should write to. There is a problem at this very > moment with buddleja in the now-derelict Jet Station near the hospital
> which is blocking the adjacent path and causing a nuisance to > pedestrians and cyclists. It's been bugging me for months, but finding
> the time to chase down the relevant contact is a pain.
>
> If the council had a system whereby you can open a "ticket" to report a
> problem, and could monitor progress on resolving the problem, it's more
> likely that the problems of this nature could be resolved as and when
> they occur.
>
> (Of course, I'll also watch out for instances of "except cycles" signs.
)
> Roland"

➤ **... comments from Angela Gilbert (30 Sept):**

"Angela

Thanks for your comments which I will bring to the attention of the next Pedals meeting (20 October) when we discuss how well the City Council's highway defects reporting system is now working.
best wishes, Hugh

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

From: "Gilbert Angela"

<Angela.Gilbert@nottingham.ac.uk>

To: <ineylon@ntlworld.com>; <rcb@Cs.Nott.AC.UK>;

"Hugh McClintock (Dell)"

<Hugh.McClintock@ntlworld.com>

Sent: Tuesday, September 30, 2008 12:24 PM

Subject: FW: FW: Wollaton Road [Scanned]

Dear Hugh, Larry and Roland,
I cannot resist telling you that I have also had a problem with the City Council taking no visible action following a report via their web site in June. I received an acknowledgement at the time, followed it up by letter when there was no sign of rectification of the problem, received an acknowledgement to that (from Ms Samuels) and when I eventually chased THAT up I received the e-mail copied below. I have now copied everything, by post, to Mr James.

It is indeed very frustrating that "the system" is not working and despite receiving an acknowledgement I then get passed from pillar to post.

The most annoying thing is that the location I am referring to is close to home and I could take a pair of shears with me and do the work myself in ten minutes.

Joking aside, there is a safety aspect that if stuff is growing out into the road and a cyclist is having to position himself further into the carriageway than would usually be sensible, and the cars approaching from behind do not appreciate the problem, the said cars overtake getting far too close to the cyclist causing him to swerve into the brambly stuff. It happened to me this summer. Ouch, scratched leg!
Cheers! Angie

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

From: Highway.Repairs@nottinghamcity.gov.uk
[mailto:Highway.Repairs@nottinghamcity.gov.uk]
Sent: 24 September 2008 11:14
To: angela.gilbert@nottingham.ac.uk
Subject: Re: FW: Wollaton Road [Scanned]

Dear Ms Gilbert
Thank you for your recent correspondence regarding the overhanging branches at the above location.

Firstly may I apologise for not being more clear in my letter dated 28/07/08, these matters are the responsibility of our Network Management Department and our Grounds Maintenance Department, therefore your report was passed to them, Network Management deal with sending enforcement letters to property owners, enforcing they cut back and keep safe, Grounds Maintenance deal with the overgrown vegetation at the sides of footpaths and roads; both addresses are shown below, please contact them direct to get an update of what action was took.
Robert James
Team Leader

Highways Network Management
Traffic & Parking Services
Lawrence House
Talbot Street
Nottingham
NG1 5NT
Tel: 0115 9156070
Yours sincerely
Ms C Samuels, Team Assistant
Highways Construction & Maintenance

...and comments from John Cutler, CTC Northants (30 Sept):

"Hugh,
Many councils do have systems that record complaints and make it difficult for them to vanish into electronic ether. You can see Northamptonshire's Street Doctor at <http://www.northamptonshire.gov.uk/Transport/PEM/>

Often it works well here. For serious defects causing a risk to life and limb there is an instant response. At the other end of the spectrum some minor defects are simply noted and put into a maintenance cycle that could be years long.

But in the middle range of urgency most people using the system do feel that the complaint is not ignored and they can check the progress of their report by putting the reference number into the website. The response of the officers to whom it has been referred is recorded there. Another great advantage is that complaints are directed to whom they may concern, i.e. Highways Agency, County Council or district councils.
John Cutler"

....and from Chris Carter, City Council (3 Oct):

"Hugh
As we have discussed previously the City Council has a system in place for dealing with complaints of this nature but we all know it doesn't always work or actually result in problems being sorted.

I recognise this is an area that needs to be pursued for us to improve our performance **but it would be far more effective for me to do this if I can be sent actual evidence of complaints being made, documentation of the responses received and resulting action or non action presented in a systematic manner**, preferably for a number of complaints.

Whilst I would not want to encourage a flood of complaints just to test the system if it were possible to log a number of complaints and present the findings (good and bad) back to me then it would give me some evidence to take this forward.

I have used the system myself which resulted in me receiving no response but the problem I complained about actually got fixed so I am aware that there are failings in the system but without actual evidence it is difficult to follow things up.
Chris"

QMC car park closure and the closure of the nearby stretch of Sustrans Route 6: URGENT! My message of 1 October to Chris Carter, City Council and Pauline Peck, QMC Estates Department:

"Chris / Pauline

I notice that the stretch of Sustrans National Cycle Network Route 6 between the QMC and the River Leen, and between Derby Road (Hillside) and Leengate has been fenced off, presumably in connection with the emergency decision earlier this week to close the QMC multi-storey car park on safety grounds.

In view of the fact that the fenced off area includes this well-used stretch of cycle route, as well as one lane of the QMC perimeter road, I wonder whether anyone at the QMC or in the City Council has informed Sustrans about this sudden disruption to one of their routes?

I understand that the decision to close the car park was taken very suddenly on Monday but also notice that there are no warning signs at all of the closure of the cycle path, both on the fences where it is blocked off and on the approach routes nearby. Assuming it is indeed absolutely necessary to close this path until the car park has been demolished, it is surely very important to give much more warning of this closure, both in the locality and the wider area, and to sign recommended alternative routes, in consultation with Sustrans, given that it forms part of NCN Route 6.

I understand that, as part of the emergency car parking arrangements, visitors are now being allowed to use the staff car park and staff are being encouraged to use alternative means of transport. In view of this it is a bit ironic that one of the best routes for access by bike is not available and that, so far at least, no effort has been made to encourage bike use by signing other possible routes.

Pedals therefore urges that these issues are addressed as a matter of urgency, while making every effort to ensure that the path between Hillside and Leengate is reopened as soon as possible, for the sake both of QMC cyclists and the many other cyclists using this popular route.
Hugh"

...comments from Roland Backhouse (1 Oct):

"I endorse Hugh's comments. The closure of the cycle route will cause major problems for members of the university, many of whom use it on a daily basis.

The closure of the road seems to be a panic measure. I am not a risk assessor but I think it is obvious to everyone that the risk to the public of a now-empty building (which until recently housed hundreds of

cars) is much less than the risk to cyclists who must now negotiate the Derby Road (without the assistance of any diversion signs).

Urgent action should be taken to ensure the safety of cyclists.
Roland"

...and from Nicola Jones, Sustrans, (1 Oct) with my response:

"Nicola

Thanks for your response. I would be interested to hear what (if any) response you get from Nottingham City Council about this.

I would not be too optimistic about their willingness in practice to put up proper signing of the closure and alternative routes particularly after I was told this morning (by John Lee) that they do not in practice have the person power for the foreseeable future to put up the similar signs needed in their area following the emergency closure of the River Trent Wilford Suspension Bridge more than two months ago, and despite (Chris Carter) agreeing in principle several weeks ago that much better signing of this kind was definitely needed!
Hugh

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

From: "Nicola Jones" <nicola.jones@sustrans.org.uk>

To: "Hugh McClintock (Dell)"

<Hugh.McClintock@ntlworld.com>

Sent: Thursday, October 02, 2008 10:29 AM

Subject: RE: QMC car park closure and the closure of the nearby stretch of Sustrans Route 6: URGENT!

Hugh,

Thanks for copying me in on this. Our website will be updated to reflect the closure. I'm awaiting a call from Nottingham City Council for further details.
Please keep me posted,
Nicola"

...and response from Chris Carter, City Council, 2 Oct:

"Dear all

So that everyone is aware the car park has been condemned by the Health and Safety Executive and it is they who have declared the exclusion zone around the site which clearly has to be complied with.

Traffic Management have arranged for signing to put up in the immediate vicinity to divert the cycle route via Derby Road in the first instance. We are well aware however that this is a very unsatisfactory route and are now looking at signing routes from further out for example signing via the Ring Road cycle route between Dunkirk Roundabout and Charnock Avenue which is

clearly a much safer route.

Chris
Chris Carter | Transport Strategy Manager
Environment and Regeneration| Nottingham City
Council
Tel: 0115 915 5220

...and response to this from Roland Backhouse (2 Oct):

"Dear Chris,
The route is used by a substantial number of students and staff travelling between the Meadows/West Bridgford and the Jubilee Campus. Looking on Google Earth last night, I could not find any route that does not involve a long stretch of the Derby Road, including a right turn across 2 lanes of traffic. I have also experience of right-turning motorists not giving way to straight-through cyclists at the major traffic lights. The danger to (commuting) cyclists is only going to increase once the clocks go back in a few weeks time.

It would appear that there might be a route via two car parks, one belonging to the Nursery on the corner of Derby Road and one belonging to I don't know who. It's not clear from Google Earth whether the trees obstruct the path.

Of course, I would not even try this route without approaching the owners of the respective car parks. Also of course is that the owners would say no to a private individual. However, in the circumstances, an approach by Nottingham City Council might be considered favourably. Is there any possibility that the Council would be willing to do this?
Roland"

....and response to me and Roland of 2 Oct from Chris Carter:

"Roland
If people want to avoid Derby Road the only real options are to use Arnesby Road and link to the crossing at Hill Side (requiring cyclists to dismount on the short section of footway) or use the alternative slightly longer Dunkirk, Ring Road Route which is fine for those heading further north but a bit out of the way for those going to the new Jubilee Campus.

Whilst we will continue to look at alternative options we have to be realistic that it will be highly unlikely we will be able to promote routes across private car parks due to the need to secure the necessary legal permissions and public liability protection even if the owners were to agree.
Chris

"Hugh

We are trying to move as quickly as possible to sort out the signing and legal issues relating to the closure but in both of these cases we were given no prior warning and so it does take a little bit of time to sort everything out. Hopefully the additional signing will appear early next week.
Chris
Chris Carter | Transport Strategy Manager

PS. On 14th October Chris told me that he expects that the path will remain closed for about a year, very unfortunately! Some warning and alternative route signs have now gone up, I notice.

sign for new bike lockers at Phoenix Park NET Terminus Park and Ride site: copy of email of 26 Sept to Steve Brewer, City Council, from Dave Holladay, CTC Public Transport Campaigner:

"Steve
I work very closely with Hugh McClintock and Pedals in the Nottingham area and have followed the parking saga at various stations over the years. I think I even have an old sign photographed from a Nottingham bike locker of years' past (I'll need to send this from the other PC)

You ask after something for which the Irish reply is appropriate "If you want to go there I wouldn't start from here". Open access lockers are potentially a management nightmare for most public locations. They can attract all kinds of abuse and can be difficult to monitor as a locker with no door security can be used to store all types of contraband (street trading, burgled items etc) or provide accommodation for sleeping and other purposes. You therefore have to find a regime which keeps locker doors locked except when a bike is being put in or taken out. This can be achieved in a number of ways.

- 1) The lockers have a suite of security keys which are rented by individuals – each locker has only one user and a master key is held by the operator. Cheaper initial cost but lock changing and key replacement are expensive and only 1 user per locker means inefficient utilisation.
- 2) The lockers have electronic locking and each user has unique PIN or chip-based id (passive RFID cards increasingly used for public transport fares can be used – ITSO standard now applies to most UK systems (except Oyster!). A stand-alone CPU controller can operate a modular 'hotel' system which is reprogrammed to include new subscribers, and offers a major benefit of a full audit trail, and users allocated the first available locker until all are filled
- 3) The existing hasp and staple have a security keyed standard padlock, which is fitted to every locker, and users register to get a key. In registering they sign up to use the lockers as prescribed, and put the standard lock back on the locker when they are not using it – the GMPTE has developed this as a Bicycle

Locker Users Club (or you could call it Cycle Locker Users Club – CLUC). When a locker is in use, the user's lock is on the door, when available the Club lock is in place. The ban on overnight use is usually so difficult to monitor that it is not worth the pettiness of trying to enforce it. You can work on peer group management to report any locker being kept empty with a user lock on it, but unless you require each user to have a numbered tag on their, own locks it does become difficult to track down those who misbehave. The CLUC allows people to use a locker at different locations but equally to use several lockers with 1 key. GPTE is now virtually standardised on Bikeaway lockers, as these offer a unique feature of a by-pass lock which unlocks the doors whilst leaving the users' locks in place, but it is not essential.

A detail which can deliver a higher density of parking, lower cost, and a diversity factor of up to 50% (i.e. it can operate at up to 150% of capacity – crush loaded*) is to offer a secured compound with bike stands in it. Such arrangements have operated very well at Southampton University for around a decade with swipe and then proximity cards (RFID-passive) – users can have a portfolio of permitted locations for which their card is valid. As a further development I have had some initial discussions on using an active RFID unit – with battery life of around 4 years, which is 'rented' to a user, and attached to their bike. Entry to the compound sees the door automatically released, and the bike wheeled in. A maximum of say 30 subscribers are accepted for a 20-space unit, and no unit has more than say 30 spaces. To leave the compound with a bike the RFID device must have a corresponding identification of the user who has that bike and device allocated. This can be by a PIN entry keypad, or a second RFID held by the user such as a key fob, or smart card. (* up to 7 bikes can park on 1 Sheffield stand, or a 350% utilisation of the facility). Such a facility can have advertising poster panels as part of the structure, and gain lighting for security and an annual income of up to £1000 per poster on a high footfall high profile site – rather like bus shelters you should be able to get such structures at no cost to the Council by some horse trading with your street media contractor. Effectively you should be able to charge users a small fee for the use of the secure compound – available 24/7 and this cost will be kept low by the contribution from advertising revenue. The media contractor will also clean the shelter for the obvious reason of self interest.

I don't have a wording for management of open access lockers, because of the problems noted any 'rules are almost impossible to enforce; I do have a framework for rental of individual managed lockers, and GMPTC has adapted this for their Club operation, which may work for the equipment you have installed. Bikeaway offer a complete package and now also offer to fully manage the rental roll with their lockers – checking the user bona fides through Driving licence or other ID.

Dave Holladay

Transportation Management Solutions

Working for Cycling with

CTC - The UK National Cyclists' Organisation

On Public Transport Issues

0141 332 4733 Glasgow - (Main number - all voicemail)

01483 238 327 Guildford - (No voicemail)

07 710 535 404 Mobile - (Voicemail diverts to 0141 332 4733)

CTC National Office, Parklands, Railton Road,
Guildford, GU2 9JX
Main Switchboard 0844 736 8450

PS. (10 Oct) I gather from Andy Holdstock of the NET Project Team that **these lockers have now been installed and we have been asked to help publicise them.**

Cycle parking by front entrance of Morrisons's store, Gamston

I have been told that, although the cycle stands are very well located, right outside the main entrance they are sited with such a narrow gap in between each one that it is very hard to get your bike in and out, let alone load your panniers when you have done your shopping! Any comments on this please and whether we should take it up with them?

Cycle parking outside the Coop Store, West Bridgford: my letter of 10 Oct to The Manager:

"Dear Sir / Madam

I am a regular customer at your store, to which I normally cycle, and am writing to ask if you have any plans please in association with your current store redevelopment to improve cycle parking.

I see that you have recently closed off the entrance at the north end of the store, from Stratford Road, next to which are the group of 'Sheffield type cycle racks' (inverted U-shape) which were situated very conveniently for that entrance. Could these now please be relocated at the front close to the new store entrance?

It would also be a positive move to replace the other group of cycle stands, of the single wheel holder or "wheelgrabber" type, which are located towards the south end of the store. Could these please be replaced by Sheffield type racks? Many cyclists dislike the current type of stands which are less secure because they do not support the frame of a bike. Using Sheffield stands on the other hand are much preferred, particularly when loading shopping into your panniers, as they make the bike much less likely to wobble.

Please let me know if you would like any more information on these ideas.

Yours faithfully

Hugh McClintock

Chairman, Pedals (Nottingham Cycling Campaign)

need for enforcement of right turn prohibition (except cycles) at Rectory Rd end of Exchange Rd (West Bridgford) – my message of 21 Sept to Inspector Norman England, West Bridgford Police Station:

"Dear Inspector Norman

As I mentioned briefly at last Thursday's meeting of the West Bridgford Local Transport Forum there seems to be a growing problem of drivers ignoring the ban on right turns at the Rectory Road end of Exchange Road.

Pedals very much welcomed the decision about two years ago by the County Council to exempt pedal cyclists from this ban (indeed we had campaigned for this since the initial changes on Central Avenue about 8 years ago, and the County Council had omitted that it was an oversight that cyclists were not then exempted from the Traffic Regulation Order authorising the prohibition).

However, the apparent growing pattern of drivers recently thinking that they too can ignore than ban not only makes it harder for cyclists turning right out of Exchange Road but means that such motor vehicles block the flow of traffic on Rectory Road coming from Tudor Square.

To help enforce the ban we wondered if you and the County Council could now consider some kind of physical barrier, with a cycle gap, to make it impossible for drivers to carry out this illegal manoeuvre and to save the need for special police enforcement. Meanwhile, more immediate action to enforce the ban would be very welcome please.
Yours sincerely,
Hugh McClintock
Chairman, Pedals"

**Message of 12 Oct to Paul Hillier, Notts CC:
potential shared cycle -ped path on the A60 (east side) between Ruddington and Bradmore**
Paul

Several months ago, when we were discussing ideas for improved cycle access to and from the Ruddington Fields Business Park, you mentioned that a scheme was in preparation for major changes to the access to the Business Park from the A60 and that this might be a good opportunity to get good cycling provision included within it. Has there been any more progress on this recently?

One reason for asking is that I have been reminded that, as part of such a wider scheme (or even separately) it would be very useful to have the present narrow but relatively smooth tarmac path on the east side of the A60, between Ruddington and Bradmore, upgraded into a shared path. Apart from helping commuters, this would also provide a safer link to the rather quieter roads south of Bradmore, e.g. towards Wysall.

This suggestion was first mentioned several years ago and I think then raised by Pedals with the County Council, but I had forgotten it recently and therefore not included it in the Ruddington Fields Business Park Pedals "wish list" that we concocted earlier this year in the run up to the Cycle Fair which Claire Fleming organised in Bike Week in June.
best wishes, Hugh"

...comments from Chris Gardner (13 Oct):

"This would become an important link too for the new industrial units built between Bradmore and Bunny and the pending redevelopment of Bunny Brickworks. I will try to collate a map/photo's this week.
Chris Gardner

request for Pedals comments on Notts Safe Route to School Programme by 26 Sept – my message of 19 Sept and responses to it:

Rather unfortunate timing, I know, but just a couple of days after the September Pedals meeting, I have received, from Gary Thompson, Principal Engineer of the Matlock office of Scott Wilson Consultancy, a thick envelope with details of no less than **19 Safe Route to Schools programme proposals in the Greater Notts region** which they have produced for Notts. County Council. **They have asked for our comments to be submitted by 26 September, which does not leave very long to organise and coordinate responses**, especially when, I suspect, many of us have little detailed knowledge of the areas concerned (several of which are in villages well outside the built-up part of the Greater Notts area that we tend to concentrate on). The letter makes clear that if a response is not received by 26 September it will be assumed that we are in full agreement with the proposals.

The objectives of the proposals are to improve/rationalise traffic signs outside various schools primarily aimed at warning motorists that children are crossing the road ahead, associated road markings to discourage parking in certain areas and other minor improvements in the vicinity of schools.

Although I have some ideas on who among Pedals active members might possibly wish to comment on a few of the 19 sets of detailed proposals it seems to be that the best way to go about this, given the lack of opportunity (with the tight time constraints) to raise this either at the September or October Pedals meetings, is for me now to circulate this email listing the particular schemes and for anyone who would like to make comments on any of them to contact me (asap) and I will send them the appropriate sections for them to study and let me have any comments.

The schemes are for these schools:-

- Moor Road Bestwood Hawthorne Primary and Nursery School
- Southcliffe Road Carlton Sacred Heart RC School
- Shelford Road / Gunthorpe Road Gedling
- Foxhill Road East Carlton Central Infant School
- Third Avenue Gedling Priory Junior School
- The Willow Farm Primary School Location Plan
- The Good Shepherd Catholic School Woodthorpe
- Kinoulton Primary School
- Orston County Primary School Church Street
- Keyworth Willow Brook Primary School
- Radcliffe on Trent Junior School Cropwell Road
- Barnstone Road Langar C of E Primary Sch
- Beeston Fields PS
- Pasture Road Stapleford Jubilee House School
- Raglan Street Eastwood
- Eskdale Drive Chilwell Alderman Pounder School
- Great Hoggatt Drive Chilwell
- Salthouse Lane Beeston School Safety Zone
- Station Road / Nether Street Beeston Ass. John Clifford School and Nursery

Please let me know asap if you would like to comment on any of these

Thanks, Hugh

Response of 21 Sept from Kevin Sterry, Radcliffe on Trent:

"Hugh,
For expediency my comments are attached. I'll return the documents in the next day or two.

The proposed new road markings will be helpful, although they are fairly limited. I do have concerns, however, that they will be ignored by some motorists. Many of the parking restrictions in the village are already contravened, largely because policing is negligible. I see little benefit from the new bollards; in fact, I'm struggling to see what will be achieved by them. I've never seen any vehicles parked on the pavement at this point, and the existing bollards, which are at the beginning of this section of pavement in relation to oncoming traffic, are probably sufficient to prevent this happening.

The problem we have on Cropwell Road is that we have two schools in close proximity and at the start and end of the school day there is double parking along the road. This effectively leaves a single carriage way, and once the school buses arrive with children from a neighbouring village the road becomes gridlocked. I believe that nothing short of double yellow lines along one side of the road (I'd suggest the Dayncourt side on which the new bus stop markings are to be drawn) which are in force around the school rush hours each working day will ease this problem. I hope this is helpful.
Cheers – Kevin."

Response of 23 Sept from Kirstie Reavell:

"Hi Hugh,
Drew & I have just had a look at the plans (which we will send back to you this week). Our children walk to John Clifford to attend school, and Drew knows that route well.

Comments are as follows:

Nether Street is used as a rat run, which is a problem particularly in the morning. Having parking restrictions in peak school times and making a 20 calmed zone would be beneficial. As the school is aware, there is also an issue with parents parking + stopping on the zig zags so a more prominent warning sign there would be desirable.

The zebra crossing on Station Road is patrolled morning and afternoon but not at the midday nursery home/start times (11:30-1ish). Traffic lights there would be excellent, as often cars do not stop at the zebra crossing. The sorts of flashing signs (like the ones that monitor speed limit or alert drivers to corners) are pretty good at grabbing attention. We don't think it would be a good idea to remove the sign on Station Road (near SL58) as cars coming from Beeston ought to be alerted to children crossing.

Can't comment too much on the other areas (as we don't go that way to school), however, as I often walk down Broadgate towards the University, I am aware that the busiest roads are the turn offs to Peveril, and the one by Dagfa School.
Hope that's OK,
Best wishes,
Kirstie & Drew"

Comments from Arthur Williams, 26 Sept:

"From: [Arthur Williams](#)

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

Sent: Thursday, September 25, 2008 9:34 PM

Subject: RE: Safe routes to schools

Hugh,

I have had a look through and I don't think there is much to comment, except that it is disappointing that there are no initiatives within the proposals to help cycling to schools. I get the impression from the covering letter that cycle access has not been considered as part of the remit, but I wonder if that is just the way it has been interpreted.

Regards, Arthur "

Pedals comments on planning application for former Gedling Colliery Regeneration project 3.8km new access road linking A612 and B684 Mapperley Plains (ref. 2008/0459): based on comments from Arthur Williams, Larry Neylon and Neil Harby:

"While Pedals in general supports the proposed cycle and pedestrian links included in the new road proposals but we wish to register on objection to this application because we think that the proposals need augmenting to improve safety and cater adequately for different types of cyclists, including more confident ones, who may prefer to ride on the carriageway if they believe it offers a quicker route (and avoiding pedestrians on shared paths), and less confident ones who place more emphasis in keeping away from motor traffic, even if this entails a rather more circuitous and slower route.

This is particularly important since we understand that Carlton le Willows School is currently drawing up a travel plan with the Local Authority to encourage a greener travel commitment to school, not only for children but for all users of the school.

While the proposals do seem to include the provision of a controlled crossing on the Nottingham Road/Burton Road junction it is not clear what provision is intended at this junction to make people want to use the crossing point to get to and from Burton Joyce.

The basic idea of the shared use path is good from the point of view of less confident cyclists with the crossover points in the main well considered but we object to the lack of a controlled crossing point at Roundabout No 1 (at the Mapperley Plains end) even though the speed limit is to be 40mph. This seems inconsistent with the controlled facilities throughout the rest of the proposed road. A Toucan crossing similar to that proposed for Roundabout No 2 would be valuable provision for cyclists and pedestrians.

For those more experienced cyclists who wish to use the road rather than paths, we are surprised to see that Advance Stop Lines have apparently not been considered at the signal controlled junctions. These, with good standard approach cycle lanes, should now be a standard part of new road development.

All cycling provision should be clearly, coherently and consistently signed, including links to other cycle routes, with all signage secure and well-maintained.

Campaign for lower speed limits on the A612 between Lowdham and Southwell: phone call from Margaret Teethorn, Thurgarton

I had a phone call from Margaret Teethorn of Thurgarton (01636 8310030) who is campaigning for lower speed limits on the A612 between Lowdham and Southwell and who wanted to know which organisations to approach to get support.

Cyclist-HGV incidents - proposed TV documentary - request for any Nottingham examples? – message of 14 Oct from Julian Sayerer and my response:

“Julian

Thanks for your message. I had in fact already heard about your proposed feature, via another message, and passed details on to Stewart Thompson and Paul Williams at Nottingham City Council in case they had any ideas. Nothing springs to mind straightaway but I will think about it and also pass your message on to other Pedals activists, as well as raising this at the next Pedals monthly meeting next Monday.
Hugh

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

From: [Julian Sayerer](mailto:Julian.Sayerer)

To: hugh.mcclintock@ntlworld.com

Sent: Tuesday, October 14, 2008 2:51 PM

Subject: cyclist-HGV incidents

Hello Hugh,

I'm currently working with a TV production company, Blakeway Productions, who are seeking to make a documentary investigating incidents between HGVs and cyclists; Panorama are interested in funding the documentary, however, they want to see first of all that it's a nationwide matter, and not just something that happens in London, where there have, unfortunately, been more than ten fatalities already this year.

Consequently, I'd be eager to hear if you recall any incidents between trucks and cyclists in Nottingham or the regional area; perhaps they were publicised in local media, or perhaps you just heard about them on a cyclist grapevine, I'm more than happy to research any leads that might come to mind, and would very much like to hear from you.

Just to offer brief assurances to yourself; I'm an avid cyclist, working as a bicycle courier as my more regular job, and being a keen touring and road cyclist besides. This programme is in no way intended to scare people away from the roads, rather, it aims to draw awareness to a danger that cyclists should not be expected to tolerate, and hopefully bring about some action that will improve conditions for us.

Thanks very much in advance
Julian Sayerer

....comments from Roland Backhouse (14 Oct)

“Hugh, I don't know of any incidents. I do think that any programme on this issue should point out how road designers in the UK have no idea about cyclists' safety: the islands in the middle of the road that have been created in recent years in the Nottingham area are an example (e.g. the one on the Melton Road near our house). I'm always wary of large lorries, and especially articulated lorries, when I pass the islands. I fear that one day a lorry will misjudge overtaking a

cyclist and catch them in their back wheels.

Articulated lorries are a problem in the Netherlands too. There, however, they design junctions so that a turning lorry can see cyclists approaching. A programme like this ought to point out how roads can be designed to minimise the dangers.
Roland

Responding to planning applications:

Item deferred from last month when I had intended to raise it!

Earlier this year we agreed that we ought to try to be more comprehensive in the way we looked out for new planning applications and organised making responses on things that concerned us.

However, my impression is, that despite various people offering to help with this, in practice our performance has not improved that much and that we are still far from being systematic in picking up planning applications, from the County and City Councils, and Gedling, Broxtowe and Rushcliffe Borough Councils as we ought to do. Is there any way that we can realistically improve on this, giving our great lack of volunteers to take this on seriously?*

Apparently less important matters / other City and County Council consultations:

- Sneinton Boulevard/Lyndhurst Road – Proposed Zebra Crossing (comments by 15 Oct)
- Chalfont Drive Area, Ring Road – Extension of double Yellow line Restrictions Proposed Traffic Regulation Order TRO TMP 6733 (by 16 Oct)
- Fremont Drive and Bathurst Drive, Bilborough, Traffic Calming Scheme (by 20 Oct)
- Milton Street – Proposed Extension of 'No Waiting at any time' and 'No loading 7am-10am and 4-7pm' YMP 6748 (by 20 Oct)
- Allendale Avenue / Seaton Crescent, Aspley – Provision of Double Yellow Line Restrictions Proposed Traffic Regulation Order – TRO TMP 6734 (by 22 Oct)
- Lombard Close and Park Street, Lenton – Proposed No Waiting at Any time Restrictions (TMP6742) (by 6 Nov)
- Briarwood Ave / Porchester Rd – Proposed 'No Waiting any Time' (by 10 Nov)

8. Miscellaneous items

Departure of Claire Fleming, Staff Travel Officer, Notts CC

I am sorry to have to report that after this week Claire Fleming will be moving on from her job as Staff Travel Officer at the County Council to take up a similar post in Swindon with Thamesdown Borough Council. She has been a member of Pedals for many years and been a useful ally in various ways, including all her efforts in

running the County Council Bicycle User Group and events in National Bike Week, including, this year, the Ruddington Fields Business Park Cycling Fair where we had a Pedals stall.

Given the current pressures in the County Council to get back on staff and merge posts etc., she may well not be replaced, I gather, at least for some time and perhaps then only by combining the post with some other one.

Updated Gedling Borough guide for walkers and cyclists 'Heels, Wheels and Hooves':

Does anyone know about this newly updated guide, compiled with help from the Ravenshead and Hucknall Branch of the Ramblers' Association, and available for free from the Gedling Civic Centre in Arnot Hill Park, tel.901 3712? I have asked for a copy and will be interested to see just what guidance it includes for cyclists and any indication it gives as to who has been responsible for this and in consultation with which cyclists.*

Drivers and cyclists – request for comments from Paul Hill (17 Sept):

"This message from Paul, on which he has asked for Pedals comments, is very germane to the topic of relations between cyclists, drivers and pedestrians, which is the focus of the meeting (to which I have been asked by Cllr. Emma Dewinton to contribute) by the City Council's Regeneration Scrutiny Committee meeting on Tuesday 9 December. I would like to make some time on the agenda for our October or November meeting to help me in drawing up my presentation for the December meeting.
Thanks, Hugh

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

From: [Paul Hill](#)

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

Sent: Wednesday, September 17, 2008 12:46 PM

Subject: DRIVERS VERSUS CYCLISTS

Dear Pedals

I would like to take the opportunity of sharing my two very recent hair raising experiences with motorists who failed to check the road properly and nearly causing a collision, this is despite me wearing a cycle helmet, orange dayglo jacket lights etc. and fully working brakes.

The other week I was cycling up Bramcote Lane towards the Hemlock Stone island, and was on my right side of the road indicating to turn right into Woodbank Drive, with a young driver wanting to turn right to go by the shops at Wollaton, but the moment I came within a foot of his passenger side the idiot turned right without spotting me, unfortunately I did not take his registration, otherwise I would have reported him.

Yesterday morning as I was approaching Western Boulevard coming up Wilkinson Street and as I was drawing closer to the section that runs into New Whitemoor Estate a woman driver came flying out of that bit of Wilkinson Street turning right and ignoring the fact I was approaching, I shook my fist at her but she gave me a quick glance and continued on her way towards Radford Road.

Today's incident got me thinking about that Sheila's Wheels Ad where they claim that all women drivers are the safest drivers, when in fact that a percentage of women are obviously not the safest despite what the ad. says. And that woman today clearly is not one of the safest.

Some weeks ago on a Sunday morning I was riding up the B600 towards Nottingham, and as I drew close to the junction with B6009 at Watnall I was overtaken by a car driver who then cut me up as he/she turned left towards Hucknall. This was despite me wearing my orange day glo and helmet.

It is idiots like the two I have spoken about who would no doubt be the first to claim it was the cyclists fault, and its little wonder that some motorists end up on the receiving end of road rage because of their disregard for the highway code and poor attitude towards other road users. Sometimes I often ask myself who taught these drivers to be in charge of these metal boxes, when the last time they had their eyes checked and if they have insurance to pay for any damage that they might cause to my cycle or even pay for stays in hospital and treatment.

How I wish that there were more traffic police out and about and even more roadside cameras to catch these idiots.

Comments from Pedals please.

Regards

Paul

108A BASFORD ROAD
NOTTINGHAM

....comments from Roland Backhouse (17 Sept):

"I've been cycling regularly for almost 50 years so I have been involved in quite a few incidents. Of the 50 years, 13 were spent in the Netherlands where I had two accidents -- but both entirely my fault and not involving motorised vehicles at all. (One was when I came off my bike in the snow, the second was when I didn't have lights and hit the kerb in the dark. What a stupid ass I was!) Since almost every car driver in the Netherlands is also a cyclist, and often cycle paths are physically separate from the main road, the level of safety is far higher. The geography helps too -- no steep hills.

The first accident I had was cycling home from school when the RI teacher turned left across my path, sending me flying. He didn't even know he had done it, and drove on unawares! (He was chased by another motorist.) That isn't the only time that motorists have turned left across my path, but the only time it has led to an accident -- I am always aware now of the potential danger spots. I have also had pedestrians step out in front of me, and motorists turning right across my path (again, fortunately, with no major consequences).

But I wouldn't want to make too big a deal of these incidents. I have had narrow misses when driving a car too -- none involving bicycles, I hasten to add, because I am always very wary of them. Some of them have been my fault! Also, on one occasion when I was still at school, I failed to make a left turn on an icy road and ended up gliding along on the ground almost under the wheels of a large lorry. I was going too fast for the road conditions and am very grateful for the skill of the lorry driver in avoiding me. So not all drivers are bad, and many of us drivers have moments we later regret.

My advice is to be very aware of the traffic around you. Always try to establish eye contact with motorists emerging from a junction. In heavy traffic, I try to maintain the same speed as the traffic itself; that way you can effectively boss the cars rather than their bossing you.

Fortunately (touch wood), I have only had two incidents since returning to the UK nine years ago. One was near the Dunkirk roundabout; the shared footpath/cycle path was very icy, and a pedestrian was walking on the cycle path (as it turned out because next to the hedge was less icy); the cyclist in front of me went flat on the ground trying to avoid the pedestrian and the cyclists coming towards him on the bend; to avoid him, I could do nothing else but go flat on the ground too. (That made me very aware of the difference between the UK and NL; in NL the cycle paths are the first to be gritted, in the UK the authorities don't give a damn about cyclists or pedestrians. So now I often choose to cycle on the road in the winter.) The second incident was when a young child ran round the corner into my path when I was coming off the Suspension Bridge. That is a situation I am now wary of. (Fortunately, I didn't hit the child; V brakes are very effective.) So, I guess the second piece of advice is to learn from your experiences.

My conclusion: wouldn't it be wonderful if we were all cyclists *and* car drivers? Then there wouldn't be the conflicts that occur here in the UK.
Roland"

...and from Larry Neylon (17 Sept):

"Hugh,
This is the kind of conversation we should be encouraged on the Forums

section of the site.
Larry."

Transition West Bridgford Transport Group Green Streets Campaign:

Green Streets: campaign to promote cycling and walking on the last Friday of every month (see TWB blog site); need people who are willing to promote it in their schools, work places, get local businesses on board

More information from Karina Wells, or see <http://www.transitionwb.blogspot.com:80/>

Here is an extract:

"Would you like to do something to make the streets of West Bridgford safer for your children to walk and ride to school? The Last Friday of every month participants would wear something Green and walk or cycle to their schools, place of work, the shops etc. Participating shops will give discounts to people wearing green that day giving it a real sense of community celebrations for one day.

Parents of children in Cambridge Massachusetts have done just that and it has spread fast across the state.
<http://www.gogreenstreets.org/>

....PS from Karina Wells (23 Sept):

"Karina
Thanks for this which I will mention at the next Pedals meeting, on 20th October.
best wishes
Hugh

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

From: Karina Wells
To: 'Hugh McClintock (Dell)'
Sent: Tuesday, September 23, 2008 8:21 AM
Subject: FW: Introductions!

Dear Hugh,
I received this today to announce the start of early beginning of Green Streets here in West Bridgford Their newsletter has some nice ideas in it, which we could use in the future.
Like this idea with a bike on the bus, might be interesting to get in touch with Main busses to get some feedback.
<http://www.youtube.com/watch?v=i2rQCvoBVjk>
Enjoy, Karina

From: jkatzchristy@gmail.com
[mailto:jkatzchristy@gmail.com] **On Behalf Of** Green Streets Initiative
Sent: 22 September 2008 18:35
To: Karina Wells; Laura Bernescu; Sarah Cushman; Leah Berger; Claudia Sadean
Subject: Introductions!

Hi all,
I wanted to use this beautiful Portland Green Streets newsletter to introduce you all to each other so you can be in touch in the future! And I am just so glad to be working with you all on Green Streets!

- **Sarah** is the amazing founder of Portland Green Streets in Maine, now 1 year old

(Sarah is very very busy this week, with this Friday's Walk/Ride Day and their anniversary celebration!) (Besides the newsletter, their website is at www.PortlandGreenStreets.org.

- **Leah** was Green Streets wonderful summer intern, is currently finishing her Master's Degree at Boston University and she knows everything - about Green Streets, and in general! Leah worked about 30 hours/week over the summer, and is still in touch with us on a volunteer basis, and potentially as a consultant.
- **Laura** is our exciting new Green Streets Tisch Scholar intern for this academic year. She's a sophomore at Tufts University, majoring in International Relations. She has great ideas about Green Streets and will be working 10 hours/week on coordinating Green Streets in Cambridge.
- **Karina** is going to start Green Streets in West Bridgford in Nottingham, England! It was wonderful to talk to her on the phone the other day and was very inspiring to learn about all the interesting organizations and activities with which she is involved, including www.transitionwb.blogspot.com a skills exchange and more...
- **Claudia** is an amazing Masters student in Bucharest who would like to start Green Streets in Romania! She is planning to do it first in the town that she grew up in, before tackling Bucharest.

I look forward to being in touch and hearing how things develop!
warmly, Janie

----- Forwarded message -----

From: **Sarah Cushman**
<portlandgreenstreets@yahoo.com>
Date: Mon, Sep 22, 2008 at 1:00 PM
Subject: Green Streets Day - and Our 1st Annual Celebration Party - This Friday in Greater Portland!
To: walk-ride-days@comcast.net

Bicycle theft - request for comments on local experiences and security advice – my response to message of 8 October from Laura Terry:

"Laura

Thanks for your message which I will pass on to other Pedals activists who may wish to comment. I will also put this on the agenda for our next monthly meeting, on Monday 20th October, in case there are further comments then. Issues about bike theft are indeed often raised with Pedals. In our opinion they need a comprehensive approach to address, with responsibility taken by bike owners, the Police, local authorities and employers, for example in providing good secure bike parking (stands and lockers) as well as bike and accessory manufacturers and cycle shops.

You might like to take a look at the section on bike security on the Pedals website at http://www.pedals.org.uk/bike_safety This includes a link to the report on bike theft in Nottingham produced earlier this year by Matt Eтчells-Jones of

Nottinghamshire Police who was also responsible last year, with his colleagues, for producing an advice leaflet about reducing the risk of bicycle theft, a publication which Pedals much welcomed and which we have helped to publicise and distribute. You might like to contact him or Jez Ellis who has now taken over from him the particular responsibility for dealing with bike security, or, alternatively David Bagshaw of the Crime Prevention Unit.

Another useful local Police contact is PC Dave Silverwood of Canning Circus Police Station whose area of responsibility includes Lenton and Nottingham University. I am copying my reply to all of these people, and also Dave Holladay of CTC, to make them aware of your study.
Hugh McClintock
Chairman, Pedals

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

From: **Terry Laura**
To: Hugh.McClintock@ntworld.com
Sent: Wednesday, October 08, 2008 3:42 PM
Subject: Bicycle theft

"Hello, My name is Laura Terry and I study Product Design Engineering at University of Nottingham. Our latest Project is to design something to deter bike theft and I was wondering if you might have any information to help with this area. As a student my transport method of cycling is very important to me and I am passionate about helping find solutions for this problem. If you have anything that might answer these few questions or knew somebody else that might it would be very helpful.

How many reported thefts have there been in the last month/year?

As your role of chairman for PEDALS, do you deal with a lot of reports on the problems of bicycle theft or things that deter it already?

What advice would you give someone to keep there next bicycle safer?

Do you know any MO's of the thieves at all?

In your opinion would you like to see better safety devices or would awareness of the problem work just as well?

Thank you very much for your time
Laura"

....PS from Sgt Jez Ellis, Notts Police (13 Oct) to whom I had referred Laura (along with Matt Eтчells-Jones):

"Hi Hugh

hope you are Ok - I just want to clarify something from an e-mail you sent.

I have not taken over from Matt Jones as officer with particular responsibility for bike security.

I have cycle theft as one of many problems in the city centre and have helped out as I am a keen cyclist and have a boss who is happy to indulge me.

I am always keen to help where I can but don't want to be marketed as single point of contact for all bike related stuff.

Point of contacts for these matters should always be first the Crime Reduction Managers for the various areas. Please don't take this as a refusal to help or stop contacting me about bikes,
Hope this explains things,
Regards,
Jez

Nottingham Speakers Corner – invitation to Pedals and other local groups (10 Oct):

"Any comments please on this invitation and how we might best respond?*

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

From: <info@nottinghamspeakerscorner.org.uk>

To: <alaminbca@live.co.uk>; <enquiries@ccsnotts.co.uk>; <info@familycare-nottingham.org.uk>; <afzal.khan@nottinghamcity.gov.uk>; <andy.holmes@mariecurie.org.uk>; <jacky.dobson@nottinghamcity.gov.uk>; <info@nottsrefugeeforum.org.uk>; <website@mstherapycentrenotts.co.uk>; <info@nottshospice.org.uk>; <admin@pakistancentre.org.uk>; <info@playworks.org.uk>; <wayne@renewaltrust.org.uk>; <stonebridge.farm@virgin.net>; <sneintoncp@hotmail.com>; <admin@wheelbase.org.uk>; <nottingham@whenyouwishuponastar.org.uk>; <djpowell@epilepsy.org.uk>; <centralengland@arthritiscare.org.uk>; <volunteersforparentsvoices@fwaprojects.org.uk>; <enquiries.em@biglotteryfund.org.uk>; <eastmidlandscontact@hlf.org.uk>; <nottinghammssociety@yahoo.co.uk>; <hugh.mcclintock@ntlworld.com>; <info@staa-allotments.org.uk>; <info@cpsport.org>; <eastmidlands@groundwork.org.uk>; <info@carersfederation.co.uk>; <webmail@makingwaves.org>; <havenhousing@btconnect.com>; <contact@muslimhands.org>; <celine.antier@googlemail.com>; <catrionasaxton@careandrepair-england.org.uk>; <info@broxtoweyouthhomeless.org.uk>

Sent: Friday, October 10, 2008 9:15 AM

Subject: Nottingham Speakers Corner

Nottingham's Speakers Corner - Your Platform

You may recall that earlier this year we launched Nottingham's Speakers Corner, the first in the UK since the original was established in Hyde Park almost 150 years ago.

We would like to invite your organisation to make it their platform.

The Speakers Corner is temporarily located outside Debenhams on Market Square but will shortly be moving to a

permanent, specially designed site at the bottom of King Street and Queen Street, close to the Council House.

The aim of our project is to provide new platforms for debate in Nottingham and give local people new opportunities to get involved in discussion of the issues which matter to them.

Nottingham Speakers Corner Committee, which is itself made up of local people, is currently drawing up plans for a programme of public debates and we would like to invite your organisation to contribute to it.

Speakers Corner is free for anyone to use at any time and you do not need to notify anyone that you intend to. But we would like to help promote events which take place there and, if you would like us to do so, we hope you will give us advance notice.

The subject is entirely up to you. All we would ask is that you spend a little time planning your event to maximise both its impact in getting over your message and its interest to the general public.

For example, we have run events such as the recent Crime Debate which discussed how Nottingham could tackle its crime problem, listening to mothers and the future of football. We would help you publicise it by advertising it on the website we are developing and within some of the local newsletters etc.

Whatever, your interest, campaign or cause, Speakers? Corner is your platform. So please let me know whether you would like to consider booking the area or would like further help and advice on planning or publicising an event.

Further information about Nottingham's Speakers? Corner is available at <http://www.nottinghamspeakerscorner.org.uk>^[1], which also has some important and useful guidance on organising and running events at a Speakers Corner. We also have a pack of information which will be sent out to anyone wishing to plan an event.

I look forward to hearing from you.
Racheal Brooks
Coordinator, Nottingham Speakers Corner
info@nottinghamspeakerscorner.org.uk
Links: <http://www.nottinghamspeakerscorner.org.uk/>

...PS. Suggestion from Gary Smerdon-White (10

Oct):

"I think a Cycling Debate would be really useful".

Hugh, 16.10.08