

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 21 September 2009

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

AGENDA

1. Welcome, and apologies for absence

2. Minutes of the Pedals Meeting of Monday 17 August 2009 and matters arising / update

- minutes of Greater Nottm Cycling Development Group meeting on 18 August (circulated on 26 Aug) including discussion on cycle mapping
- provision of cycle parking outside NHS Direct Walk-In Centre, Island site, off London Road
- riverside path on north bank of Trent near Sat Bains restaurant west of Clifton Bridge.
- Addressing cycling on pavement issues: need for clear and consistent signing of where it is legal to cycle
- Request from Keith Morgan, City Council, for ideas for improvements to Sustrans Route 6 through Nottingham
- Developing the Pedals wish list for Nottingham city.
- New riverside path link under Trent Bridge between Victoria Embankment and Trent Lock / Beeston canal
- Wilford Suspension Bridge repair progress and long-term right of way status
- New 'No Cycling' sign at the Welbeck Road end of the Wilford Suspension Bridge
- New cycle path alongside former railway embankment (and proposed tram route) between Coronation Avenue, Wilford riverside and Wilford Lane.
- report of meeting on 11 August with County Councillors Barrie Cooper and Gordon Wheeler (and also John Bannister and Richard Mallender) to discuss proposed lighting scheme on Riverside Path between Suspension Bridge and Wilford and upgrading of riverside path between Trent Bridge and Holme Pierrepont and follow-up since then including problems with the legal status of the path.
- Signing of connecting path between the riverside path by the Nottingham Sailing Club (next to the NWSC) and Adbolton Lane, Holme Pierrepont
- NET Phase 2 extension routes and cyclists: report of my meeting of 14 Sept with Mitchell Stevens
- improving cycle parking at local Coop stores: my message of 17 Sept to Roger Geffen & Sam Walton, CTC
- Consultation on Bingham cycling proposals

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

4. Introduction to Kevin Fleming, local bike recycling coordinator, Framework Housing Association Bike Club

(15 minute break)

5. Forthcoming meetings / events etc.

(Speakers at and other arrangements for) Pedals monthly meetings

- 19 October, 16 November, 21 December etc.

Other meetings / events:

- Items for Greater Nottingham Cycling Development Group, Wednesday 14 October
- Big Day Out (The Big Wheel), 11am-4pm, Saturday 26 September, Nottingham Castle
- Transition Nottingham Urban Harvest Festival, 27 Sept.

6. Cyclenation/ CTC national campaigners' conference to be hosted by Pedals and Notts CTC on 14 November 2009

- Update on sponsorship and budgeting
- Update on volunteers including IT liaison, and local media liaison roles, key roles, back-up roles and meeters and greeters, plus proposed registration and briefing arrangements for volunteers
- Proposed arrangements for collating materials for and stuffing conference packs on evening of Thurs 12 Nov.
- Possible outside equipment needs including flip-charts, urns and teapots and transport arrangements.
- Seminar for local authorities on Local Transport Plans and cycling at The Broadway Cinema on Friday 13 November: update on programme and speakers.

7. Cycle facility and traffic management matters:

- **Major matters:-**
- Reopening the link past the Low Level Station between London Road and Manvers Street, Sneinton: meeting of 14 Sept with John Rhodes and Tom Huggon.
- City Council / Environment Agency proposals for change to the Victoria Embankment area, The Meadows: report of my visit to public exhibition on 17 Sept.
- future Big Track route developments: the Trent Regional Park and the wider regional context: my message of 17 Sept to Gary Smerdon-White

- Problems for cyclists with barrier by drain on shared path between Landmere Lane (West Bridgford) and Ruddington
- Problems for cyclists with traffic-calming feature on Ruddington Lane, Wilford
- Gamston (West Bridgford) area cycle routes and petition to improve road safety near Ambleside play area.
- **Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):**
- Nottm City Council Forest Road West (Restriction of Waiting Traffic Regulation Order TMP 6784((deadline for comments: 25 September)
- Nottm City Council Proposed School 20mph zones: Clifton North and Clifton South (TMP6802,6803,6804,6805)(deadline for comments 7 October)
- Nottm City Council Midland Way, Radford: Prohibition of Waiting Order (by 8 October)

8. Autumn newsletter

- timing of going to press and circulation

9. Miscellaneous items

- Proposed Respect for the Road campaign to encourage more respect between cyclists, drivers and pedestrians.

10. Any other business

BACKGROUND NOTES (including extracts from some relevant emails)

*** means feedback especially wanted please**

**** means help please!**

1. Welcome and apologies for absence

1. Apologies for absence from

Mara Ozolins, Alison Russell, Susan Young, John Wilson,

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

Present: Hugh McClintock, Peter Osborne, David Miller, Malcolm Kennerley, Susan Young, Arthur Williams, David Clark, Chris Gardner, Terry Scott, Roger Codling, Liz Kirk and Peter Briggs.

Apologies for absence: Andrew Househam, Andrew Martin, John Wilson, Mara Ozolins, Alison Russell

Pedals Marquee. Dave Clark and Dave Miller are sorting out a repair for this. It will need to have two new sides put in. The aim is to have the repaired marquee ready for The Big Day Out at Nottingham Castle on Saturday 26 September.

Local Planning Applications. Richard Cooper has volunteered to monitor relevant local planning applications with important implications for cyclists.

Bus Intrusion into Advance Stop Lines (ASLs). The City Council is producing a poster to address this issue. It was agreed at the meeting that representatives of NCT and Trent Barton should be invited to a Pedals meeting to discuss ASLs and more general issues around cyclists and buses.

Riverside Path: Trent Bridge to Holme Pierrepont. The County Council is taking over and putting new investment into Holme Pierrepont. On the back of this, there may be opportunities for improvements to this much used track but there is also a long standing dispute both over the legal basis for cycling on this route which is officially still only a public footpath, and a dispute between the County Council and Rushcliffe Borough Council over responsibilities for maintenance. It is this conflict which has been mainly responsible for the steady deterioration for the surface and width and signing of the path.

Finance. Dave Clark gave details of a website (easyfundraising.org.uk) that may provide a means for Pedals members to raise money for Pedals each time they make a purchase over the internet. It was agreed to pursue this further.

The more general issue of Pedals status as a non charitable organisation was raised. Being a charity may open up more opportunities to obtain finance. This will be discussed at another meeting, perhaps after further investigation by a subgroup and a recommendation to the next AGM.

Meetings. September's meeting will be a general catch up meeting and Kevin Fleming will attend to introduce himself. October's meeting will hold discussions on cycle mapping with Steve Brewer and Keith Morgan. We may invite the Sustrans Universities and QMC Bikelt staff for the Feb 2010 meeting.

Tram Extension. Pedals is to lobby again for cycle carriage on the trams. Cycle parking at tram stops will be provided, but it is unlikely that cycle lockers will be provided at the time when the new Clifton and Chilwell lines are opened. Also on the NET extension plans Hugh has been sent a series of detailed drawings, for different sections on both extension routes, by Mitchell Stevens and it was agreed that he should forward these to Peter Briggs, Susan Young, Dave Clark and Dave Miller for their comments, which he will then collate and discuss with Mitchell Stevens of the NET Project Team.

NHS Direct Walk-In Centre. There is poor access to this for cyclists and no provision for cycle parking. This is being looked into. Getting improved cycle access will depend in part on progress with the City Council's Turning Point East scheme, now delayed.

Cycle Maps. Experience Nottingham (promoters of tourism in Notts) has produced two nice maps of Sherwood Forest. Available free from the city tourist office; contact details should appear soon on the Maps and Books section of the Pedals website. They are a useful addition to literature for our stalls.

Newsletter. Next edition goes out in September. Its format will be reviewed for future editions.

Pavement Cycling. This may incur on the spot fines of £30. Part of the problem in the city centre is the inconsistency of signs indicating where cycling is (or is not) allowed. Any cyclist who thinks he/she has been wrongly fined should take relevant photos and contest the fine.

Gresham Park. The new path between Coronation Avenue (Wilford) and Wilford Lane, just east of the former railway (to be used for the NET extension to Clifton) will be completed soon. We need to make sure this is kept open all the time for use by the general public.

Wilford Suspension Bridge. Work is progressing well and may even be finished before October. But at the Welbeck Road end "No Cycling" signs have been erected, apparently instead of 'Cyclists Dismount' signs which have been up for some time on the other side of the approach to the blind bend on the west side of the bridge. Hugh to take up with Clive Wood at the County Council.

National Cycle Campaigners' Conference, Saturday 14 November.

Organisation is progressing well. The Lincolnshire Poacher has been booked for the Friday night. We have a private room there. A restaurant has been booked for the Saturday night. The catering is fairly basic due to financial constraints. £300 has been allocated for speakers expenses.

We are budgeting for around 80 paying places at the conference plus a number of free places for volunteers and CTC HQ staff, and speakers. The booking form is sorted and bookings will be taken from September. We will need to take some payments on the day though payment in advance (preferably via Paypal) will be strongly encouraged.

We need around ten volunteers for registration, meeters and greeters and bike storage.

We need a couple of large urns for tea and coffee (this will help keep costs down). Susan appealed for people to suggest sources from which we could borrow these, and also large tea pots.

We also need clear signs made and a volunteer media person. Chris Gardner was thanked for agreeing to be i/c Equipment for the Conference. John Bannister (not present) was suggested as a suitable person to be responsible for local media liaison (*and, postscript, subsequently agreed to take this on*).

Offers of accommodation should be emailed to Susan Young.

The Big Wheel is helping with local media liaison and has produced a flyer (which needs a little bit of tweaking) to go on the Pedals website. This is a big opportunity to raise the profile of Pedals.

There will also be a separate event, a seminar on Local Transport Plans and cycling, on the Friday (13 November) mainly for people from Local Authorities and organised primarily by CTC and Cyclenation, with some Pedals involvement, e.g. in booking the venue (the Broadway) and in handling bookings. The event would be heavily subsidised by Cycling England and therefore free for those attending (other than their lunch and travel costs).

Possible charity status for Pedals

Peter Briggs said it would be very advantageous for Pedals to have charity status and he could advice on how to go about this.

Agreed to raise this at the AGM next March,

Update (including late items mentioned under Any Other Business at the 17 August meeting, but which were too late to be included in the agenda and background notes sent out for that meeting).

minutes of Greater Nottm Cycling Development Group meeting on 18 August (circulated on 26 Aug) including discussion on cycle mapping

Much of this was concerned with the proposed actions on cycle mapping, which we will have an opportunity to discuss in more detail at the October Pedals meeting with Keith Morgan and Steve Brewer.

There was also news on the outcome of the Sustrans / City Council funding bid to Cycling England for Bike-It officers at the two Universities and QMC and I hope to be able to give more information on this at our meeting.

Let me know if there are other matters arising from these minutes which people would like to discuss now.

Request for cycle parking outside the NHS Direct Walk-In Centre on the Island site, off London Road: my exchange of emails with Murat Basaran, NHS Nottingham City (17 Aug):

"Murat

Thanks for your response. I have now had a letter from Mindy Cacopardo, Executive Assistant to the CEO and Chair of NHS Direct saying that they have asked their Head of Estates and Facilities "to be sure that your request is attended to" and goes on to say "He will be giving it directly to Brian Seaton who manages our Facilities at our East Midlands site...if you have any further queries please correspond with him at Brian.Seaton@nhsdirect.nhs.uk

Hugh

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

From: [Murat Basaran](#)

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

Cc: '[Phil Insal](#)'; '[Matthew Price](#)'; '[Chris Carter](#)'; '[Keith Morgan](#)'; '[Graham Lansdell](#)'; '[Cathy Melia](#)'; '[Gary Smerdon-White](#)'; '[Paul Dodsley](#)'; '[Jennie Maybury](#)'

Sent: Monday, August 17, 2009 1:27 PM

Subject: RE: copy of my letter to NHS Direct CEO re need for cycle parking at Nottingham Walk-In Centre

Hi Hugh

I've been away for a few days, so catching up now

Thanks for letter and info

Yes I have asked for a link for spokes on the staff intranet, not sure when that will happen. We could highlight this at next Steering Group meeting with new PCT lead and I'll pass onto the TP consultant to see what can be done

Regards

Murat

message from David Litchfield (12 Aug 2009): riverside path near Sat Bains west of Clifton Bridge

"Hugh,

I note with interest your comments about the rutted and uneven surface in places along this route. There is a similar problem with the path on the north side of the river that leads from close to Sat Bains restaurant under Clifton Bridge (very rough and stony here) and along the river at the back of the Queens Drive Park and Ride (very rutted here) before joining the cycle path that runs alongside Queens Drive itself. I only recently discovered this very useful path which is spoiled by poor surface for much of its length. If you run a wish list for the City Council, perhaps this could be added.

Thanks., David

....comments of 13 Aug from John Lee, City Council:

"Hugh, I think David is referring to the section between the gate next to Sat Baines under Clifton Bridge to the start of the crushed stone track heading towards Queens Drive - I agree that this section needs sorting although I don't think this is council owned land, so we would have to get permissions sorted.

Also, I have just written to the university who are the new owners of the section of river bank between Clifton Bridge and Grove Farm asking them if we could replicate what we have done along Grove Farm across their new bit of land. If they agree this will mean the Big Track will follow the river as opposed to going along the Old Lenten Road, between Sat Baines and Grove Farm as it currently does, meaning the section David is referring will be redundant. If they don't then I'll look at funding to sort this section out. Ill let you know what the Uni say.

Cheers, John Lee

Public Rights of Way

Traffic Management

Environment and Regeneration

Tele: 0115 9156078

Addressing cycling on pavement issues - the need for consistent signing: my message of 16 Aug. to Chris Carter, City Council:

"Chris

I have had another complaint from an aggrieved cyclist about the example of inconsistent signing in the Old Market Square area which I mentioned to you, you may recall, at our last CDG meeting. This is the shared path sign that faces southbound cyclists near the bottom of King Street, near the Brian Clough statue, which implies that you can legally cycle

past it, with no other sign then following, e.g. in front of the Council House, to indicate that you cannot and must dismount. The person I spoke to was particularly aggrieved because he was then fined!

I have mentioned other examples of such inconsistent signing, e.g. on Woodhouse Way at Strelley, and would emphasise the point that Pedals has made before (e.g. in our Position pavement on pavement cycling) that having clear signs and markings is a very important part of discouraging riding on pavement and giving cyclists' confidence that actions to address this will be balanced and fair.
Hugh

....**PS.** Steve Brewer has now assured me, contrary to my previous understanding, that **cycling across the Old Market Square in front of The Council House is indeed legal** so there is no case for anyone doing this, e.g. after passing the 'shared path' sign at the bottom of King Street, being stopped and fined for riding illegally.

The reason for this particular right not being clear is that, until a few years ago, there was a clearly differentiated roadway and footway in front of the Council House, with cycling legal on one and not on the other. That distinction technically remains although for some time now the dividing line between the two on the ground has ceased to be clear!

Request from Keith Morgan, City Council, for ideas for improving Sustrans route 6 through Nottingham: my message of 18 August, and responses:-

"Keith Morgan from the City Council has asked me asap to let him have ideas for improvements to Sustrans route 6 through Nottingham so please let me have them.

Ones I have already mentioned to him include:-

- the very unsatisfactory situation for cyclists near the Sainsbury's store by the junction of Bar Lane and Nuthall Road (A61)

- the need for resurfacing of the cycle path between Leengate and Abbey St, Lenton (east of the QMC)

Other ideas please asap!

Thanks, Hugh"

...comments from Peter Osborne and my comments:

"Peter

Thanks for your comments. I quite agree with you about the bridge over the railway which is a bit of a sore point.

When Sustrans route 6 was being planned we were given to understand that that footbridge would have to be replaced as part of the plans for implementing NET Line One, due a few years later, and that it would then be rebuilt so that it was much easier to cycle over, i.e. with ramps.

However, a few years later the bridge was indeed rebuilt, without consulting us, and we then realised, too late, that it was little easier to take a bike over than it had been before!

Hugh

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

From: [peter osborne](#)

To: [Hugh McClintock](#)

Sent: Tuesday, August 18, 2009 9:37 PM

Subject: RE: ideas for Sustrans Route 6 improvements in Nottingham

Hugh- ideally some Sustrans rangers would spend a day surveying this route. This is generally a poor route due to the urban landscape through which it passes. One of its worst features is having to drag, pull or carry one's bicycle over the railway at Bulwell.

...comments of 19 Aug from Chris Gardner and Gary Smerdon-White:

"Hugh

I agree Chris's suggestion is not within the scope of Keith's request but what I thought the Cycle Development Group agreed (and not just me) was something a bit more substantial yesterday. We (including the County rep) agreed that we need to think more strategically at the future GN cycle network so

- NCN6, if it is mainly a leisure facility, should fit in more with
 - Developments of Erewash Canal and riverside, Attenborough
 - Potential riverside developments to east of Trent Bridge and out to Newark either side of the Trent (north side through Left Bank Flood Defences, southside through Grantham Canal etc?) – eventually I assumed we'd expect an NCN number for it/them on a circular Incredibly Big Track?
 - Development of a Leen corridor
 - Big Track
 - Linking and taking leisure cyclists through the more interesting and touristic parts of the GN area
- Commuter facility provided (poorly) through NCN 6 in Beeston at present does, as you point out below, have various practical problems and constraints so should be considered and improved as part of Tram and Beeston

Station developments – even if NCN 6 was re-aligned for leisure purposes as floated above then a parallel route with Queens Road would likely still be needed for commuters.

All this now needs to be discussed with Sustrans as Nicola could not make the meeting and I realise that this doesn't help Chris G, or all of us who avoid NCN6 through Beeston, in the short term but it starts to show a way forward for something decent in the medium to long term. Once Keith, Steve and Paul are able to do the 'fledgling GN strategic cycle network map' I think the discussions can be really entered into with a positive input from everyone.
Gary

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]
Sent: 19 August 2009 10:14
To: Gardner, Chris (NSN - GB/Huntingdon)
Cc: Nicola Jones; Peter Osborne; Gary Smerdon-White; Keith Morgan
Subject: Re: ideas for Sustrans Route 6 improvements in Nottingham

Chris
Thanks for your comments.

I fully agree with your points but unfortunately that section lies in Broxtowe and therefore comes under the County Council rather than the City and there appears to be little County Council interest in making improvements to it! Gary S-W was suggesting yesterday that we encourage Sustrans to consider making the improved riverside route the official Route 6 route, in view of the various practical problems in getting a better route where it runs now.
Hugh

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

From: [Gardner, Chris \(NSN - GB/Huntingdon\)](#)
To: [ext Hugh McClintock \(Dell\)](#)
Cc: [Keith Morgan](#) ; [Nicola Jones](#)
Sent: Wednesday, August 19, 2009 9:54 AM
Subject: RE: ideas for Sustrans Route 6 improvements in Nottingham

Hugh,

The section between Beeston station and Humber Road South is just a maze of alleys, kerbs, awkward corners and glass - quite simply this is not a National cycle route but a local paperboys rat run.

Not really an improvement idea but certainly a problem area. The alternative - I find it safer and much quicker to cycle along Queens Road.

cheers,
Chris

.....**from Paul Hill (19 Aug):**

"Hi Hugh, Nicola and Keith
I do have one item on the agenda for that I saw over a week ago which had slipped my mind until today when I was passing through Wollaton en-route to home.

On the southside of the railway bridge above Radford Bridge Road there is a manhole cover (possibly a sewage manhole) that is exposed and very dangerous to all users not so noticeable coming from the north but if you look at it from the south side of the bridge you will notice a hole where the tarmac/concrete is missing and this needs addressing urgently before someone on foot or on two wheels has a nasty accident at this juncture.

If I get the chance tomorrow I will take a picture of this and send you a copy for your records.
Regards, Paul

....**from Peter Briggs (20 Aug)**

"I assume we are referring the Nottingham City Council area only, in which case some lighting along University Boulevard specifically for pedestrians/cyclists would be useful as the trees when in leaf shade the path from light. When the trees are not in additional cycle track/footpath lighting is required to counter the glare caused by car headlights when cycling out of Nottingham.

The croquet club people also drive past the park entrance to park on the verge often several yards along the cycle track. This is not permitted and is potentially dangerous. Cars need to be prevented from doing this.

A service standard needs to be created as to salting/gritting cycle tracks in winter. Will they be done or does the City want cyclists to cycle for example along University Boulevard in winter? In which case will it advise cars of the additional need to watch out for cyclists?

If you want some comments about route 6 related to Nottinghamshire I can provide you with more.
P"

Nottingham City: developing a Pedals wish list.

Since this Spring I have been building up a file with notes of suggestions for the Pedals wish list for Nottingham City, following on the 3 we prepared earlier for the County Council.

I suggest that it is unlikely that we will make much further progress with this until early next year but meanwhile do keep on making suggestions for me to include. I will also mention this in the next newsletter, about to go to press.*

Chris Carter from the City Council has said that this would be very useful for them and has asked to us to divide the list into suggestions by ward boundary.

City Council Advance Stop Lines poster:

This has been finalised and I have asked Steve Brewer to send me an electronic copy to circulate and put on the Pedals website. (PS. This was emailed around on 18th Sept).

I have not yet had a chance to look and see how many of the comments made to Steve about the draft have been taken on board!

New riverside path link under Trent Bridge between Victoria Embankment and Beeston canal and Trent Lock:

As far as I know this is still due for completion by the end of this month.

Wilford Suspension Bridge repair

I have been chasing Fraser Pithie at Severn Trent for an update about this but he has been away.

As the date for reopening approaches we need increasingly to think about our campaign for getting a more secure right of way over the bridge.

I have discussed this briefly with Roger Codling, who represents CTC on the City Local Access Forum, and also with Tom Huggon of the Nottingham Civic Society who is also on the LAF and a very experienced environmental lawyer, with much detailed knowledge of rights of way legislation.

New 'No Cycling' sign by Wilford Suspension Bridge - my message of 17 Aug to Clive Wood and Steve Jones, Notts CC:

"Clive
Steve

I was rather surprised to notice recently that a new 'No Cycling' sign has been erected at the Suspension Bridge end of Welbeck Road, West Bridgford, just where the narrowed path through to the riverside path starts.

When work was about to start on the Suspension Bridge repair work several months ago a sign, asking cyclists to dismount on approaching (from the Rivermead flats direction) the sharp corner and narrowed path was erected which seemed reasonable but I cannot understand why now it has apparently been thought necessary to erect this other sign, banning cycling altogether and not just asking cyclists to dismount (during the period of repair work) which would be understandable. It is also inconsistent in that a) differing signs are now used at opposite ends of the approaches to the narrowed path and sharp bend and b) there is no other sign, round the corner, to tell cyclists when they can legally cycle again.

It also seems surprising that this new sign has appeared only now, about half way through the bridge repair work period. Even if it is really thought necessary to have it in place for the rest of the time until the bridge repair work is completed, can we at least be sure that it will then promptly be removed, when the hoardings are removed and the full path width is restored? It will also be important then to ensure that the existing blue cycle route direction sign, which has been become dislocated during the time that the bridge has been out of action, will be put back to face the right way (as well as removing the various yellow 'please use alternative route' signs on the various approaches in the area).

Hugh

PS. The sign has now been turned to the side and Clive Wood tells me that it should soon be taken down!

new cycle path between Wilford Lane and Coronation Avenue (near new Becket School) – my message of 16 August to David Litchfield and Dave Miller:

"Dave
David

I see that work on most of the new cycle path alongside the old railway on the east side of Wilford, between Coronation Avenue and Wilford Lane, near the new Becket School and its Wilford Lane access road junction is now complete, apart from finishing the lighting columns and doing the last bit near the school entrance.

I did in fact take a look at work on the path about ten days ago, getting round the barriers towards the riverside end, and when I got down near the school one of the workers told me that it was now up to the School to complete the remaining bit (as it appears to cut through their grounds). Noticing yesterday that there are still no signs of work on this missing link I wonder if we are now perhaps in for a series of problems with the Becket School about this similar to those we had for about a year with the Emmanuel School in getting the cycle path completed last summer open to the public. From the maps of the Gresham Park cycle route network, which the County Council sent me 2-3 years ago I know that all of this new path (running alongside the proposed new tram route) is supposed to be a public path so it would be very unsatisfactory if there was again some problem in it being generally available as soon as it is all finished.

Since you two live much closer to the new path than I do I wonder if you could possibly keep an eye on the situation and particularly signs of progress on the missing link at the school entrance / Wilford Lane end, as we get nearer the targeted completion date of 31 August. We can then start to chase about this should it be necessary. We certainly don't want to have to wait for a year for this to be fully completed and usable as in the case of the path on the east side of Emmanuel School!

best wishes
Hugh"

PS. (26 Aug)

Work does seem belatedly to have started to complete this path by the new school entrance through to by the Wilford Lane / Compton Acres traffic lights, complete with a wooden electricity column intruding well into the path by one of the corners near the new school entrance!

PS: comments from David Litchfield and Jonathan Shewell-Cooper on the completed scheme

a) from Jonathan to Jane Baines and Clive Wood, Notts CC:

"Jane & Clive,

Thanks for the excellent 'cycle motorway' that now runs from Coronation ave down the side of Gresham park, and especially that it is lit.
regards, Jonathan Shewell-Cooper

b) from David Litchfield:

Hugh/all,

Path has now been completed and it's fab. Lovely surface and lit along all its length. Pity they didn't straighten out the blind corner at the junction with the path that leads off to Emmanuel School, though.

Unfortunately someone has seen fit to spray a huge swastika on the path near the Coronation Avenue end. I raised this on Monday via Rushcliffe's on-line reporting service, but no action so far.

David

Signing of cycle path between Adbolton Lane, Holme Pierrepont and the riverside path by the Nottingham sailing club: my message of 16 Aug to Steve Jones and Clive Wood, Notts CC:

"Clive

Steve

You may remember that some time ago I commented on the fact that the Adbolton Lane end of the cycle route alongside the Nottingham Sailing club boundary through to the riverside is only signed as a 'Public footpath', despite the fact that, when it was built in the early 1990s (a scheme dealt with by Neil Hodgson, as I recall) it was intended to be a shared path. Despite its very poorly maintained state it is used by quite a few cyclists but it would greatly help, as Pedals has mentioned before, if this could be clearly indicated please,

Hugh

...and reply from Steve Jones (17 Aug):

"Hi Hugh

I think you are referring here to Home Pierrepont footpath 15. It is only recorded as a public footpath. In fact it was only put on the definitive map relatively recently. Before that it was just 'de facto' access by all manner of users.

It was only recorded as a footpath because there is a limited width there. There is a least one mature tree limiting the width, and also a stream at the riverside end which is a limitation, although this could be remedied.

Currently walkers horse riders and cyclists use this route and there is a level of tolerance on this. Without land take from the adjoining field it is difficult to see how we could create a formal route for all three user types. It is currently signed as a public footpath which is correct.

As far as the riverside path is concerned (footpath 8) this is also signed correctly as a public footpath. There used to be a permissive path agreement with Rushcliffe and another landowner to allow cycling as well, but this agreement recently lapsed and is in need of renewal.

Horse riders also use the riverside path, as you know from previous discussion about horse droppings. We are working with Clive Wood on future arrangements on both these paths, which I am sure will included discussions with both cyclists and horse riders.

Kind Regards,
Stephen Jones

Communities
Nottinghamshire County Council
Tel. 0115 9774207

...comments from Richard Mallender (17 Aug)

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

From: [Richard Mallender](#)

To: [Hugh McClintock](#) ; [John Bannister](#)

Sent: Monday, August 17, 2009 2:41 PM

Subject: Re: signing of cycle route between Adbolton Lane and riverside path near Nottm Sailing Club (Holme Pierrepont)

Hi Hugh,

I find this very bizarre, though it does tally with an episode some weeks ago where I was shouted at by a dog walker for cycling along there, that she had checked with "the authorities" and this was NOT a cycle route.

It also begs the rather rhetorical questions: Who put up the cycle route signs along the riverside and who put up all the signs throughout Rushcliffe informing cyclists of routes that include the ways alongside the river? And which officer failed to raise any issues such as those below at the time!?

Councillor G. Richard Mallender

Green Party, Lady Bay ward, Rushcliffe Borough Council

www.greenparty.org.uk 07976 775619

...and my response:

Richard

Thanks for these very pertinent comments which I will take up with Steve Jones and Clive Wood. Incidents such as the one you mention are all the more frustrating in the current context of increased use of fines for cyclists riding on pavements etc... I have at various times emphasised to both the City and County Councils that this makes it all the more important that routes that cyclists can and cannot legally use are clearly and consistently signed and marked, quite the opposite of this very unsatisfactory example.

Hugh

Riverside multi-user path on south bank of the Trent between Trent Bridge and the NWSC - follow-up to our recent site meeting to discuss possible upgrading: my message of 27 August to County Councillors Barrie Cooper and Gordon Wheeler:

"Barrie

Gordon

Since my very useful site meeting with both of you, and John Bannister and Richard Mallender, a couple of weeks ago, to highlight the very neglected state of much of the riverside path between Trent Bridge and the NWSC, and the need both for improved maintenance and upgrading, I have been told by Clive Wood, at a meeting today in Trent Bridge House, that the agreement made in 1998 with the landowner permitting cycle use on what historically has been only a public footpath, was only made for 10 years and therefore lapsed last year.

Although I was aware that there was such an agreement, and this made it vital to get the agreement of the landowners in improving the path, I had no idea until now that it was time limited. Despite this, and the general neglect of its surface, width and signing, two signs have remained which clearly show it as legally available for cyclists so it is now very important that this agreement is renewed as soon as possible, to prevent this very unsatisfactory legal situation continuing, and so providing a much firmer basis for improving the path as a safe, comfortable and attractive route for all users, be they cyclists, pedestrians or people in wheelchairs etc. Continuing uncertainty would just increase the risk of conflict.

I also understand from Clive Wood that, for some reason, the agreement made after the upgrading of the path in the 1990s, was in fact arranged by Rushcliffe Borough Council and that the County Council were only involved as one of the landowners. He told me that the responsibility for getting the agreement renewed therefore now lay with the Borough Council and that he and his colleagues were now writing to the Borough Council to ask them formally if they were prepared to do this.

In view of this new (and for me quite unexpected) information I wonder therefore if you would please be prepared to approach Councillor Neil Clarke, as leader of RBC, to underline the importance of this being done as soon as possible, and then also for the Borough Council to lend it support to upgrading the path in the way that we discussed during our meeting. As Pedals strongly supported the provision of a harder surface on this route in the 1990s, which was certainly done with the needs of cyclists as well as pedestrians in mind (as Neil Hodgson, who was then involved with the scheme, should be able to confirm), and we would of course be very concerned if there was now any threat to our legal right to continue to use it.

Hugh

PS. Should you need to contact me about this during the next couple of weeks please note that I will be away on holiday from Saturday until 13 September. However, both John Bannister and Richard Mallender are of course very familiar with the background to this so can provide any further information you need during my absence.

NET Phase 2 consultation: message of 17 Sept from Mitchell Stevens, Notts CC:

Subsequent to our last meeting I learnt that our comments on the 6 lots of detailed drawings, covering various sections on both the Beeston-Chilwell and Wilford-Silverdale route needed to be made to Mitch several days before our next Pedals meeting so asked those wishing to see them to let me have their comments by the time of my return from holiday on 13th September.

PS. I met Mitch on 17 September to discuss these drawings and some further ones, relating to Chilwell Road which came in more recently. It turns out that he is a cyclist too, which helps, and some of the cycling points had already been picked up by he and his colleagues in the lengthy detailed list of comments they had compiled on the consultants proposals (by Mott McDonald, consulting engineers).

He agreed to send me a copy of these comments for me to add further comments, in addition to those we discussed at our meeting. These particularly related to the section of the route past Castle College etc. between Chilwell and Beeston town centre, Cator Lane, Inham Nook (Chilwell)) as well as the junction of Queen's Drive and Meadows Way and the ng2 Business Park access road.

Several of the current cycling proposals seem very inadequate, particularly for these locations and include problems like indirect and tortuous routes, narrow cycle lanes and poor continuity of the cycling provision which is proposed.

It seems that the detailed designs for these, and a fewer other locations on both extension routes, will only be taken so far by the consultants and it will then be up to the Concessionaire, to be appointed between November and early next year, to do most of the remaining detailed design work. Lots more then for us to get our teeth into later!

Bingham cycling proposals:

Malcolm Kennerley suggested that I contacted Derrick & Jen Gierth to help get some comments based on detailed local knowledge. This I duly did and their comments are very useful.

I have now been in touch with them about commenting on two further Bingham cycling consultation letters from Kendra Hourd of the County Council which arrived while I was away on holiday earlier in September.

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

4. Introduction to Kevin Fleming, local bike recycling coordinator, Framework Housing Association Bike Club

I have given Kevin 15 minutes for his introduction but he says that he would like to come along to the whole meeting to get more idea of what Pedals is about. The exact timing of his slot may then be flexible!

(15 minute break)

5. Forthcoming meetings / events

GNTP / Big Wheel Big Day Out Festival, Nottingham Castle, Sunday 27 September (11-4):

Who can help with our stall please at this very important event? I should be able to make it from about 12-2 p.m.

I understand that our stall will be located next to that of Ridewise, which will help us coordinate our approaches and support each other. Murat is having one for the Cycling for Health project which will be located in the health section, I gather.

Details at www.thebigwheel.org.uk/festival

...comments from Julian Bentley:

"Hi all

Glad to see that bicycle drummer Puncture Kit <http://www.myspace.com/puncturekit> has been booked to play at the Big Wheel's Big Day Out 26th Sept - its an unusual performance, well worth checking out (suspect he will be doing an 'acoustic' set)

Julian"

Transition Nottingham Urban Harvest Festival, 27 Sept.

In return for publicising our 14 Nov national cycle campaigners' conference I have been asked by Nichola Musgrove of Transition Nottingham to publicise their Urban Harvest Festival on Sunday 27th Sept at Green's Windmill 11-4pm. I've attached a web logo and banner.

<http://www.transitionnottingham.org.uk/urbanharvest/>

6. Sat. 14 November CTC-Cyclenation autumn campaigners' conference

Sponsorship and budgeting.

No further news on sponsorship but our main expense, the venue hire, is covered by the £500 grant we get from the CTC for running the event, so it is unlikely that we will make any great loss, except in the unlikely event of most of us, and most of those intending to come, going down with swine flu, or some other major upset!

Apart from the cost of speakers' expenses, for which we have budgeted conservatively, in the light of the experience of previous such conferences, our other main costs will be incurred for catering and there we can ensure that confirm numbers a few days beforehand, to avoid paying out unnecessarily.

If we do attract a good turnout, and make a profit, we can keep that for Pedals funds! As we will be doing most of the work there is no expectation that we have to pay back a share to CTC and Cyclenation!

Volunteers: media liaison

I am very glad to report that John Bannister has agreed to be our local media liaison volunteer, and he will be working in liaison with Helen at The Big Wheel (who is coming to the conference) and the CTC Media Officer.

Confirming and registering the names of those who are volunteering to help on the day:

Everyone taking part, including helpers, needs to register, to ensure that we have a complete record of those attending.

At the meeting I will give those definitely confirming their willingness to be volunteers a code to enter on the booking form so that they do not have to pay the £20 booking fee.

Key task volunteers:**Hugh McClintock:**

Handling of bookings (with Di McClintock)
overall coordination, including liaison with Alan Williams at the venue
ensuring general timekeeping
chairing the morning session

Susan Young:

coordination of Friday and Saturday evening social events, and matching up requests for accommodation with local Pedals members from visiting campaigners.

Andrew Martin:

Liaison with caterers, and chairing the afternoon session.

Arthur Williams:

Coordination of displays.

Chris Gardner

Coordination of equipment needs, especially electronic equipment and liaising with the venue and speakers about this.

John Bannister

Media liaison.

Other people who have so far volunteered to act as meeters and greeters, including assisting Susan and Di with the registration desk, and helping people get to and from they want to be at different times during the day, include:

- Terry Scott
- Dave Clark
- Liz Kirk
- Roger Codling
- Jonathan Challis (CTC member, Bulwell)
- Karen Fry
- Peter Osborne

Any others please? I seem to have mislaid my note of people who offered back at our June meeting and there may be one or two others who have volunteered since who I have somehow overlooked!

We really need about ten altogether in this general team, as well as those in key roles, some of whom may need assistance with their particular tasks, e.g. in moving around tables, chairs, urns, teapots, technical equipment.

We have already agreed that all the helpers should be clearly identifiable, in Pedals T-Shirts, and that there would be a briefing session for all volunteers a week or so before the conference to ensure that everyone knows what they are supposed to be doing!

The tasks for volunteers will include help with setting up and taking down and clearing up at the end of the day, which needs to be done promptly because of another event setting up for that evening. It is therefore essential that those volunteering are able to stay for the whole day

unless we find that we cannot get enough full-time volunteers and need to rely on a larger pool of people who can be there only part of the time,

Finally, I would like to ensure that I have correct contact details for all the volunteers, please!

7. Cycle facility and other traffic management matters:

Reopening the link past the Low Level Station between London Road and Manvers Street, Sneinton: meeting of 14 Sept with John Rhodes and Tom Huggon.

On 14 September I met (Pedals member) John Rhodes, Managing Director of Trent Park Developments (responsible for the Riverside Crescent block of luxury flat by the Trent opposite Ladybay, which includes a small fleet of pool bikes) and Tom Huggon of Nottingham Civic Society to discuss getting this link reopened for pedestrians and cyclists. It was closed about 5 years ago by the then landowner, to the intense annoyance of many local people.

John is keen to get it reopened as part of a cycle route between Nottingham Station (and the proposed secure bike compound in the Milk Dock area on Station Street), Sneinton, the Riverside Crescent development and Colwick Park etc. He has now been in touch with John Lee at the City Council to help find out who the current landowner is with a view then to pursuing this claim, in cooperation with Pedals. It may be necessary to gather evidence of past usage before the closure and then to apply for a modification order under the Wildlife and Countryside Act 1981.

Tom offered to raise this at the next City Local Access Forum meeting in October.

City Council / Environment Agency proposals for change to the Victoria Embankment area, The Meadows: report of my visit to public exhibition on 17 Sept.

This was a useful follow up to the EA speaker presentation we had at the July Pedals meeting. Work on the Meadows part of the scheme is due to start next April.

I said I would wait until after our next meeting to send it detailed comments and would suggest that these cover:

- The new east-west cycle route (3m wide) to be included on top of the new flood embankment across the open space between the Suspension Bridge and half-way along the embankment between the apex of the bend in the Trent and Wilford Toll Bridge (the bandstand is to be removed as part of the scheme)
- Connections to the cycle path between Wilford Crescent East and the Victoria Embankment near the Meadows end of the Suspension Bridge (the south end of which will also be realigned as part of the scheme)
- The provision of lighting on both routes, with the columns carefully located just to the side of the paths and not intruding into it!
- Good coherent and well-maintained cycle route signing
- Ensuring reasonable cycle-friendly gradients, with smooth transitions, in the detailed design of the proposed raising of the carriageway surface by the War Memorial and at the junction of Bunbury Street with the Victoria Embankment.

future Big Track route developments: the Trent Regional Park and the wider regional context: my message of 17 Sept to Gary Smerdon-White

“Gary

Earlier today I visited the exhibition organised by the City Council and the Environment Agency on their joint proposals for improvements to the Victoria Embankment area in relation to the EA's Trent north bank flood alleviation proposals, on which, as you no doubt know, work is due start in that area next year.

I had quite a long discussion with Richard Wood from the City Council and we soon got on to the topic of the wider context for the cycle routes / multi-user paths in this area and their relationship to other schemes such as further Big Track extensions and the Trent Regional Park. Richard was stressing the importance of the wider context for considering any particular schemes (including development of a cycle route as part of the EA FAS scheme between Colwick Park and Stoke Bardolph, possible upgrading of the south bank riverside path between Trent Bridge and the NWSC, and the proposed improved network of routes on the west side of Nottingham, including Broxtowe and Erewash).

His comments very much emphasised the importance of the view I have put forward at meetings of our Greater Nottm Cycling Development Group about the need to ensure a coherent and coordinated approach to the further development of such routes, with close working of all concerned including the local authorities, the EA and Sustrans etc.

I mentioned to him that, since our last CDG meeting last month, Paul Hillier had started to come along as the regular County Council representative and that this should help coordination of County and City initiatives, in addition to the work already in hand by various people including Chris Carter, Keith Morgan, Pete Jarman at the County Council and Ian Bussey at Gedling and Steve Fisher at Broxtowe, as well as the work of other organisations like the EA and Sustrans, and the Sustrans plans for further development of NCN Route 15 across the county.

Richard also mentioned the existence of a relevant body that I had not previously heard of, On Trent, based on Staffordshire, with a particular interest in biodiversity but also clearly with a strong interest in improving sustainable access. (see their website: <http://www.ontrent.org.uk/index.php>). Have you, I wondered heard of them and, if so, have you had any contact with them?. In any case, I wondered if it might be an idea to invite someone from On Trent to come along to one of our next CDG meetings to help us think about the wider strategic context of future local route developments, particularly possible further Big Track extensions and plans for the Trent Regional Park.
Hugh

The Ruddington cycle path from Wilford - dangerous obstruction – message of 25 August from Chris Gardner (forwarded to Clive Wood, Notts CC):

"Hugh,

I am sure that this has been commented on before but as with a lot of things until you experience them yourself you don't fully understand.

I would like to push the relevant authorities to remove the 1m wide iron railings that are mid way between Ruddington and the golf course entrance as at night they represent a significant danger, I would argue far more than for whatever reason they are there to protect people from. I came down that way last night at around 09:40 following the dotted white line with my headlight only to see this obstruction at the very last minute, it was only my fast reaction time that saved me, the 1.5 hours of kickboxing from which I was returning no doubt helped here.

I recall that previous people have hit this with significant injury.

Heading south means that 15mph-20mph is easy with the decline from the golf course and bike lights are not like car lights, the white dotted line I mention leads you straight into the iron railings.

If cycle path schemes running into £k's can be proposed in Ruddington with no real benefit, as we commented on recently, I will not be accepting cost as a prohibitive factor as to why this barrier remains.

Please send this mail to whoever can rid this otherwise great cycle path of these wretched railings.

Chris"

....and further comments from Chris Gardner (to Clive Wood, Notts CC, copied to me and Chris Murden) (28 Aug):

"Clive,

I received this indirect reply from Hugh and need to know more. I'm afraid 'insisting they remain' is not a good enough answer.

- 1) Please provide full details of why these barriers are there and why they must remain.
- 2) Could you also forward the alternatives that you and your colleague have considered?

I would welcome the opportunity meet you and your colleague at the site one evening after dark so you can fully appreciate the danger this obstacle presents to cyclists on this unlit track. I have included my home telephone number.

Hugh, Chris M,

I have also been asked by other cyclists as to the reason for these barriers and recall that a Ruddington Councillor ?Margaret? was also interested in removing this obstacle as a member of the public had been badly injured here and needed her support.

Please could you forward me her details if you know this councillor?

Thanks in anticipation,

Chris"

Problems for cyclists from the traffic-calming measures on Ruddington Lane (Wilford): my exchange of emails with David Litchfield in forwarding his email of 23 Aug to Chris Carter, City Council:

"Chris

FYI - some comments from David Litchfield about the problems for cyclists from the old traffic-calming measures on Ruddington Lane in Wilford, part of what in September 1982 was designated by the former Local Highway Authority, Notts County Council, as part of the Clifton to City Centre (Broad Marsh) cycle route and then changed a few years later to include these measures, again, if I recall correctly, put in by the County Council before the City Council became the LHA for Nottingham in 1998.

Hugh

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

From: [David Litchfield](#)

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

Sent: Sunday, August 23, 2009 7:29 PM

Subject: Re: new cycle path nearing completion between Wilford Lane and Coronation Avenue (near new Becket School)

Hugh,

This talk of the new Becket school has made me think of another for the City wishlist.

When the old school on Ruddington Lane closes will the City remove the awful traffic calming measures they put in place a few years ago. They are an absolute nightmare for cyclists. I go that way to and from work, and it is really difficult having to ride several hundred yards where traffic is doing the same speed as you because of the humps. As for the sticking out bit of pavement, that is positively dangerous for cyclists. Traffic heading towards Wilford crossroads is supposed to give way to traffic heading towards Ruddington. They often don't if the traffic is a bike. Of the five days a week I ride the route, I would conservatively estimate that I go through this bit heading south two days a week with cars coming through in the opposite direction forcing me into the kerb. It's dangerous and the entire scheme was ill thought out. In addition, I know the residents in that area don't like it as it slows down lorries heading for the industrial estate and creates fumes and noise as they accelerate between humps.

Thanks. David

Gamston (West Bridgford) area cycle routes - Ambleside play park and traffic safety petition: my email of 17 August to the Clerk of Gamston and Holme Pierrepont Parish Council:

"I was very interested to see the article in this evening's NEP about your petition to get safety improvements in the vicinity of the Ambleside play park, the need for which I had noticed clearly only today when I cycle past this afternoon on my way from Bassingfield to West Bridgford.

If the County Council do respond positively to your requests, which I very much hope they will do, it would be very useful if the changes they made to the highway layout at this location included provision to upgrade the present very substandard crossing for cyclists given its great importance on a cycle route between Gamston village centre (and the A52 to/can crossing towards Bassingfield and the Grantham canal) and the rest of the Gamston and Edwalton areas, and the east side of West Bridgford generally. This could also help to reduce motor traffic by providing for safer cycle movements.

Best of luck with the petition!

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

improving cycle parking at local Coop stores: my message of 17 Sept to Roger Geffen & Sam Walton, CTC HQ, Guildford

"Roger
Sam

I wonder please if the influence of the CTC could be brought to bear to persuade the Coop nationally to take a more positive and enlightened approach to improving cycle parking outside their local stores please? Judging at least by my recent local experience their current attitude is appalling!

Last last year the Coop upgraded my local store in West Bridgford but failed to include any improvements to the cycle parking, particularly the old and very battered "wheelgrabber" single front wheel holder stands put in when this store was first opened in about 1982. A few Sheffield stands were added later, located close to a side door, which were undercover and quite well-located for the side entrance, but this entrance was closed as part of the refurbishment in 2009 and the stands therefore became much less convenient to use, and rather less secure.

My first attempt to get improvements in the cycle parking, suggesting replacing the old wheelgrabber stands by (a larger number of) Sheffield stands and relocating the now poorly sited Sheffield stands closer to the new front door were put in a letter delivered by hand to the local Manager soon after its reopening, but this got no response, not even an acknowledgement. Some weeks later I then started to make contact with their Customer Services via their website. Since then, round about the beginning of this year, I have had an exchange of emails with Pauline Franey from Coop HQ in Manchester (see below) in which they seem to be constantly stalling, with their responses to my chasing saying only that the matter was being looked into and would get back to me but nothing more definite.

About a month ago I had a phone message to say that they had now get a quote but that this was too expensive so they were trying to see if they could reduce the cost. Having heard no more I again contacted them by email, yesterday, and Pauline has now rung back to say simply that the quote was too expensive and that they therefore do not intend to take the matter further, despite my stressing how unsatisfactory the present situation was. I expressed surprise at that decision, saying that good simple cycle parking, in the form of Sheffield hoops, need not be expensive and asked just what kind of provision they were getting quotations for that seemed to be so unaffordable. She could not answer the question and seemed reluctant to ask them, even when I emphasised that basic good provision need not be at all expensive!

I don't know what experience the CTC, or others with expertise on cycle parking (such as Alex Sully) have of the Coop elsewhere in the provision of cycle parking but, if this example is anything to go by it does seem a very surprising

omission by an organisation with generally sound social and environmental credentials, and indeed one that appears recently to have been all the keener to flaunt their green image, e.g. in the upgrading of this and other stores.

Since we seemed to have reached deadlock with getting anywhere in this case, judging at least by the very negative and discouraging tone of today's phone call from Pauline, I wonder if what is now needed is some more general approach by the CTC to the Coop at national level, which might then begin to stimulate more positive attitudes locally!

What do you think is the best way to take this forward please?
Hugh

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

From: [Hugh McClintock \(Dell\)](mailto:Hugh.McClintock@ntlworld.com)
To: pauline.franey@co-operative.coop
Sent: Wednesday, September 16, 2009 6:09 PM
Subject: Re: improving cycle parking at your West Bridgford store

Any further news on this please?
Hugh McClintock

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

From: pauline.franey@co-operative.coop
To: Hugh.McClintock@ntlworld.com
Sent: Tuesday, May 12, 2009 11:43 AM
Thank you for your e mail regarding the facilities available for bicycles at your local store. May I offer my apologies for any inconvenience caused.

May I explain that in order to help us deliver services which satisfy local needs, Co-operative Group stores are controlled by regional management based in the local area. I now have passed details of your complaint to the Operations Manager so he can investigate.

Do not hesitate to contact me directly on our freephone number 08000 686727 if I can be of further assistance.

regards,

Customer Relations

Pauline Franey

Customer Relations Officer

The Co-operative Group

4th Floor Old Bank Building

Hanover Street

Manchester

M60 0AB

PS.

I copied some of you into this message when I first sent it this morning, and I intend to raise it at Monday's Pedals meeting. However, it occurred to me that it would be useful to broaden it out beyond the particular experience of trying to get improved cycle parking at their revamped store in West Bridgford and to gather evidence of the adequacy of cycle parking at other Coop stores locally, in Nottingham, Broxtowe, Rushcliffe and Gedling Boroughs. Do therefore please let me have your views on local examples, either at or before our meeting on Monday.

I might mention that cycle parking at shops is often poor and even where there are good stands they are badly installed, e.g. with inadequate space between stands (as at Morrison's at Gamston, where the stands are right outside the main entrance but without enough space to load your shopping into your panniers) or with inadequate space for front or rear wheels to protrude.

Whereas the City and County Councils have now got much better at installing cycle parking properly many retail outlets and retail parks seem to have now idea of what cyclists' needs. I have raised this before with both Councils in general terms but have been told (e.g. by Clive Wood at the County Council) that it is more effective when we (and that means also individual Pedals members) raises specific concerns directly with the retailers or landlords of shopping centres.

Hugh

....comments from Gary S-W:

"What about a sub-regional approach by Co-op to City and County Council transact schemes (or V.V.)?"

....comments from Sam Walton, CTC:

"Hi Hugh,

I know many of the Coops in Nottingham well, having lived there and trying to avoid the mainstream supermarkets. I am a member of the COOP and they pour out a lot of PR stuff about green ethical etc, so there may be some room for leverage. I'll make sure Roger discusses this when he gets back.

All the best,

Sam Walton

Volunteer Support Officer - Local Campaigning

CTC, the national cyclists' organisation

01483 238 323

....and from Chris Gardner:

"Hugh,

So if it's regionally managed then I wonder how the co-op in Ruddington has 3, new looking, Sheffield stands blue yards from the front door ? I am nipping into Rudd now so will take a pic whilst there.

Back in an hour or so with the evidence. Maybe it will help.

Chris

P.S - Interesting how she has it detailed as a complaint, more an improvement request - maybe I am being positive. Did we not just move our bank account to the co-op !

....and from Mara Ozolins:

"The only one I shop at very occasionally is the Coop late-shop on the corner of Queen's Rd/Station Rd in Beeston. There are railings outside that I usually use and are perfectly adequate – the shop entrance is right onto the pavement, with not much space for stands.

There is a small car park round the back. I don't think there are cycle stands, though haven't been in the car park recently, and to be honest I prefer to leave my bike in front of the shop (safer for me and bike, and more convenient!).

Best wishes, Mara

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

- Nottm City Council Forest Road West (Restriction of Waiting Traffic Regulation Order TMP 6784((deadline for comments: 25 September)
- Nottm City Council Proposed School 20mph zones: Clifton North and Clifton South (TMP6802,6803,6804,6805)(deadline for comments 7 October)
- Nottm City Council Midland Way, Radford: Prohibition of Waiting Order (by 8 October)

8. Autumn newsletter

This will be going to press about a week after our meeting. It is not too late to let me have contributions please!**

9. Miscellaneous items:

Proposed Nottingham 'Respect for the Road' campaign to encourage more respectful behaviour between cyclists, drivers and pedestrians: message of 28 Aug from Gary Smerdon-White:

"If we are seriously going to try and do a sort of Respect on the Roads Campaign which highlights the good and bad behaviours of Drivers, Cyclists and Pedestrians in order to draw us all closer together I think there are a few positives coming out of this

- It is criminal to ride recklessly on pavements – deaths can and do occur
- Cyclists do have imprisonment and loss of driving licenses to worry about (sort of contradicts the well worked motorist comment that we don't have to pay for our use of the roads as no road tax on cycles)

Makes me think there is the makings of a Nottingham concordat for people to sign up to

- Cyclists – no red light blindness, respect for the high way code, respect for pedestrians, sensible use of shared pedestrian and cycling areas, no risk to pedestrians on footways, use of bells
- Pedestrians give way to cyclists with bells on narrow shared paths
- Motorists give cyclists space, keep behind ASL's and out of cycle only lanes (ditto for bus drivers) – and lots of other things

Gary

PS. I have suggested to Gary that we discuss this at the next Cycling Development Group meeting on 14 October.

NB See also the article from The Times Online of 28 Aug which appears to suggest that poor cycling can affect your driving licence:

<http://www.timesonline.co.uk/tol/news/uk/crime/article6794813.ece>

"Yesterday, Hall was sentenced to seven months' imprisonment, banned from driving for 12 months and given six points on his driving licence. His lawyer immediately indicated that an appeal would be mounted."

Hugh, 18.9.09