

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 18th October 2010

in the upper room of The Globe PH,

152 London Road, NG2 3BQ (between London Road and Meadows Way, on corner with Ryehill Street, just north of Trent Bridge)

AGENDA

1. Welcome and apologies for absence, and including brief introductions!
2. Minutes of the Pedals Meeting of Monday 20 September 2010 and matters arising / update
3. Finance (Chris Gardner to report)
4. Follow-up on last CDG meeting
5. Cycle Carriage on East Midlands Trains
6. Brief thank-yous to Pedals members and a brief report on road rage + Notts Police/Nottingham Taxi Licensing dept's work. (Julian Bentley)
7. Nottinghamshire Year Planner (Notts County Cricket Club) - potential for Pedals publicity.
8. Nottingham Light Night Friday 18 Feb 2011 - response to your invitation to Pedals to take part with decorated bikes
9. Forthcoming events / meetings
10. Any Other Business

Revised, 13 Oct

HMcC Background Notes on Pedals matters I have been involved with recently, including extracts from relevant email messages, to go with the Agenda for the Monday 18 October 2010 Pedals meeting

AGENDA

- 1. Welcome, and apologies for absence, and including brief introductions**
- 2. Minutes of the previous Pedals Meeting and matters arising / update**
- 3. Report on recent meetings by people who have attended on behalf of Pedals.**
- 4. Finance (Chris Gardner / Susan Young to report)**
- 5. Forthcoming events / meetings**
 - Pedals meetings
 - Other meetings / events
- 6. Cycle facility and traffic management matters**
- 7. Autumn newsletter**
- 8. Miscellaneous items**
- 9. Special discussion on Possible Pedals Project funding bid.**
- 10. Any other business**

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

2. Minutes of the Pedals Annual General Meeting Held 20th September 2010 at The Globe.

Present: Andrew Martin, Hugh McClintock, Liz Kirk, Arthur Williams, Peter Osborne, David Miller, Andrew Househam, Dave Clark, Susan Young, , David Earnshaw, Martin Quarton, Terry Scott, Pete Elderton, Chris Parker, Eve Parker, Darren Southam (EMT Nottingham), Paul Hanley (EMT Nottingham), Keith Morgan (Nottm City Council), Jim Bamford (Rail Officer, Nottinghamshire County Council).

Apologies for Absence: Mara Ozolins, Roy Wilson, Peter Briggs and John Bannister

Meeting with Representatives from East Midlands Trains. This meeting was convened to address concerns arising from the theft of cycles that occurred soon after the opening of the new cycle parking facility at the train station. The facility is well used at ~ 60% of capacity.

There are guards patrolling every 30 minutes 24/7. A tagging system is used. A new high quality CCTV system has been installed. The station supervisor (platform 3b) is available to deal with problems with the facility including cycle theft. The possibility of cycle hire (perhaps via the U-cycle scheme) was discussed.

Improvements to the cycle parking facility were discussed including:

1. Put up a poster board for Pedals to request feed back on the cycle compound
2. Large signs to be put up to publicise the compound, including ones visible from both ends of Station Street, and signing of the compound from within the stations, on the platforms signs, was also suggested, preferably in advance of the wider Hub Station redevelopment scheme.
3. Use of smart cards to help control entry.
4. Survey to determine numbers of regular and casual users
5. Use of immobilise web site (www.immobilise.com) to record cycle identity (this website is not specific to cycles)

Finance Nothing to report other than sources of funding are being sourced through NCVS. Agreed to have a special discussion next month and possible projects to take forward for a funding bid, e.g. for someone to help work with Ridewise in organising and promoting the new Rural Rides Programme. Another possible suggestion is someone to organise a 'Bike Buddy' scheme.

East Midlands Cyclists' Forum meeting on Sat 2nd October. The catering and cycle parking arrangements were finalised as well as offers of help on the day. Hugh to liaise with Andrew and Susan about final numbers and catering, etc.

Future Meetings: It was proposed to invite some of the following speakers over the next few months: Chris Carter, John Holmes (BBC), Joanna Ward (Sustrans Ucycle Project) and Gary Smerdon-White (Ridewise)

Pedals Social - Panto Tickets are £20.50 each for Mother Goose panto at the Playhouse on Saturday 11th December. Let Dave Clark know asap if you are interested.

Cycling England funding campaign. Funding for this in future is under severe threat and Cyclenation has organised a campaign to persuade the DfT to save it.

Rural Rides: Ridewise is taking over from the County Council. There is lots of scope for new ideas such as themed rides. More reliance on electronic means of communication is proposed, to help save costs.

Highways Agency A52 "Capacity Scheme" Bramcote Island/QMC Island. A few changes have been made to benefit cyclists. Agreed now to withdraw our objection to the Highways Order for the Priory Island part of the scheme, while continuing the dialogue on the impact of cyclists from the rest of the scheme.

Transport Direct Nottingham Cycle Journey Planner – Accurate feedback is required to improve this. Contact Keith Morgan or Paul Hillier. Hugh has promised to collate feedback and send it to Paul, Keith and Jonathan Shewell-Cooper.

Newsletter: This will go to press after the October meeting.

City Council Scrutiny Panel: Pedals have been asked to attend and give feedback on recent performance on cycling policy.

Rushcliffe Borough Council – has contacted Hugh about a cycling guide for Rushcliffe. A meeting will be held with Judith Grant of RBC and interested Pedals members including Pete Elderton (West Bridgford U3A rides coordinator) and Terry Scott, Notts CTC, if available.

Website: Contact details need updating. Can a website counter and cycle shop details be added? Hugh to check with Larry.

Update and matters arising from the minutes

Nottm Station Bike Compound signing; copy of message of 20 Jan from Gary Smerdon-White to Keith Morgan, City Council:

“Hi

I have had discussions with the Station Manager re cycling signage inside the station as agreed at the CDG (Keith was to follow-up on highway signs) – the present manager is unhappy with station signage generally and is looking at ways of improving it. For example off each platform there is a complicated board with platform info and a way-out sign to Carrington Street and Station St but they all just say ‘Way Out’ .

However I’m concerned that there is no funding nor do the EMT people see an easy solution, for example, the flows around the station that cyclists might want are not those EMT will want from a commercial perspective or the city council might want from a destination perspective.

- Cyclists will want everything inside and outside the station signed to the Hub
- Once the Porte Cochere is given over to commercial/retail EMT will want all passengers to go through to it for buses and into the city
- Venues in and around the Lace market and the City Council will want Navigator area signs to areas such as ‘Lace market’ but the Station Master nor EMT property guys have any knowledge of Navigator

I think there is a solution coming up from platforms for example the boards could be altered at a cost:-

Way Out to Queens St and Walk to Trent Bridge and Football Grounds
Way out to Carrington Street for Buses, Taxis, Airport, Broadmarsh and Castle
Way Out to Station St for Tram, Cycles, Lace market, Royal and Victoria

I think there will be similar solutions for all other entrances but I don’t think the station has the information or background to the City to design it.

Also, I think to look at cycling in isolation will be an opportunity missed and probably end up even more confusing for everyone else

Someone needs to support the SM’s view that a more strategic review is needed, do the review and in the meantime look for funding for all the signage changes that are needed
Gary

.... 21 Oct EMT-SWT Joint Stakeholder meeting - helping EMT learn from SWT experience of providing secure station cycle parking

“ Dear Ms. Knight

Thank you for the recent issue (no 5) of the EMT ‘Impact’ newsletter and the invitation in it to the Joint South-West Trains - East Midlands Trains Stakeholder meeting to be held at the British Library in London on Thursday 21 October.

Although I will not be able to attend the meeting I wonder if I could please flag up one particular issue that cyclists in the EMT franchise area think is very important and that is, the need for a high standard of security in any (new) cycle parking provision at stations and, specifically, the need to help EMT learn from what I understand from Dave Holladay of CTC is the generally very good record of South-West Trains in this kind of provision over the last few years.

I have for the last 2-3 years been much involved in discussions about the plans for the new Secure Bike Compound at Nottingham Station which opened on 21 July and we were concerned to learn the news of a bike being stolen there only a few days later, a problem which we immediately took up with EMT and Nottingham City Council who, with Network Rail, had helped EMT with funding for this basically very welcome new facility. This led to a special discussion at the meeting this Monday of Pedals (Nottingham Cycling Campaign) with Paul Hanley and Darren Southam of EMT in which several important issues were raised, not only to do with the security of bikes and compound users, but also signing (within and outside the Station), and arrangements for getting user feedback and reporting any incidents of theft and vandalism, provision of cycle parking for casual and other short-term as well as longer-term users, cycle hire, safe access routes to and from stations, etc.

Our guests from EMT, who had already with BTP, had stepped up security patrols in the compound, were very willing to listen to and consider these areas and also, in particular, the suggestion that a high standard of security could only be achieved by the introduction of some kind of entry control system, to keep track of anyone entering and leaving the area. We also suggested that they could learn from SWT experience of these issues (as well as that of other operators).

We are now very keen to continue the dialogue we have started with EMT and Nottingham City Council, not just so that users of this Compound will have the confidence to use it regularly but also so that lessons can be learned for the provision of improved cycle parking at other stations in the EMT franchise area. Anything therefore that you and other Stagecoach / SWT officials can do to assist this wider learning process will be very welcome please.

Hugh McClintock

for Pedals (Nottingham Cycling Campaign) and the East Midlands Cyclists' Forum.

PS. Peter Briggs has now offered to go the EMT-SWT meeting in London, as well as to liaise with EMT about the design and installation of a poster in the Bike Compound to help Pedals get more detailed feedback from users.

...(3 Oct): comments on spacing between stands in the Bike Compound from John Cutler, CTC (Northants)

. During our visit to the Bike Compound after the EMCF meeting on 2nd October one of our visitors, John Cutler from CTC Northants, raised the same question about the apparently inadequate spacing between stands as Roger Codling had done several months ago, some weeks before the facility opened. We perhaps need to get more feedback on this aspect from users, as well as on security, etc.

....John's comments on the spacing between the cycle stands in subsequent email (13 Oct) to Gary Smerdon-White as Chair of the CDG:

"Nottingham Station bike compound

Chris and Keith are quite wrong to conclude that the stands are adequate. They are too close together and too close to the wall. This will be an inconvenience to users for many years. They should be put right and the designer asked to contribute to the costs. There is too much concentration on 'good news' and a reluctance to call a spade a spade. Bad detailing of cycle parking is a national problem. It seems it is done usually by architects who have a defective guidance manual. There is plenty of good guidance available. Two excellent documents are the Cambridge guide, first attachment, and the London workplace guide, second attachment. The Cycling England guidance seems to refer mainly to on-street parking by reproducing the TfL guide on that.

John Cutler

.....and response to this from Hayden Reed, City Council who, with Keith Morgan, was responsible for the City Council's involvement in the Station Bike Compound Plans:

"Dear Mr Cutler.

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

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

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

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

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

.....My message of 3 Oct to Darren Southam, EMT: follow up to discussion at 20 Sept Pedals meeting on Nottm Station Bike Compound security - EMT-SWT Stakeholders' Meeting in London on 21 Oct

"Dear Mr. Southam

Further to our discussions at the Pedals meeting on 20 September about user experiences of the new Bike Compound at Nottingham Station, I can now confirm that Peter Briggs from Pedals will be attending the EMT-SWT Stakeholders' Meeting in London on 21 October to raise the general issue of achieving good security for bike parking at stations and to encourage EMT to learn from SWT (and other operator) experience of this issue.

I have recently been seen some information on the even more recently opened Leeds Station Cyclepoint (developed by Northern Trains, in partnership with Abelia, the overseas arm of Dutch Railways) which (though I have not yet had a chance to see it) would seem now to be about the best model of good station parking in the UK. There is some detailed information at http://www.northernrail.org/pdfs/press/Cyclepoint_Brochure.pdf

I am sure that much can be learnt from this as well as from what I understand to be SWT's much improved performance in this area. We are very keen to work closely with you in studying these lessons from wider experience so that users of the new Nottingham Station Bike Compound can have absolute assurance that their bikes left there will be quite secure, as well as in other measures that can be introduced in terms of publicity, signing, safe access. etc. to help this very welcome new facility achieve its full potential, taking detailed account also of detailed user experience and feedback on all aspects of its design, layout and ease and safety of use.

Yours sincerely,
Hugh McClintock
for Pedals

EMCF meeting in Nottingham on Sat. 2 October.

Feedback on this event seemed to be generally good and our speakers helped to inspire people to carry on with the EMCF, despite the present very uncertain climate for campaigners.

The ride in the afternoon also went very well

Thanks very much to all who helped in various ways.

Andy Salkeld has offered to host the next meeting in Leicester and has suggested to me a date of 12 October

**...my message of 6 Oct to all those in my EMCF address list:" brief report on East Midlands Cyclists' Forum meeting in Nottingham on 2 Oct and plans for next EMCF meeting in Leicester on Sat 12 March 2011
" As someone who at some stage has expressed interest in the work of the East Midlands Cyclists' Forum (founded by John Stubbs, then Chair of the Derby Cycling Group, in May 2006) I am sure you will be interested to know that at the most recent meeting, hosted in Nottingham last Saturday by Pedals, it was decided that it was very important that the EMCF should continue.**

Everyone interested in the promotion of cycling now of course has to deal with a very uncertain financial and political climate, and made much more difficult by the very probable loss of Cycling England at national level, as well as the disappearance of key bodies at the regional level such as GOEM, EMDA and the East Midlands Regional Assembly (EMDA) that we have been trying to influence since the EMCF started.

However, **it was agreed on Saturday that it is very important that we continue our efforts through the present turmoil**, both to share ideas and experience, and to **make sure that we are all fully briefed to know how best to take advantage of the various opportunities afforded by what new agencies (transport, health, etc.) do in due course emerge**, even if they have much more limited budgets for cycling, and even if some, such as the new business-led Local Enterprise Partnerships only deal with parts of the present region and cover new boundaries that include some areas outside the present East Midlands.

The need for us to be prepared to take advantage of these new opportunities, and to ensure that the voice of cyclists' is clearly heard, was particularly stressed by both our main speakers, Helen Ross of the Department of Health (GOEM) and Matt Easter, Regional Manager for Sustrans. I have had since similar encouragement in a discussion I had on Monday (during the visit to Nottingham of Norman Baker MP, Under Secretary of State for Transport) with Will Wiseman, Head of Transport at GOEM. Incidentally, I had the chance to meet the Minister during the afternoon of his visit and to discuss various points about cycling. I also understand that he asked several questions about cycling earlier in the day during his tour which was mainly to discuss plans for the Nottingham Station redevelopment and tram (NET) extension lines.

Another encouragement for the EMCF to continue has come from Andy Salkeld, Cycling Coordinator for Leicester City Council, who has always been very supportive of the group. Before our meeting on Saturday, for which he sent his apologies, he **offered to host the next meeting in Leicester**, an offer which was much welcomed at our meeting last Saturday and which he has now confirmed. The **proposed date is Saturday 12 March 2011**, although the following Saturday, 19 March, could also be a possibility of any of you think that for some reason 12th is not a good date (in which case please let me know asap).

Leicester, as you may know, no longer has an active campaign group as such (since Leicester Spokes changed a few years ago to being just a group organising social rides) so this offer from Andy Salkeld, giving us a chance to involve Leicester, is particularly welcome. It will also give us a chance to develop closer ties with British Cycling, as Janet Hudson, their new Development Officer for the East Midlands, is now based at Leicester City Council, spending most of her time working closely with Andy.

We had about 26 people to the meeting in Nottingham on Saturday and just over half stayed on for the afternoon ride on The Big Track route, which went very well, and in lovely autumn sunshine, as well as with plenty of refreshment and opportunities for further informal networking. Photos of this (and all the earlier EMCF meetings) can now be found on the EMCF pages of the Pedals website at http://www.pedals.org.uk/east_midlands_cyclists_forum We hope soon to add copies of the two main presentations (from Helen Ross and Matt Easter, as well as the third, shorter, presentation, from Joanna Ward, Project Director for the Sustrans / Cycling England 'UCycle' Higher Education Project in Nottingham).

It was also agreed on Saturday that future responsibility for coordinating the group and arranging meetings should now devolve between different local groups. This means that we decide one meeting ahead who is going to organise the next meeting. That group (or person) then takes on responsibility for the EMCF (email) address list (which may also be used in between meetings for passing on messages on cycling matters of regional importance) which can also then be used to publicise the forthcoming meeting.

At the next meeting another group (or person) volunteers to organise the subsequent meeting. I am pleased already to be able to report that it looks as though this will be **Derby Cycling Group for the next meeting after Leicester.**

One of the original aims of forming the EMCF was to help us share ideas, campaigning experience and, in particular good, practice, and it was also agreed at our recent meeting that we need to devote more time to this in future, e.g. perhaps encouraging someone from each group (or area) represented to give a brief account of some example of what they regarded as good practice in their area, which could perhaps be learned from and replicated in some way elsewhere.

Although the EMCF has been, and remains, primarily a forum for campaigners, it is very good when, as with Saturday's meeting in Nottingham, we do have some people from local authorities and other organisations, to help us develop closer partnership working, and gain a better understanding of how we can work closely with them, where political circumstances allow, of course!

Thank you for your interest and support - do please feel free to circulate this email to anyone else who you think may be interested.
Hugh"

A52 Capacity Improvement Scheme – my message of 21 Sept to the Highways Agency withdrawing our objections to the Priory Roundabout order and comments from Roger Williams of the MA Manchester Office who is supposed to keep a national watch on provision for cyclists in the HA's Trunk Road scheme (John Cutler of CTC Northamptonshire had put me in touch with him):

"John,

Thank you for this, and to Hugh for the additional information.

It is one thing for reference to be made to a NMU Study, probably more correctly described as a cycling and walking study, but there is no mention of the staged Road Safety and NMU Audits which should be under way.

I also note that the existing footway is considered, correctly, to be too narrow for a two-way shared use facility. There are concerns about two-way routes, especially where cyclists come very close to oncoming motor vehicles with only a kerb for separation. Perhaps use of both footways should be considered, to provide cycle tracks in accordance with "Rule of the Road" and signed as one-way. The only downside of such paths for less confident cyclists is that some drivers expect all cyclists to be there, and resent their presence in the carriageway.

There is a lot of good cycling advice and standards available from DfT and HA, but it is often not referred to or applied. I took a refresher training course around the whole HA and its agents last spring to reinforce the message and bring practitioners up to date with current thinking, which puts a high emphasis on Rule of the road operation.
Best regards, Roger.

Message to Richard Hardstaff of the HA withdrawing our objection

" Dear Mr. Hardstaff

We considered your notes on our recent meeting (as included in your email of 15 September) when I reported on it to our Pedals monthly meeting yesterday evening and agreed. While we still have several concerns about the impact on cyclists of the proposals we did agree, in view of the progress we made in our discussions last week with you and your colleagues, to withdraw the Pedals objection to the Order, as stated in my letter of 6 August to Karen Eustace of the Highways Agency.

At the same time we are very keen to continue the dialogue with you (and the City and County Councils, as well as the Sustrans UCycle Project team) about further possible improvements for cyclists in the whole A52T corridor area between the Bramcote and QMC roundabouts and we look forward to an early opportunity to do that as soon as the Non-Motorised User study for this stretch is available for consultation.

Yours sincerely, Hugh McClintock
for Pedals (Nottingham Cycling Campaign)

....response of 22 Sept from Richard Hardstaff of A-One Plus (Managing Agents for the Highways Agency) to my message withdrawing our objection to the Order for the Priory junction (A52) scheme:

"Mr McClintock

Thank you very much for your email and I appreciate your members taking the time to reconsider the proposals. At Aone+ we are keen to maintain dialogue with you to ensure studies and schemes progress with consideration for cyclists as well as all roads users. In the short term I can confirm that the studies team will be in touch regarding the Non-motorised User Study and that Aone+ will, of course, look to engage with Pedals in appropriate schemes in the longer term.

All the best and thank you again for your interest in this scheme.
Richard Hardstaff
LNMS Delivery Manager

Pedals website updating

I have now updated the Pedals contacts page, as requested.

Updating local cycle dealers' guide for the Pedals website – help wanted please!

We have now a very large amount of information on the Pedals website but one thing we don't have and could perhaps do with is an up to date and comprehensive list of local bike shops with contact details, and also perhaps a map.

We did produce such a list for our 3 editions of the Pedal Pushers' Guide to Nottingham, many years ago, but even the last of these (1999 edition) is now very up to date. However, it does provide a base from which to work for updating.

Would anyone like to volunteer to take this on please?*

Campaign re future Cycling England funding: message of 23 Sept from Gary Smerdon-White

"I've sent a RideWise one focussed on importance of cycling, reliance on 3rd sector, employment and volunteering
Gary

Ridewise and the future of the Rural Rides programme – message of 22 Sept from Gary Smerdon-White and my reply

"Gary

Sorry if you think that the minutes gave too much the impression that the future of the Rural Rides is all done and dusted. I have tried when mentioning this recently to use phrases such as "It looks as though Ridewise will now be taking over the Rural Rides" etc. rather than that it was all 100% settled although it is possible that I have not made this clear enough to everyone. I will in any case mention your comment at the next Pedals meeting.

Hugh

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

From: Gary Smerdon-White

To: 'Hugh McClintock (Dell)'

Sent: Tuesday, September 21, 2010 5:42 PM

Subject: RE: Minutes of the 20 Sept Pedals meeting

Hugh

Re the note that RideWise is taking over Rural Rides. I'm doing all RW can to save them and hopefully co-ordinate them but I've still not got any funding and the RW rule is 'no funds no can do'. To say its all done and dusted has two detrimental effects – RideWise Board might say how did I make such a decision alone, potential funders and supporters might think further funding is unnecessary. Can you make that clear to your network?

Gary

....Please ensure you take the line that 'RW are doing all we can to save it' until I can confirm we've got the way clear. We need to manage expectations.

Gary

PS CTC indicate that they might help with something called 'money'

Remodelling of junction by the new Tesco in Beeston - final layout – message of 1 October from Paul Ghattaora, Notts. County Council to Peter Briggs:

"I refer to our recent correspondences and telephone conversation regarding implementation of cycle facilities at the Middle Street and Station Road junction which is currently undergoing construction as part of the proposed Tesco Store development at northwest corner of this junction.

My apologies for not responding to you earlier with full details as the matter you have raised needed further investigations before a final reply could be sent to you. I have now discussed this matter with our Accident Investigation Unit, Highway Design, Traffic Signal Engineering and the Cycling officer, in fact I have undergone reviewing the whole scheme together with adjacent roads looking into the possibility of providing cycle lanes/advance stopping lines, and I have the following comments to make.

Many thanks for sending advisory notes regarding the provision of Advance Stopping Lines. Due to the nature and location of road junctions abutting or in the close proximity of the proposed Tesco store it would not be practicable and safe to provide advance stopping lines.

In accordance with Nottinghamshire County Council's Cycling Design Guide 2006, the criteria for the installation of advanced cycle stop lines and/or cycle lanes at traffic signalled junctions states that advance stop lines may not be necessary where a safe and convenient alternative route is provided

As you aware, there is an existing cycle route on Middle Street which terminates just before approaching the proposed development. Currently there is no intention of this authority to extend this route through the junction of Middle Street/Station Road junction.

Further to my discussion with AIU who carried out the road safety stage 2 and have come to a relatively collective agreement that whilst an Advanced Cycle Stop Line for westbound vehicles on the B6464 Middle Street may be of some value, without any approach lane for cyclists its usefulness is seriously diminished. The carriageway width is narrow and there is already a concern that cyclists may well be a little pinched there with the existing layout. Putting it simply that it is not wide enough for a cycle lane leading up to the ASLs and that without one it is not worth having an ASL.

In order to promote cycling, the proposed development (Tesco Store) will include 21 Sheffield type cycle ranks, providing secure cycle parking for 42 bicycles. Lockers and washing facilities will also be provided for employees who cycle to work. The surrounding area of the store is generally flat and cyclists can use the existing network of major and minor roads to reach their destination.

You will be pleased to know that as part of the proposed NET (Nottingham Express Transit) development along Middle Street it is anticipated that the existing cycle route which currently terminates just before the Tesco store development will be extended through Middle Street and Station Road junction. Due the NET development this junction will be modified to accommodate integrated transport measures offering better facilities for pedestrians and cyclists by implementing new cycle lanes/advance stopping lines.

I regret that I would not be able to provide you with positive response what you expected but I am mindful of that the future development of NET will address your concerns.

Paul Ghattaora
Principal Development Control Officer
Communities
Nottinghamshire County Council, Trent Bridge House,
Fox Road, West Bridgford, Nottingham, NG2 6BJ
Tel: 0115 9772117 Fax: 0115 9774054
email: paul.ghattaora@nottscc.gov.uk

....comments on this from Peter Briggs (1 Oct):

"Paul, thank you for your detailed response. My reason for being in touch originally was that I wanted to be assured that cycling issues had been fully considered before finalising the junction layout. When I initially approached you this had clearly not been done. Now it has been done and you have provided me with an appropriate set of reasons to justify the position.

In the meantime I am hoping will actively consider extending the Middle Street cycle lanes, particularly now the road has been widened BEFORE the TRAM comes, because if we wait for the Tram to come I think we will wait a long time.....

Thanks for the time and thought you have now given to this matter
Peter Briggs"

.....and comments from Anne Sladen (1 Oct):

"Hi Hugh
When the junction is finished and the store open then if there are difficulties for cycles, then this could be taken up again with NCC.
At present (and for some months) the junction has not been cycle friendly while the store & junction reconstruction work has been ongoing.

I'll keep you posted of my views once the store is opened (Nov 1st is what the recruitment office is advertising) and road junction changes completed.
Best wishes, Anne

Pedals Facebook page: my exchange of emails with Richard Mallender (3 Oct)

" Richard
Thanks for this response and sorry that I did not realise it was up and running. I will certainly now publicise that much more widely, at the next Pedals meeting, on our website and in the next newsletter going to press in

just over two weeks time.

Many thanks for doing this. I will now discuss with Larry Neylon, Pedals webmaster, the question of the admin role to keep it regularly updated!"
best wishes
Hugh

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

From: "Richard Mallender" <mallender1968@googlemail.com>
To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>
Sent: Sunday, October 03, 2010 8:33 PM
Subject: Re: Pedals Facebook page

Hi Hugh,
The page exists & has been up and running for some time:
<http://www.facebook.com/group.php?gid=56418072185&v=wall>

It could do with more Pedals supporters signing up to it & maybe Paul or someone else taking on an admin role to keep it regularly updated.
cheers!
Councillor G. Richard Mallender
Green Party, Lady Bay ward, Rushcliffe Borough Council
Chair, Nottingham Green Party

On 3 October 2010 16:19, Hugh McClintock (Dell) <Hugh.McClintock@ntlworld.com> wrote:
> Richard
> I was asked recently if you had any chance yet to develop the Pedals
> Facebook page which you kindly offered to do some months ago.
>
> Have you been able to make any progress please?
> Thanks and best wishes, Hugh

....further message on this from Larry Neylon, 10 Oct, to Richard Mallender and myself

"Hi Hugh / Richard,
I've now got access to update this page, so will try and keep it updated.
Once it's been up and running for a couple of weeks with regular updates I'll add a link from the Pedals Website to it to publicise it.
Regards, Larry.

....comments to me from Larry (11 Oct):

"Hi Richard / Hugh,
Having looked at this and updated the group, I'm not sure that a Facebook group is what we need.

I've setup a Facebook Page on <http://www.facebook.com/pages/Pedals/161292370566048>

We can then add this as a link on the website so that people can "like" this page, rather than having to Join the group.

Does this make sense to you?
Thanks, Larry.

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

Meeting on 4 Oct with Norman Baker, MP, Under-Secretary of State for Transport, visiting Nottingham to discuss the NET extension and Nottm Station redevelopment plans and to meet interested stakeholders.

I was able to get in quite a few points about cycling when I met Norman Baker MP when he was in Nottingham on 4 October to discuss the tram extension plans.

I was also told that on the tram and bus tour earlier he had asked various things about cycling. He was taken at the end of the trip to the Bike Compound and told me later that he thought it perhaps seemed rather more out of the way than similar ones he had seen at Dutch Stations when he was in the Netherlands recently, on a tour to look at 'end to end' transport, he said. I know that very soon after that he opened the new Cyclepoint at Leeds Station, implemented by Northern Trains who are 1/4 owned by Dutch Railways, and whose design has been directly influenced by the latest Dutch good practice of such facilities. No wonder then that he found the Nottingham Bike Compound a bit of a let down!

At one point, after Jane Urquhart's presentation, he was talking about the UCycle Project to Chris Jagger, Director of Estates and Nottingham University and asked what was being done to link the new measures on campus to cycle routes

outside. That gave me a chance to come into the conversation with a comment about the crucial need to make the roundabout by the University west entrance safer for cyclists!

At the end of the informal discussion session he mentioned that he was very keen to fit in a quick visit to the 'Trip to Jerusalem and Lillian Greenwood MP (Alan Simpson's successor), who had organised the whole visit, invited me to come along too, along with Jane Urquhart and a couple of others, so that gave me a chance to ask him about other things he had learned on his Dutch visit and to discuss his views on Boris Bikes schemes, etc.

Greater Nottm Cycling Development meeting of 13th October.

Oral report at our meeting. The agenda for CDG Meeting was:-

1. Introductions and Apologies - (*Arthur Williams could not go but Hugh and Andrew represented Pedals*)
2. Mapping – including CfH, Broxtowe and Rushcliffe

Agreed that it was important to think about the wider aims of who were promoting online cycle mapping to and how as well as getting more detailed feedback to make sure that the recommended routes were reasonable, practical and accurate.

3. implications of City Council transport budget cutbacks, including implications for capital schemes
 - a. Strategic Cycling Network

Keith Morgan has produced a revised version of this. Matt Easter suggested giving more prominence to new and proposed routes on the west side of Broxtowe Borough (Erewash Valley and canal towpath) following his recent meeting with John Grimshaw to discuss routes proposals in the Bennerley Viaduct area.

- b. the Wilford-Clifton cycling commuter corridor proposals

Most of the proposals should still be implemented, despite the £40,000 budget cut. A start will be made with measures on Maid Marian Way and Carrington Street, Carrington Street / Queen's Bridge Road, and at the Main Road / Wilford Lane junction (ASLs).

Further improvements should soon be made at Crown Island as part of the Strelley Cycle Corridor Scheme

On the Hucknall Road corridor there will soon be some improvements at the Ring Road junction near the City Hospital.

- c. U-Cycle project related schemes

There is a good chance of some of the Ucycle Project funding for infrastructure being used for improvements at the roundabout by the west entrance to University Park. Keith Morgan to send Pedals a copy for consultation.

- d. maintenance of cycle paths / shared paths.

There was a particular funding problems a few months ago, Chris Carter reported, but this has now been sorted out, at least for the time being with cutting back of vegetation now going ahead both on the Big Track and the Rennie Hogg road – Birdcage Walk routes.

- e. Road Safety Scheme Development

N.B. It may be necessary to remind ourselves of our objectives and remit which is to act as a strategic advisory body. The issues at Bobbersmill/Churchfield Lane I think are a matter for detailed discussion outside the meeting but do bring up the issue of how some Council teams deal with capital schemes and inclusion of cycling facility in different ways

Hugh and Andrew emphasised the importance of cyclists' needs in such schemes being fully considered from the start and not just leaving it to when we were formally consulted. There was some debate about just how regularly used this route was by cyclists and also the practical problems in addressing the wider safety problems without inconveniencing cyclists wanting to go straight over.

4. new DfT Local Sustainable Travel Fund - potential for promoting cycling locally
Chris Carter agreed that this could offer some potential for cycle funding but only in combination with other sustainable transport measures. Further information on this still awaited from the DfT.

5. Highways Agency / AM Scott A52T capacity improvement proposals (Bramcote island - QMC island)
 - a. Vulnerable Road User Study
 - b. possible provision for cyclists on the stretch of Derby Road between the Priory and QMC islands
 - c. links to UCycle Project infrastructure enhancement measures, particularly to and from the University Park campus and between University Park and the Jubilee campus.

Keith Morgan showed a new plans from A-One Plus for The Priory junction, with the new toucan crossings added.

It was agreed that the draft VRU Study consultation provided a good opportunity to challenge A-One Plus about their insistence on maintaining space for two general traffic lanes between The Priory and QMC roundabouts, and therefore not providing cycle lanes.

6. Hub' Station Redevelopment Project and further cycling provision, e.g. in the proposed multi-storey car park, and promotion of safe access routes to and from the Station.
7. Cycling Best Practice
 - a. RideWise experience – see attached
 - b. ensuring consistency between detailed highway design / traffic management scheme layouts and Ridewise-type advice in training cyclists (e.g. on positioning of cyclists on the road, etc.)
 - c. publicity and promotion of cycling - possible lessons from Bristol Cycle Festival (September 2010), as recommended by Sara Basterfield of CTC.

Hugh circulated a copy of the brochure on the Bristol event which included 75 community-lead cycling events

8. Rides Programmes
 - a. the future of the Great Notts Bike Ride

Gary to approach the County Council for a definite decision on their future involvement. It was agreed that we needed asap to know where we are with this before considering possible alternative arrangements, e.g. a local Skyride or Major Charity organised Ride.

- b. Bassetlaw

Gary has heard from the informal group in Bassetlaw that has been promoting rides for some time and seems keen to continue to do so. Among those who come are people from over the county boundary in South Yorkshire, which lacks any such programme.

- c. Rural Rides

- Ridewise and future rural rides programme arrangements
- coordination of future rural rides promotion and a possible Pedals bid for special project funding, in cooperation with NCVS (Nottm Community and Voluntary Services), to be discussed at the Pedals meeting on 18 October.

New Ridewise arrangements for the Rural Rides not yet finalised, so don't expect any December Ride leaders debrief cum meeting to plan for next year's programme (and Christmas Social for ride leaders) as hitherto!

9. Nottingham Station Bike Compound
 - a. Signage
 - b. dialogue with East Midlands Trains about improvement to security etc. - next steps, including a) raising this general issue at the EMT/ SWT Stakeholder meeting in London on 21 October and b) possible lessons from the recently opened Cyclepoint at Leeds Station.

Hugh mention that Peter Briggs would be going to the London meeting, Keith Morgan said that EMT had been in touch with him about further security improvements.

John Cutler's criticisms of the spacing of stands were discussed and Steve Brewer insisted that they had followed Sustrans guidance on this.

Latest count shows 26 bikes using the compound, i.e. usage is steadily building up. So far there is only bike per stand; the test of spacing will come if usage continues to expand and then people can only get a space by starting to put a second bike on each stand.

Keith Morgan produce a diagram with proposals for improving signing which Hugh will bring to the next Pedals meeting to get feedback.

Hugh circulated a copy of the brochure on the recently opened 'Cyclepoint' at Leeds Station, which, he suggested, was now the state of the art for such a facility in the UK, and very much influenced by Dutch experience. The Leeds cycle parking facility is staffed 7-7 weekdays and 10-6 weekends with out of hours swipe card access. It also has bike hire and bike repair and well-stocked cycling information facilities.

10. update on existing and proposed Cycling for Health Projects in Broxtowe, Gedling and Rushcliffe.

Gedling project likely to fold soon but the Broxtowe one is going well, Adrian Juffs reported. The funding application for the one in Rushcliffe is still being processed, after a false start due to a misunderstanding about what sort of project was now envisaged.

11. Revision of 'Drive Safe, Cycle Safe' CTC-AA-RAC' advice brochure and potential for collaboration with other organisations such as the IAAM and Driving Standards Authority.

Hugh mentioned an article in the recent CTC 'Cycle' Magazine on a new CTC campaign on cyclists and lorry drivers which appeared relevant to develop our local drivers and cyclists campaign, even though accidents involving cyclists and HGVs was less of an issue here than e.g. in London.

Hugh also mention the Institute of Advanced Motorists Advice Note on Pedal Cyclists which John Franklin had produced, and which was briefly mentioned recently in the BBC Radio 4 'You and Yours' programme in which John was interviewed.

12. East Midlands' Cyclists Forum meeting in Nottingham on 2 October and plans for the next EMCF meeting in Leicester on 12 March 2011

Hugh reported on the decision to continue the EMCF, despite the radically changing regional context for transport and health policy, and this was welcomed.

13. Cyclists Facebook

Gary suggested that for Pedals to encourage use of feedback could be very helpful in getting feedback on proposals and recently implemented schemes (e.g. the Station Bike Compound), increasing the scope of using email to get such feedback, as now.

14. AOB:

Lenton Lane wrong signs and markings. Keith Morgan said that the shared use path signs should soon be removed but that getting the wrong markings taken out was likely to be much more problematic!

15. Date of Next Meeting: Monday 13 December at 14.30

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

Nottinghamshire Year Planner (Notts County Cricket Club) – message of 7 Oct from Lynn Higgins of, Sportwise-Marketing Ltd:

"Dear Hugh,

Thank you for taking the call today. It was a pleasure talking to you.

Please find attached the information for the Nottinghamshire 2011 B2B Wall Planner Chart.

This is going to be the biggest release to be circulated out from the Nottinghamshire County Cricket Club. And we feel this would be a fantastic way for Pedals (Nottingham Cycling Campaign) to profile yourselves next to the team to a huge audience throughout the County and surrounding areas.

As I said spaces are limited.

I look forward to hearing from you.

Kind regards, Lynn Higgins

Sportwise-Marketing Ltd

Official Year Planner

Nottinghamshire County Cricket Club have commissioned Sportwise Marketing once again to produce their Official Year Planner. We would like to offer you this opportunity to appear on this publication. Here are a few details about our Year Planners.

Publication Details

B1 in size, printed in photo quality full colour. The Official Year Planner includes a full working SASCO calendar, a holiday planner, club directory & information, with the banner and emblem emblazoned across the top to keep an emphasis on club colours.

- SASCO Calendar
- Holiday Planner
- Club Directory
- Club Information



[To View Previous Publications Click Here](#)

Distribution Details

The Year Planners take pride of place on the office walls of all the business associates, hospitality users, corporate clients and suppliers of the club. This will provide sponsors and company associates with invaluable information happening throughout the year at the club.

The Year Planners are hugely popular with the clubs sponsors and have a lifespan of one year commencing in January.

Businesses will utilise this Planner to plan staff holidays, meetings, corporate events and seminars. This will enable you to reach a huge potential target audience, network your services and profile your company.

Advertising Costs (ex VAT & p&p), & SIZES

• 8cm x 17cm	£ 395.00
• 8cm x 12.6cm	£ 335.00
• 17cm x 4cm	£ 235.00
• 8cm x 8cm	£ 235.00
• 8cm x 6cm	£ 200.00
• 8cm x 4cm	£ 175.00

PS. (7 Oct) comment on this from Chris Gardner:

"I agree with you Hugh, our advertising/marketing money is best spent on more pinpoint targets than this."

5. Forthcoming events / meetings

- Pedals meetings

Monday 15 November:

I am still awaiting a reply from Chris Carter to our invitation to him to come for a discussion at this meeting. I will try to chase him for a response before we meet next Monday.

PS (12 Oct): response from Chris

"Hugh

The impact of the Spending Review on future local authority LTP allocations won't be known until mid December.

We are not sure yet when the outcome of the national infrastructure review is to be published either which has implications for schemes such as NET/A453 and the Ring Road.

Would January therefore be appropriate?

Chris

Chris Carter | Transport Strategy Manager |

Development | Nottingham City Council |

4th Floor | Loxley House | Station Street | Nottingham | NG2 3NG

T: 0115 876 3940 | E: chris.carter@nottinghamcity.gov.uk

In view of this I have replied suggesting that he come instead on 17 Jan. We could then try to get Joanna Ward of the Ucycle Project to come on 21 February.

Who do we now want to get to come in November – John Holmes, perhaps?

- Other meetings / events

Friday 15 October: talk on Pedals experience of the Wilford Suspension Bridge campaign to the AGM of Nottingham Community and Voluntary Service (NCVS)

I have been invited to do a 10-minute presentation about this, which will be a dry run for the similar one to the Community Groups and Climate Change Action conference in Mansfield on Saturday 13 November.

Sat 6 Nov: CTC-Cyclenation national cycle campaigners conference in Edinburgh, hosted by Spokes, the Lothians Cycling Campaign.

I have now booked to attend this.

The keynote speaker is in fact a former Pedals activist from the early 1990s, Tom Rye! He is now a Professor of Transport Planning at Napier University in Edinburgh, but in the early 1990s was doing a PhD at Nottingham Trent University and came regularly to Pedals meetings for a year or two!

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

"Hello Hugh,

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

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

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

Thanks in advance,

Helen Hemstock

Marketing and Communications Manager

Greater Nottingham Transport Partnership

Tel: 0115 9471 772

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

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

Nottingham Light Night on Friday 18 November – invitation to Pedals to take part:

" Dear Hugh

I was wondering if you and some fellow cyclist would want to participate in our next Light Night taking place in the city on Friday 18 Feb.

I was hoping for a group of cyclist to decorate their bike with fluorescent fabric and led lights and make a bit of an impact on Light Night by riding the city streets or having a bicycle jam somewhere in town.

I look forward to hearing from you

Kind regards

Sharon Scaniglia

Principal Arts Officer

Arts and Events Team

Culture and Community Services

Nottingham City Council

2 Floor

Isabella Street

Nottingham

NG1 6AT

Email sharon.scaniglia@nottinghamcity.gov.uk

Telephone 0115 9158604

...and a further comment from Sharon in responding to my acknowledgement of her email:

"Thanks Hugh.

I am keen to have cyclists and bikes out on light night.
Kind regards, Sharon"

There was no interest in taking up a similar invitation for the Night Light this February – is there any more interest now, I wonder, given how important some people often say that Pedals needs to do much more to “raise our profile”?**

....and my comments in circulating this on 11 Oct:

"To Pedals activists

I have already circulated this to Pedals Committee members, I know, but thought on reflection that it might be a good idea to circulate it more widely to Pedals activists (and Ridewise and the Cycling for Health project team, etc.) ahead of the agenda for our next meeting on Monday 18th October, to help give it a higher profile and more consideration than when it gets tucked away deep in the agenda alongside lots of other more pressing matters!

I am conscious of the fact that we had a similar invitation last night from Sharon, which unfortunately generated zero interest, despite the fact that people quite often comment at Pedals meetings that most local cyclists have never heard of us and that we need to do far more to raise our profile! It would therefore be good if we, perhaps in cooperation with others, from Ridewise, CfH etc. could respond more positively and enthusiastically this year, particularly if there is someone, or a couple of people, prepared to take on the job of liaising with Sharon about the details of this so that we can take advantage of this excellent opportunity to raise our profile by getting involved in this very popular event.

I might mention that Sharon herself is a keen cyclist and, as some of you old-hands will know, an old friend of Pedals too. About 10-15 years ago she worked in a similar post for Rushcliffe Borough Council and as such was one of the key people we worked with there in the days, when, for several years in the 1990s, we and RBC ran a ride and swim during National Bike Week. Not long after that she moved to the City Council and we rather lost contact but she is now evidently very keen to renew this link.

I will ask Peter Osborne to put this on the agenda for our next meeting but hope that this email can perhaps spark of some interest ahead of that!

Hugh

....response of 11 Oct from Dave Clark:

"HI HUGH, I will be doing my bike up with flashing lights etc that I had from butlins, so if any one else wants to join me we can do something.

dave clark"

7. Cycle facility and traffic management matters

Impact on cycling of City Council transport cutbacks, as announced on 29 Sept:

Includes Saving £45,000 on a £400,000 scheme to create a new cycle corridor between Nottingham and Clifton (as discussed in detail at a site meeting in June)

The Big Track - need to cut back overgrowing vegetation and avoid further deterioration especially near Clifton Bridge – my message of 3 Oct. to John Lee, City Council

" John

While I am well aware from previous correspondence that money for cycle path maintenance is now getting very restricted I must draw you attention to the particular problems of overgrowing vegetation on various stretches of the Big Track route, especially near Clifton Bridge, e.g. on the ramp down to the riverside path from Queen's Drive (just north of the Park and Ride site), and just near the start of the off-road path west of the access road to the Grove Farm playing fields. There are also similar problems on parts of the route in the Lenton-Clifton Bridge etc. area.

After all the effort that has been made in the last few years to upgrade the riverside paths as part of The Big Track route, and the great efforts to promote this flagship route, it does seem a very great shame if these problems now get much worse and we revert to the situation that prevailed on much of the Grove Farm path 2-3 years ago when the overgrowth of vegetation was so bad that it made it quite hard to get through either on a bike or walking, as well as increasing the risk of conflict between path users, so that the path had then to be rebuilt. Once overgrown vegetation gets to a certain point, of course, it also greatly increases the risk of damage to the surface, again badly eroding the improvements put in place only a year or two ago.

Is there anything that can be done please to avoid these problems getting more and more out of hand at such problem locations?

Hugh

Bobbers mill/Churchfield Lane junction: ADC1321 – message of 24 Sept from Arthur Williams to Jennifer Williams, City Council

"Dear Ms Williams,

As an active member of Pedals, who is also a member of the Greater Nottingham "Cycling Development Group", I was concerned to see the plans for the above junction. I know Andrew Martin has already been in touch with you regarding the possibility for better provision for cyclists.

At present, although this is a tricky junction for cyclists at peak times, at other times it is part of an ideal route between (for example) Forest Fields and the University of Nottingham campuses. Since there is room in the central reservation for a pedestrian refuge, I cannot understand why there cannot be provision for a cycle refuge, since a bicycle takes up less space than a pedestrian pushing a children's buggy, for example. I expect that the cycle refuge lanes may need to be slightly diagonal, but that would have the advantage of making it difficult for them to be abused by scooters or motorcycles, and also would ensure that cyclists cross each carriageway separately. I am sure that a suitable crossing for each direction could be designed into this scheme.

Unfortunately, although this may appear to you as one single junction, there have been a number of similar road layout changes around the city, and if this trend continues many useful cycle routes will become even more disjointed. If the City Council is serious about supporting carbon-free travel, there should be no further disruption of cycle routes that already exist. With proper provision for cyclists, this junction could become part of an excellent commuting/student cycle route."

...Alfreton Road, Bobbersmill Road and Churchfield Lane – message of 26 Sept from Andrew Martin

I spoke with Jen and discussed my concerns regarding Nottingham City Council's proposals for this junction. The scheme is intended to address 'road safety' after approximately thirty recorded vehicle collisions in four years. A central reservation will prevent all vehicles from crossing straight over Alfreton Road and ban right turn movements into Bobbersmill Road and Churchfield Lane.

The following notes are based on our conversation and my further thoughts after subsequent routine uses of the junction.

The two alternative routes for cyclists wishing to use Churchfield Lane are

1 Poulter Close. I would never turn right at this location as vehicles approaching from behind accelerate over the bridge and traffic is generally fast and frequent in the lanes heading North.

2 Radford Boulevard junction with Gregory Boulevard. A busy junction which makes for a disjointed journey.

I emphasised the importance for cyclists of the direct, traffic-calmed Bobbersmill Road and Churchfield Lane, which Jen described as a 'quiet route' (by which I think she meant an unsigned cycle route with relatively little recorded cycle use). I stated my view that the proposed 'road safety' scheme echoed some other city highway 'improvements' which generally lead to disproportionately inferior road conditions for cyclists.

Jen referred to a public consultation for occupants of the properties in the area, and mentioned that few cyclists expressed any views. I asked if the central reservation could accommodate cyclists and Jen stated this would not be possible as the space might permit access to motorbikes and small cars. I also asked if the pavements could be shared with pedestrians or a cycle lane be added in both directions, to permit use of the proposed pedestrian crossing, and could this be a Toucan-a definite 'no'. This episode surely proves the need for the existence of Pedals?!

Hugh, perhaps we can all consider giving a different/improved emphasis to Traffic Regulation Orders, as a few probably 'slip through the net'. This Alfreton Road scheme would have been missed if you hadn't posted it to me! Would you be able to email those of us who regularly attend meetings, with a description of each location and scheme proposal for us to volunteer to deal with?

Please note I am working on the Wednesday afternoon of the CDG so please pass on my apologies.

Andrew

....comments on this to Arthur Williams from Jennifer Williams, City Council (28 Sept):

"Arthur Williams,

Thank you for your email.

Traffic origin and destination surveys were carried out at peak times (morning (8.15 to 9.15) and evening 17.15 to 18.15) for 4 days the second week in June week at Churchfield Lane junction with Alfreton Road and Churchfield Lane junction with Hartley Road. It was noted that only one cyclist travelled along Alfreton Road outbound in the morning peak with no turning movements during the undertaking of the surveys. Only one pedal cyclist was involved in the 30 reported injury accidents (Jan 2004 to June 2009) whilst turning left and undertaking a vehicle also turning left from Bobbers Mill Road onto Alfreton Road.

I have spoken to our Traffic Signals and Highway Design department to investigate into the feasibility of a Toucan crossing. However, the footways are too narrow to accommodate cyclists and pedestrians. The footways cannot be built out due to the running lanes on Alfreton Road are already restricted.

Following on from the Origin and Destination surveys separate pedal cycle surveys were not undertaken due to the low usage around this location.

A feasibility study from our Highway Design department was carried out to include two "splits" in the proposed central reservation for cyclists, however due to accommodating the width and turning angle for cyclists these gaps would encourage other vehicles (motorcycles and small to medium cars) to violate the cycle splits.

There is a "quiet" cycle route that links Bobbers Mill Road and Churchfield Lane but it is currently unsigned. It has been suggested that the route can be signed for pedal cyclists to show the safest route and this is to dismount and use the proposed upgraded Puffin Crossing.

This proposed Road Safety accident remedial scheme is in full support of sustainable travel. However, due to the low number of accidents and low usage of cyclists crossing at this junction we are only able to justify inputting cycle provisions that offer the best value for money.

I hope that you can appreciate that within this scheme the needs of cyclists have not been ignored and every avenue of investigating into appropriate cycle provision has been included.

If you have more comments please let me know and I'll get back to you as quickly as possible.

Many thanks, Jen

Jennifer Williams

Senior Officer - Accident Investigation

Nottingham City Council

Lawrence House | Talbot Street | Nottingham | NG1 5NT

Tel_ (0115) 915 6544

Fax_ (0115) 915 6550

.....further comments from Arthur Williams (28 Sept):

"Andrew, Hugh,

One comment that might be worth making is that 2nd week of June is outside University term time, which may have an influence on the number of cyclists using this route.

I can't quite believe that cycle splits could not be built into the junction. They'd have to be stupidly wide to let small cars through. Somehow it just doesn't make sense.

I'd like to know what you think.

Regards, Arthur

.....further comments from Andrew Martin (29 Sept):

"A survey on four days in June, at the end of the University Year, is hardly representative and unlikely to show statistically significant results for cycle useage.

Could do better!

Andrew"

Consultations on minor City Council / County Council schemes, e.g. Traffic Regulation Orders (TROs) for double yellow lining and other minor traffic management measures:

At each meeting I bring along a bunch of consultation letters from the City Council (and a few from the County Council) on minor traffic management schemes / Traffic Regulation Orders etc, on which, it seems to be, there is usually no need for a Pedals group response but which may well matters of concern to particular members / activists who have detailed knowledge of that area, such as in the case of the Churchfield Road / Bobbers Mill scheme mentioned at our last meeting.

In most cases these consultation letters I circulate at meetings for people to see, in case they wish to make such an individual response, give a deadline for responses which is at least a week or two after the meetings. However, where I receive such a letter with a deadline much earlier (and in some cases before our monthly meeting has taken place) I will

then send them directly to someone who I think may have a particular interest in these proposals, as I did to Andrew Martin in the case of the Bobbers' Mill scheme.

It may also sometimes be the case, as with this one, that the consensus, at least from people with detailed local knowledge, is that the proposals do in fact raise wider and more substantial issues that do merit a full Pedals response.

Cycle parking in the City Centre – message of 6 Oct from Andrew Martin to Chris Carter and Keith Morgan, City Council:

"Dear All
Cycle Parking Use / Capacity

I would like to support positive change for cyclists at Nottingham Station, for which I am sending attachments 2336-2339, which show the Porte Cochere at just after 4pm on Sat. 25/9.

Attachments 2351 and 2352 show pictures taken yesterday (Tuesday 5/10) at about 1pm, firstly at the Western end of the Old Market Square, and then in Hockley. These two images clearly show that there is a demand for cycle parking, especially as there is a bike locked to a tree-guard! Perhaps more people would cycle into the City Centre, and therefore reduce the numbers of single-occupancy cars, if they could find somewhere to lock their bike?

I would strongly recommend additional cycle parking stands be provided within Nottingham City Centre, e.g. in the Market Square and in Hockley.
Yours for cyclists
Andrew, Pedals Facilitator"

Cycle parking at the Medical School – message of 11 Oct from Susan Young to the Ucycle Team:

"Hi
Just to let you know that it is getting to be very difficult parking cycles outside of the Medical School. I was here by 8.55 and there were no spaces and many already locked to the railings with more cyclists turning up looking for spaces.

I have been mainly riding my folder recently but have noticed that many days the main stands are full before 9am. There are not many stands, two of which are very poorly sited. There is a lock up but many cyclists do not want to go to the bother and it is not ideal access out of hours. There is a lot of turn around of cycles too. Outside of core hours the Medical School is closed off from the hospital which deters some from using stands around the hospital.

Seen quite a few Ucycle bikes around campus and the surrounding areas..

I attended a Lenton Community meeting last week. These are held quarterly and include local stakeholders (councillors, Nottm Uni, residents, local police etc). Melanie Futer was there and there was much discussion on cycling. I informed the meeting about Ucycle and that all the bikes were issued with bells, lights and the offer of cycle training but accredited trainers and to Nationally agreed standards.

I also said that you and Pedals would be reminding people to use lights & bells. In addition, I said I would keep Melanie informed and asked her to copy me in if there are any cycling related issues and I would make sure they were passed to you and Pedals.
Susan

Pedals campaign launched early this to year to improve cycle parking at shops and health facilities

Early this year we launched on our website a campaign to improve the quantity and quality of cycle parking at shops (and then also at health facilities, both at Peter Brigg's suggestion). This followed my own personal campaign to get improved cycle parking at the Coop in West Bridgford.

I put several images, of poorer and better examples, on the campaigns pages of the Pedals website but only had a few other images submitted in response to the subsequent appeal in a newsletter.

Should we now seek in some way to refresh this campaign, or abandon it?*

Cuts in funding for the Wilford-Clifton cycling corridor improvements – my message of 4 Oct to Chris Carter, City Council:

"Chris
I gather that around £45,000 now has to be cut from the funding for the Wilford-Clifton cycling corridor improvements. Could you please tell me that this implies by way of what detailed proposals of the whole scheme now will and will not go ahead?
Hugh

Kathy Shaw's campaign on the issue of awkward barriers on cycle paths in the Compton Acres area of West Bridgford; link to story in the Nottm Post of 25 September:

<http://www.thisisnottingham.co.uk/news/Campaign-launched-cycle-path-barriers/article-2683722-detail/article.html>

use of Sharp Hill subway by cyclists (as part of a cycle route between Edwalton etc. and Ruddington) – my message of 22 Sept to Paul Hillier, Clive Wood and Steve Jones, Notts. CC.

" At yesterday afternoon's meeting of the Rushcliffe Environmental Partnership Paul Phillips from RBC happened to mention, in some brief discussion about the Sharp Hill housing plans, that he had been told at a meeting last week that the County Council were now opposed to cyclists using the subway under the A52T at Sharp Hill, which I was very surprised to learn.

If this is indeed the case I would be interested to know what the reasons might be for this apparent change of mind to having shared use of this very useful facility under the A52, especially with improved access and both sides and forming part of a cycle route from West Bridgford and Edwalton to Ruddington, with links through the new housing etc. Even if the right of way remains a footpath rather than a bridleway it could of course become a footpath with permissive access for cyclists, as in other cases.

Any comments please?

Hugh

....and my message of 24 Sept to Paul Phillips on this, having discussed the matter with Paul Hillier:

"Paul

I have now spoke to Paul Hillier at the County Council about this and he told me that both he and Clive Wood are a bit surprised to hear that someone in the County Council is apparently now taking this negative line. Can you therefore please let me know who it was in the County Council that mentioned this to you yesterday so that he can follow it up internally?

Paul's attitude seems to be that, although the relatively low headroom of the subway is not ideal for a shared use subway he can well understand that many cyclists would want to use it, especially if the approaches are upgraded in connection with links to and from the new housing development. He also accepts the point that cyclists would use it anyway so it seems short-sighted to want to prohibit them.

Thanks and best wishes

Hugh

....and my message to Jane Baines, Rights of Way Section, Notts County Council (6 Oct): rights of way in the vicinity of the subway under the A52T at Sharp Hill and connections to Edwalton and West Bridgford etc.

"Jane

Following a brief reference to cyclists' use of the subway under the A52T at Sharp Hill (as part of a future cycle route between Edwalton / West Bridgford and Ruddington) during some discussion about the new housing development at the recent meeting of the Rushcliffe Environmental Partnership Paul Phillips has forwarded to me a copy of your letter of 17 September 2010 to Matthew Marshall of RBC Development Services about Discharge of Condition 10 - Green Infrastructure / Landscape - Proposals on the Green Infrastructure Network f 08/00664/OUT for the Bovis Homes etc. planning application which is useful.

To help me digest it properly it would be helpful if you could please let me have a copy of a plan showing the various footpaths and other links referred to.

Incidentally, while we are well aware that the headroom of the subway is a bit less than ideal for a cycle route we do think, as I have pointed out to Paul Hillier, that its advantages in other respects, as a wide and traffic-free link under a very busy trunk road, easily outweigh that relatively minor disadvantage, which can be addressed (as in similar situations elsewhere) of clear warning signs to users about the exact headroom. The new housing does offer a very good opportunity to provide much better links on the northern side, linked to the wider cycle network and green infrastructure provision in the new development, with safe and direct connections to Edwalton, West Bridgford etc.

If it is thought necessary to install barriers to deter motor cycle access to the farming land to the north, we would urge please that these be very carefully designed to minimise inconvenience to other, legitimate users, e.g. by staggered barriers rather than A-frames, and carefully installed to ensure adequate space between the staggered barriers, to facilitate wheelchair and bike trailer use.

We would welcome an opportunity if it helps to discuss these issues in more detail at a suitable occasions.

Hugh

for Pedals

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

From: "Paul Phillips" <PPhillips@rushcliffe.gov.uk>

To: "Paul Hillier" <paul.hillier@nottscc.gov.uk>; <Hugh.McClintock@ntlworld.com>

Sent: Wednesday, October 06, 2010 9:47 AM
Subject: Fwd: Re: Cycle route at Edwalton

Hugh / Paul

I have got this document from our planners - it appears from this that's its not quite as black and white as I had been told - there are some issues that need sorting out

Best Wishes, Paul
Paul Phillips
Environmental Sustainability Officer
Rushcliffe Borough Council
(Tues - Thurs)

Direct Tel. 0115 914 8595
Email: pPhillips@rushcliffe.gov.uk

.....response of 8 Oct from Jane Baines re Sharp Hill subway and status of access routes, etc.:

"Hugh

Plans attached relating to the letter

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

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

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

Cyclists who use the route will be trespassing technically.

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

I hope this is clear and answers your questions.

Jane

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

....and response of 9 Oct. from (Rushcliffe Councillor) Rod Jones:

"Hugh

Yes. I inspected it in the summer and agree with your observations.
Frankly I don't know a way through the quagmire.

I was hoping that after considering my application and NCC Rights of Way Committee approving it as a right of way subject to installation of a motor cycle blockage on the south entrance - that NCC RoW Team would ask Wells to shift the earth he put there. And that the Highways Agency, who object to the blockage as it obstructs them accessing drains, would tell him to shift it.

Neither seems to have happened. I suspect that there is inertia between these two with the additional factor of the planning application and a hope that the developers will do all the work.

This is silly because people want to use the underpass and those who did have been stopped for the last 2 yrs.

What is additionally galling is that the land under the A52 and the verge does not belong to Mr Wells. I was told it belongs to the Coop! Of course that is probably just an arcane fact and of no practical use - other than the point that the blocking was not legitimate.

I am copying this to Angus Trundle RoW Team in the hope that he can and will activate something.

Rod

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

Sent: Wednesday, October 06, 2010 5:12 PM

To: [Rod Jones](#)

Cc: [Peter Rasmussen](#) ; [John Bannister](#) ; [Karina Wells](#)

Subject: Sharp Hill subway right of way access and signing etc.

The recent exchange of emails involving myself, Paul Phillips and Paul Hillier of the County Council, about the basis of Paul P's recent remark to me that he had been told that the County Council were now opposed to the use of the Sharp Hill subway by cyclists, prompted me to take a fresh look at the subway today, in the light of this and all your earlier hard work to sort out the rights of way status of paths in this area and including the subway.

I was therefore very surprised to see that the subway remains as blocked off as ever and indeed when approaching it on foot on the northern side found it very hard to see at all where the access to it was, so well has it now been camouflaged! Only on the south (Landmere Lane) side is it obvious, though clearly totally obstructed on its northern side. And if course there is still no signing of any right of way through it.

I therefore wondered just what your understanding is now please of the efforts to get the landowner to remove the obstruction and to sign the right of way through the subway, and its approaches?

Hugh

...and my comments of 10 Oct in forwarding Jane Baines' email of 8 Oct to Rod Jones:

"Even if the route through the subway is technically only to be designated as a public footpath that need not preclude permissive access for push bikes being allowed, as happens on various other footpaths, e.g. on parts of Sustrans Route 6 in the north of the county.

I do know of cycle route subways with substandard headroom being promoted elsewhere in the country, e.g. the one in Bedford by the River Ouse which you can see from the train a little south of Bedford Station when travelling from Nottingham to St. Pancras. The sign clearly warns users of the restricted height 5 feet and 8 inches (i.e. 1.7m). It is on the riverside section of the cycle route between Bedford town centre and Kempston.

Hugh"

....further comment from Rod Jones, 11 Oct:

"Only comment on the J Baines email which I can make which you can use - is that many but not all of the users who I (the claimant) gave in evidence were people who use the path to cycle through.

Rod"

...and my response to this message from Rod (11 Oct)

"Rod

Since the main objection to designating the subway for use by cyclists as well as pedestrians seems to be that the headroom is inadequate for a route on which cycling is to be encouraged I thought I would look at what the relevant Department for Transport guidance says about this. In the DfT Local Transport Note 2/08 'Cycle Infrastructure Design' there is a section (10.10) on page 69, which deals with headroom and width on off-road routes.

This says (para 10.10.1) that

"new subways for use by cyclists ideally require headroom of 2.4 metres (2.7m for lengths over 23m) and widths of at least 5m to minimise the potential for conflict between cyclists and pedestrians."

However, in the next para (10.10.2) it goes on to say

"The headroom in existing pedestrian subways is typically 2.3m, and routes under canal bridges often have less clearance. The restricted height should not lead to automatic rejection of a proposal to permit cycling. It may represent the best available option if potential risks to users can be managed."

Although I don't know the exact headroom of the Sharp Hill subway I guess that it is, at most, only a little under 2m, so would have thought we can argue a strong case in the light of this advice for cycling to be formally allowed. There is of course no problem at all with the width which must be at least 5m if not 6m!

To reinforce this case I will try to get some more evidence of subways elsewhere in the UK being used for shared use, despite officially substandard headroom.

On the other point they have raised, about the nearby rights of way being only public footpaths and not bridleways, even if they insist on ignoring your point about many of the users who supported your claim were cyclists, we can suggest that they designate the route as a public footpath with permissive access, as has been done on various other paths in the county (and elsewhere) e.g. on parts of Sustrans Route 6 in the north of Nottinghamshire.

We must keep plugging away at this, with both the County Council and Highways Agency being so sluggish in practice about even opening up the subway at all, let alone formalising cycle use, so that we do not miss the opportunity for better links offered by the advent of the major new housing development.

To help get wider interest and support I will not only raise this at the monthly Pedals meeting next Monday but also at the next evening's West Bridgford Local Traffic and Transport Group meeting, which John Bannister chairs. It was in fact at one of those WBLTTG meetings about ten years ago that I recall one of the then regular attenders, Peter Rasmussen, drawing our attention to the subway and its potential to form part of a good cycle route! Since then Pedals has regularly argued the case for it as part of a longer cycle route connecting Ruddington with Edwalton and West Bridgford (Gamston etc) and included it on our various revisions of our comprehensive wish lists for Rushcliffe.

Hugh

PS
I have also now checked the Cycling England website and found some useful advice there too at http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2008/10/c01_headroom.pdf

Hugh

proposed conversion of the Cotgrave mineral rail line to a countryside path – my message of 11 Oct to Michael Bedford

Michael

Thanks for this. Can you please let me know more about the proposed conversion of the Cotgrave mineral line to a countryside path, about which I know little apart from a passing reference last week which I had from Matt Easter of Sustrans.

Thanks, Hugh

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

From: [Michael J BEDFORD](#)

To: [Michael J Bedford](#)

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

Sent: Monday, October 11, 2010 8:50 PM

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

Kam

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

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

I look forward to your early response.

Kind regards, Michael.

Michael J BEDFORD, MiMo Associates,

Tel: 0115 845 0151

Work mobile: 0789 4899720,

michael@mimo.org

....response from Michael Bedford (12 Oct) and my comments

"Michael

Thanks for your response which I will think about and report to the next Pedals monthly meeting, next Monday.

I do remember this idea being floated several years ago by Mike Harbron, who was then (until his early retirement about 3-4 years ago) Head of the Local Plans section at RBC, and also a keen cyclist. However, it then seemed to die.

Knowing how best to proceed is certainly not made any easier now not just by the present economic climate but also by the at least very indifferent attitude of the County Council now to the promotion of cycling, with several Councillors now distinctly hostile, in fact.

Hugh

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

From: [Michael J BEDFORD](#)

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

Cc: [Matt Easter](#) ; [Peter Osborne](#)

Sent: Tuesday, October 12, 2010 9:55 AM

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

Hugh

At present, I have very little further information & Notts CC are not very forthcoming. They could or would not confirm the current owners of the line! I'm sure that Land Registry will have the details but I personally do not wish to fund the search.

This change of use, which Matt (Sustrans) agrees is very feasible from a technical aspect, will be dependent on funding. However, Notts CC have this proposed route on their current cycle map, which at least means someone has thought of the possibility & raised it's profile. Whether, in the current economic climate, it will get any priority remains to be seen.

Any follow-ups from your direction would be appreciated.
Cheers, Michael.

Bye-Pass Road, Chilwell – planning application – message of 30 Sept from Broxtowe Cllr. Steve Barber (Pedals member) asking for Pedals comments:

“Hugh and Gary

Application 10/00289 is for 85 dwellings on Bye Pass Road, Chilwell. Accesses will be from Bye Pass Road and Charles Ave and a through cycle route is possible. Also there is potential (and money) to much improve the cycle path along Bye Pass Road as part of this development. One could think the plans need scrutinising from your viewpoint and lobbying at this stage could be effective.

As vice chair of planning I can't express an opinion. I shall be chairing the meeting probably on 21 October when this comes before us. I attach one of the plans from the Broxtowe Web site.

Whistles into the air and waits.

Cllr Steve Barber
Broxtowe Borough Council
Town Hall
Foster Ave
Beeston
Nottingham
NG9 1AE
0115 922 5806

....comments of 1 Oct from Gary Smerdon-White:

”Hi

I think Hugh is best qualified to consider the points of detail on cycling infrastructure.

However with Broxtowe wanting to do some carbon reduction/get out yer car work I wonder if its worth going a step further and suggesting a 106 condition for a green travel planning approach?

I've seen some really good green transport schemes so just some thoughts for a 'Broxtowe Green Development Accord'

If Hugh gets satisfied with the cycling the site will have

- Good cycle access around the site, access to the cycle network which is extensive locally for leisure and commuter access (big track, Nutbrook, Broadgate into the city etc). Reasonable access to Attenborough and Beeston Stations. Some bus and bike inter-change, a great local bike shop – Sid's
- Excellent buses in Kangaroo and Mango Area
- Reasonable access to the 2 stations – I know its not like a tube system but Attenborough has never ever had such good services as now.
- Potential tram
- Some reasonably pleasant walking

So why not ask the developers to provide a 'Broxtowe Travel Package for New Housing' which can be used for information when selling the properties and then for promotion when the people move in. The info pack would include

- Cycle maps – leisure and commuter
- Bus route maps, how to pay, ticketing arrangements (journey, day, multi-tickets, season type tickets)
- Train timetables and route maps from the two stations
- Tram pamphlet
- Info about promotions when they move in e.g.
 - Free Cycle Training with RideWise of course, discounts at local cycle store
 - 10 Kangaroo's and a topped up Mango for say 20 journeys(a month)
 - A free railcard for 12 months

All this info and move in offering could be provided by the developer and as against the profit margin on each home it's a spit in the ocean. The first developer in this case could stand the cost of say BigWheel developing the first pack for you. Once one is done some of the work is done for other developers – Obviously route maps are site specific but the promotional offering need not be.

Broxtowe could do a bit of an evaluation

- asking the developer to get enquirers to answer a questionnaire with Q's like
 - did any of the info have an impact on their wish to buy,
 - do they intend to use a car predominantly
- on moving in same sort of Q's
- 3 months and 6 months later – did it make any difference

I'm happy to make this sort of suggestion against this planning application
Gary

...response of 2nd October from Steve Barber:

"A lot of what you say Gary could be something scrutiny could look into. Once the aims are worked out I'm happy to propose that we do that. Witnesses would include Pedals and Ridewise."

Cllr Steve Barber
Broxtowe Borough Council
Town Hall
Foster Ave
Beeston
Nottingham
NG9 1AE
0115 922 5806"

.....Bye Pass Road Chilwell - proposed new housing development and cycling provision (Broxtowe BC application 10/00289) – my comments of 7 Oct to Steve Barber:

"Steve

I have now had a chance to visit the area and to give more thought to the implications for cyclists of these housing proposals.

It is always useful in new housing developments to give advantages to cyclists and pedestrians in favour of more direct links than those for motor vehicles, as to well to ensure good safe and coherent connections to nearby cycle routes and the wider cycle network.

I therefore wonder if such a direct link, wide enough for safe shared use (e.g. 3 metres, though with bollards spaced carefully to prevent motor cycle abuse) could be provided between the main loop road within the site and the short access road from Charles Avenue? It would also need to be well-designed to avoid sharp bends and to have good lighting so that people still feel safe using it after dark.

Apart from that link there should be no need for separate cycling provision within the site provided that the access road is designed to keep motor vehicle speeds down to a maximum of 20mph (as recommended in the DfT 'Manual for Streets' guidance published about 3 years ago).

In terms of links to the wider cycle network there is certainly a need to provide to provide good links to nearby routes including the existing (though rather sub-standard) shared paths on the west side of Bypass Road. It would therefore be useful for developer contributions from this new housing to be used to help improve this facility, which is of particular value to less confident cyclists in particular. This improvement must include a well-designed layout where the shared path crosses the main housing access, with drivers encouraged to slow right down and watch out for cyclists crossing in both directions. This means providing a much better layout than, for example, was provided a few years ago when the new housing at Birkin Fields (Cartwright Drive) was developed (despite its being part of Sustrans National Cycle Network Route 6) where there is little incentive to drivers to slow down and cyclists are clearly regarded as the less important road user!

I also very much endorse the wider comments made by Gary Smerdon-White in his message to you of 1 October about the need for a general green travel planning approach.
Hugh

....and comments on this from Adrian Juffs (Ridewise Trainer and Ridewise rep on the Cycling Development Group):

"Hugh

Agree with your suggestions/points; particularly those re links to existing cycling infrastructure and improving Bye-pass west. Some further thoughts:

New estate

Difficult to tell from the plan whether there are 'cut throughs' between the different areas of the estate (e.g. affordable housing and market housing areas) that could be made for cyclists to use as well as pedestrians. There should be. For example, to be able to access Charles Avenue from wherever in the estate: the Charles Ave junction with Attenborough Lane gives access to e.g. the recreation ground opposite (via a cut through on the opposite side of the road, which in turn gives access to e.g. Newall Drive/Ransome Road/Swiney Way etc, the Army Barracks (via Chetwynd Rd), and up to Field lane and so off-road access to Toton, Stapleford, Bramcote Park/Swimming Baths etc.

Children

Many are likely at some point to attend Chilwell School and/or use the adjoining Chilwell Olympia sports facilities – literally just across the road (East). Suspect they wouldn't use the Clarence Road way in to the school (South), which leaves the only other option of the footbridge (North – near Scrivelsby Gardens; and not cycle friendly). Options should be looked at for creating say a Toucan crossing into a new schools entrance for those walking/cycling from this estate. The new entrance being an opening, almost immediately opposite the new estate main entrance, through hedge and across a small beck/brook into the old (disused I think)

tarmac playing area in the school. This entrance would also give access around the school to the school entrance off Long Lane (NCN6) and so to access the Big Track (off where Long Lane becomes Meadow Lane).

Adults

Are also very likely to use the Chilwell Olympia, so the above suggestion will benefit them too. Likewise to be able to access the Big Track (via Long Lane NCN6 North) and also Attenborough Station (via Long Lane NCN6 South).

Many may also make use of 'The Village' swimming/health/sports facilities (further South along A6005 towards Toton) – and adjacent retail park/shopping areas. They may also possibly use that same route to access Attenborough Nature Reserve from Barton Lane entrance, as this leads directly to the well used visitor centre there, and gives access to leisure trails out towards Trent Lock, Erewash, Nutbrook Trail, Shardlow and so the other side of the Trent etc.

Young families may appreciate having easy walking/cycling access to the Chilwell recreation ground (via Charles Ave) and playground (as mentioned above).

From a commuting perspective, there are many other linkages that can be considered. I suspect as many living in this development may well travel in the Toton/Long Eaton/Derby direction as will travel into Nottingham. Others to Chilwell (North)/Bramcote to get to Stapleford/Trowell/Ilkeston. Those travelling into Nottingham and wanting to use the canal/river routes (i.e Big Track) are likely to join the river via Attenborough Lane/The Strand into Attenborough and the nature reserve. Attenborough Lane also enables cyclists to join NCN6 at the junction with Long Lane.

Suspect there will interest in visiting local pubs. Most obvious are The Cadland and the Charlton Arms (High Rd, Chilwell). There is a footpath North (poorly maintained the last time I used it), roughly opposite (West) where the Bye Pass Rd forks, that takes you between Kirk Close and Karen Gardens and out very close to both of these pubs. Thought should be given to improving that cut through for cyclist and pedestrian use.

Adrian

Adrian Juffs

07905 068420

adrian.juffs@gmail.com"

7. Autumn newsletter

Likely to be going to press on about 20th October, i.e. very soon after our next Pedals meeting so please let me have any items by then at the absolute latest.

8. Miscellaneous items

Re: [Pedals Website Enquiries] East Midlands Trains problem - Message of 12 Oct from Chris Matthews and my reply:

"Chris

Thanks for this message which is the first I had heard about this decision by EMT.

I will raise this at the next Pedals meeting on Monday week and also meanwhile Dave Holladay of Transport Management Solutions who works with CTC on public transport issues.

best wishes, Hugh

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

From: <chrismatthews82@gmail.com>

To: <jneylon@ntlworld.com>; <Hugh.McClintock@ntlworld.com>; <andrew@veggies.org.uk>; <chris.gardner@nsn.com>; <Arthur.Williams@nottingham.ac.uk>; <Susan.Young@nottingham.ac.uk>; <peterozz@hotmail.co.uk>

Sent: Tuesday, October 12, 2010 8:05 PM

Subject: [Website Enquiries] East Midlands Trains problem

> Chris Matthews sent a message using the contact form at

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

>

> Hello,

> Have just found out from the train manager on the East Midlands Train

> service from Loughborough to Nottingham, they they are planning on making

> it compulsory for cyclists to reserve their place on the train, ban bikes

> from the vestibule and (strictly) allow only two cycles per train. That

> means that we have a train service which serves 3 cities with a population

> of over 1/2 million and yet only allows 2 cycles per train. Just thought

> you should know that things in this case appear to be getting worse and

> that I am in the midst of writing my monthly letter of complaint to them.

> Regards,
> Chris Matthews

Cycling and rush hour in Utrecht, Netherlands – sent by Karina Wells on 23 September”

Hi Hugh,
I have just uploaded this video on the Green Streets website and thought you might like it too.
<http://hembrow.blogspot.com/2010/05/cycle-rush-hour-in-spring-in-utrecht.html>
Karina

Interview on cycling in Nottingham for Greek TV (ERT): my message of 1 October to Kostas Argyros, ERT:

“Dear Mr Argyros,
I was very interested to meet you today and to be able to contribute an interview about cycling in Nottingham for your programme in greening projects in Western European cities.

If you are indeed going on to Bristol and would like me to put you in touch with a representative of cyclists there I can easily do so, if you let me know.

I much look forward to seeing a copy of the finished programme in due course.
best wishes,
Hugh McClintock
for Pedals (Nottingham Cycling Campaign)

Introducing WEGO, Carbon Neutral Couriers – message of 5 Oct from Chris Beattie, Pedal Express

“After 12 years of carrying hundreds of thousands of delivery miles by bicycle, train, electric and biofuel van we now feel that we have out grown the name **Pedal Express**. As our business has grown, the emphasis of the work has moved from cycles towards a wider range of eco-friendly delivery solutions, especially to electric and bio-fuel vans.

The name Pedal Express, while allowing us to stand out from the other couriers in the East Midlands, has therefore become a little outmoded. But, after a lot of deliberation, cups of coffee and months waiting for the trademark certificate to arrive, Pedal Express will be launching [WEGO Carbon Neutral Couriers](#) in October this year.

And of course, because of their speed and efficiency, bicycles will still be playing an important role for smaller deliveries. We just want to make sure all our clients know that we can move any delivery for any distance, while still providing the competitive and ethical service that you have come to expect from us.

So we believe the name *WEGO Carbon Neutral Couriers* better reflects the services we offer, and initial feedback has been very positive — we hope you approve too!

You will start to see our logo and livery change in the next few months.

And we’d like to thank you for your continued custom.

From us all at **Pedal Express**, soon to be **WEGO**.”

I-phone apps for cyclists: my message of 28 Sept to Jonathan Shewell-Cooper, Atos Origin

“Jonathan
In view of your involvement in the Transport Direct cyclist journey planner trial I wonder if you knew about this?

<http://www.guardian.co.uk/environment/series/bike-blog>
best wishes, Hugh

...and this, from the CTC’s Cycle Clips of 1 Oct 2010:

“If you’re an iPhone owner, there’s now an even quicker way for you to report potholes and bad road surfaces. CTC’s just launched the **Fill That Hole iPhone app**, [free from the Apple App store](#). Developed with support from [Aggregate Industries](#), the app combines a photograph of a pothole with GPS technology to pinpoint the exact location of the hazard. The report’s then sent to the highway authority responsible, so they can fix the hazard. We’re now looking at developing an app for smart phones which use the Android operating system. You can still report potholes through www.fillthathole.org.uk.

As well as reporting potholes, cycling iPhone owners can now also map their journeys by mobile: the app follows the launch of [Bike Hub's cycle journey planner for iPhone](#), based on a cycling specific satnav-style routing engine

Ride Leicester Blog – an idea for Nottingham perhaps?

From: [Andy Salkeld](#)

To: [Andy Salkeld](#)

Sent: Wednesday, September 29, 2010 11:46 AM

Subject: Ride Leicester Blog

For info.

You can now follow regular updates from Ride Leicester events, news and useful info. at www.rideleicester.blogspot.com

Thanks to inspiration of Citizens Eye & Wave Young Reporters

Thanks , Andy Salkeld
Cycling Co-ordinator
Leicester City Council (York House)
New Walk Centre
LE1 6ZG
0116 223 2114
email: andy.salkeld@leicester.gov.uk

I want your 100 Words for Bicycle – message of 29 Sept from Andy Salkeld:

"Please write something for this - we are trying to collate at least 100 submissions by end of October as part of 'Everybody's Reading' & want a few more submissions before we push it further afield ...

Poem, story, joke, observation, polemic, rants, raves or random verbage ...

<http://www.100wordsforbicycle.blogspot.com/>

Don't be shy & do pass it on to cyclists with something to say - In 100 Words !!

Thanks
Andy Salkeld
Cycling Co-ordinator
Leicester City Council (York House)
New Walk Centre
LE1 6ZG
0116 223 2114
email: andy.salkeld@leicester.gov.uk

Bristol Cycle Festival 2010 - potential inspiration for Nottingham? – my message of 4 Oct to Gary Smerdon-White and Helen Hemstock, The Big Wheel:

"Gary / Helen

Sara Basterfield who works for CTC and who lives in Bristol was telling me recently about the amazing number (over 75) and variety of cycling events recently (11-26 September) promoted in Bristol. They also involve a very wide range of groups, public, private and community-based etc.

I have now received a paper copy of the Festival brochure which she arranged for me to be sent (and which I will bring along to the Cycling Development Group meeting next week) and this has reminded me also of their very impressive website: <http://bristolcyclefestival.com/>

Perhaps there are some lessons here for future cycling promotion in Nottingham?

Hugh

Make high-vis your biz if you're cycling at night (from The Big Wheel e-newsletter for October 2010)

The clocks go back in a few weeks, so now is the time to think about cycling safely in the dark.

Plan ahead: keeping safe and being visible requires a little bit of forward thinking. Read on for our top tips on being a responsible seasonal cyclist!

Make sure you can be seen

By law, for night-time riding you need to have a white front light and a red rear one, plus a red rear reflector and amber pedal reflectors. And if your bike has a dynamo, remember that your lights will go out when you stop. Although they're not a legal requirement, a white front reflector and wheel reflectors will further increase your chances of being seen. If your machine doesn't meet these requirements you are not only breaking the law, but you also represent a hazard both to yourself and to other road users. So get it sorted.

You are what you wear

Bright or fluorescent colours are best in daylight while reflective materials work best at night. The best value option – suitable for day and night – is a reflective belt and matching arm bands. A reflective vest or jacket is also a cheap and ideal solution. You can also pack it away in your bag easily after your journey. For the same reason, reflective bands for ankles and sleeves are also a good bet.

Get a bell

Nottingham has miles and miles of safe roads and cycleways but they are nearly all shared with pedestrians, so bells are crucial for safety so you can warn people that you're approaching – even more important when the days become shorter.

For more information on training and advice on safer cycling in Nottingham, visit www.ridewise.org.uk/

9. Special discussion on Possible Pedals Project funding bid.

Message of 20 Sept from Peter Briggs: Possible funding to support Pedals activities - information for 20 Sept meeting (which came too light to include in the September meeting background notes)

" Hugh and I had a meeting with Richard Bacon, Group Development Officer for Nottingham CVS, on Friday last to discuss the possibilities for bidding for some funding to support Pedals activities.

Richard identified a number of funds which might be tapped through a *speculative* letter and also other funds where a bid could be made against a **specific project identified by Pedals which also met the specific requirements of the funder.**

Some funders require the applicant to attach:

- 1) annual accounts
- 2) Equal opportunities policy
- 3) Constitution

Richard Bacon is providing me with *templates* for the sort of information that would be required and I will circulate these as soon as I have them.

If Pedals wants to consider bidding for a specific project then the Pedals Executive may formally need to agree an equal opportunities policy.
Peter Briggs

.....information (20 Sept) from Sophie Lafayette (NCVS) who we met:

“Dear Hugh and Peter,

It was nice to meet you both last Friday. I've included information on the funding we discussed:

- East Midlands Airport Community Fund
<http://www.eastmidlandsairport.com/emaweb.nsf/Content/CommunityFund>
Some areas Pedals operates in falls within the area of benefit (West Bridgford)
Maximum grant £2,000
Project must meet at least one of the following: “To bring the community closer together through facilities for sport, recreation and other leisure time activities; Offer environmental improvement and/or heritage conservation; Improve awareness of environmental issues through environmental education; Encourage and/or protect wildlife”.
- Veolia Environmental Trust
<http://www.veoliatrust.org/index.php?fuseaction=About.main>
Must have a constitution. Average award £25,000-£40,000 – may be useful for future funding with a well developed, strategic project.
- Naturesave Trust
http://www.naturesave.co.uk/trust_naturesave.html
Has funded other cycling projects.
- Lush Charity Pot Funding
http://www.lush.co.uk/articles/our_charity_support/guidelines.html
Up to £10,000, average £3,000. Does not need to be a charity.

In addition, below is a list of trusts that may also fund aspects of your work, they vary in the amount they will award. They don't necessarily have a formal application form and to apply for money you would need to write a letter outlining what you are looking for money for. The link for each trust will take you to their information on the charity commission website where you can find a bit more detail about them and how to get in contact with them. I think these may be a good source of income to compliment any projects you are running.

- [Thomas Edward Clarke Trust](#)
- [University of Nottingham's Community Chest Fund](#)
- [Andrew Buchanan Charitable Trust](#)
- [Forman Hardy Charitable Trust Grant](#)
- [Greater Nottingham Groundwork Trust](#)
- [Lilian Frances Hind Bequest \(Trustees of Lady Hind/Lady Hind Trust\)](#)
- [Thomas Farr Charitable Trust](#)
- [Thoresby Charitable Trust](#)
- [Whitaker Charitable Trust](#)

There may also be additional funding sources depending on the type of project you decide to develop. For example, if you were doing a project that worked specifically with young people, there are many funders that would only fund projects targeting that particular group. It really does depend on the project and the above are really only examples to get you thinking of the kind of funding opportunities available. Also, with the smaller trusts, you need to be clear about the projects you are running and what you would like their money to pay for.
I hope the information above is useful to you. Good luck with your applications.

Kind regards, Sophie
Sophie Lafayette
Group Development Intern,
Nottingham Community and Voluntary Service (NCVS)
7 Mansfield Road, Nottingham, NG1 3FB
Reception: 0115 934 8400
Email: sophiel@nottinghamcvs.co.uk
Website: www.nottinghamcvs.co.uk

....and further information from Richard Bacon, who we also met on 15 Sept:

“Hi Peter, Hugh

Good to meet you both on Friday. I believe Sophie is putting together information regarding avenues for funding so please have a look over them and get back to me with any questions. I do urge you to approach things from a project point of

view rather than identifying a funder first. Though attracting funding is more difficult in the current economic climate, there are still a number of different funders about.

I'm attaching sample policies with this email. Please have a look over them and adapt them as necessary for your organisation. We have a series of sample policies that we can send you but I believe these 3 are probably enough for the time being.

I look forward to hearing from you in due course

Regards

Richard Bacon

Group Development Officer

Nottingham Community and Voluntary Service (NCVS)

7 Mansfield Road, Nottingham, NG1 3FB

Direct line: 0115 934 9506

Helpdesk: 0115 934 9548

Reception: 0115 934 8400

Email: richardb@nottinghamcvs.co.uk

Website: www.nottinghamcvs.co.uk

....and his further message of 22 Sept:

"Hi Hugh/Peter

I thought the following free briefings with funders might be of interest to your group:

http://www.nottinghamcvs.co.uk/training/ncvs/2010Oct_2011Mar/2010_10_06_Meet_the_funder_Notts_Comm_Foundation.pdf

http://www.nottinghamcvs.co.uk/training/ncvs/2010Oct_2011Mar/2010_11_10_Meet_the_funder_Big_Lottery.pdf

Best wishes, Richard Bacon

Group Development Officer

Nottingham Community and Voluntary Service (NCVS)

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