

## **AGENDA FOR PEDALS MONTHLY MEETING:**

**7.30 p.m. on**

**Monday 15 September 2008**

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

***NB – no speaker this month but much to catch up with after the long summer break!***

## **AGENDA**

### **1. Welcome, and apologies for absence**

### **2. Minutes of Pedals meeting of 21 July and matters arising:**

- Pedals newsletter future arrangements
- Need for redesign of newsletter bannerhead
- Pedals membership forms printing and distribution
- City Council Turning Point East proposals – report of meeting on 11 July
- Failed Nottingham City Council Cycling City bid to Cycling England
- Proposed changes at QMC and Silverdale roundabouts: message to Jeremy Dixon (AMScott)
- County Council replacement cycling officer: Clive Wood (from 15 Sept)
- Gresham Park (West Bridgford) cycle paths completion and opening
- Notts CC cycle audit work by Paul Rea follow-up

### **4. Finance**

Susan Young to report.

### **5. Report on recent meetings and notice of forthcoming events / meetings**

- Circulation of minutes from Stapleford Traffic and Transport Group meeting, 1 August and Pedals representation
- Feedback from Ridewise Open Meeting, Monday 8 September
- Thurs. 18 Sept: Cycling for Health Project Steering Committee meeting (10-12)
- Next East Midlands Cycling Forum meetings: Lincoln, Sat. 27 September
- Sun 12 Oct: Crocus Café (Lenton) Family Event: request for Pedals stall
- Cycle Campaigns Network (CycleNation) / CTC Autumn Campaigners' Conference, Warrington, Sat 15 November:
- Pedals monthly meetings from October: arrangements and possible visiting speakers etc, with particular reference to:-

- August monthly meetings experiment
- Introduction of themed Pedals rides in 2008 to replace pre-meeting mini-rides
- Possible Lenton Centre-based local guided rides
- 2009 rural rides programme including proposed rides related to new Sunday services on the Robin Hood Line
- Special events in 2009 to mark Pedals 30<sup>th</sup> birthday including Autumn National Campaigners' Conference in Nottingham next November
- Invitation to City Council Regeneration Scrutiny Panel meeting: discussion on interface between pedestrians, cyclists and traffic to be discussed on 9 December 2008

### **6. Cycle facility and traffic matters**

#### **Major matters**

- Suspension Bridge closure including report of 4 Sept meeting
- City Council commuter corridor enhancement programme - Strelley – ideas please!
- Canning Circus latest changes
- Hockley bus gateway proposal
- Cycle parking at new CCAN (Nottingham Contemporary), Middle Hill
- Cyclists and the NET issues: report of 9 Sept. Greater Nottm LRT Advisory Committee meeting
- Other City Council cycle facility plans going ahead in the next few months:
- Paul Hill message re overgrowth obstruction of cycle path by former Keystore, Dunkirk
- Paul Hill message re 'errant pedestrians'
- Robin Hood comments on segregation of cyclists and pedestrians on Daleside Road etc.
- City Council consultations:
- Beeston and other local station cycle parking
- New Bramcote Avenue / Chilwell Avenue cycle scheme
- Pedals comments on planning application for redevelopment of Bunny Brickworks site.
- Plans for the future of the NWSC and revival of Colwick Park ped/cycle bridge idea
- Possible Notts CC involvement in trial motorbike use of Advance Cycle Stop Lines
- Making Pedals comments on planning applications
- **Apparently less important matters / other City and County Council consultations:**
- Proposed waiting restrictions: St. Stephen's Road area, Sneinton (by 30 Sept)
- Proposed Traffic Regulation Order (TRO) – TMP 6728 – Hawton Crescent area, Wollaton (1 Oct)
- Ilkeston Road Regeneration Scheme: Highway Improvements including inbound cycle lane from the pedestrian crossing east of Highurst Street uphill to Canning Circus (12 Sept)

- Proposed School 20 mph zone – Sneinton Boulevard, TMP 6710 (24 Sept)
- Proposed restriction of waiting, Bramcote Lane, Wollaton, TMP 6749 (19 Sept)
- Hucknall Road bus lane, between Waldeck Road and Fern Avenue, Carrington, TMP 6750 (24 Sept)
- Proposed TRO revocation of Ambulance Bay, singing and lining (TMP6751) (24 Sept)
- Second Avenue, Sherwood (8 Sept)
- Alexander Street, Sherwood (8 Sept)
- Crossman Street, Sherwood ; Prohibition of Waiting TMP 6714 (17 Sept)
- Johnson Road (Derby rd Health Centre): Proposed Junction Protection and Mon-Sat 9am-5pm restriction TMP6745 (11 Sept)
- Proposed prohibition of waiting: Eton Grove, Lambourne Drive, Wollaton Rd TMP6736 (14 Aug)
- Proposed prohibition of waiting: Junction of Beckhampton Rd / Elmbridge Rd and Limited Waiting Bay, Beckhampton Rd shops TMP6741 (15 Sept)
- Bull Close Road, Lenton : Proposed 'No waiting at any time' (28 Aug)
- The Moorings and Gadwall Crescent: Prohibition of Waiting TMP6731 (18 Aug)
- Proposed Junction Protection – Junction of Holmefield Rd and Aspley Lane (24 Sept)
- Proposed 20mph limit, Wilford Grove, The Meadows (Bridge Ward) TMP6752 (26 Sept)
- Notts CC: Alleyway between Owthorpe Road and Woulds Field, Cotgrave: Proposed Gating Order (15 Sept)
- Notts CC: Smithy Crescent Area, Arnold: Proposed Residents Parking scheme (8 Sept)
- Notts CC: Installation of new speed cushions, Cross Street, Arnold.
- Notts CC: Installation of new hump to zebra crossing, Long Acre, Bingham

#### 7. Miscellaneous items

- Local bike recycling developments (Murat Basarat)
- Pedals website changes including LifeCycle project information
- Evans Cycles opening hours: message from Chris Dixon
- ProHelp free advice surgery suggestions (Susan Young)
- Diesel spills survey

#### 8. Any other business

### BACKGROUND NOTES (including extracts from relevant emails)

\* means feedback especially wanted please

\*\* means help please!

#### 1. Welcome and apologies

##### Apologies for absence from

Mara Ozolins, John Wilson and Hugh McClintock

**2. Minutes of the Pedals Meeting** held at 7.30pm in the Globe Public House, London Road, Nottingham on **Monday, 16<sup>th</sup> June, 2008.**

#### Minutes of the Pedals Meeting Held 21st July 2008 at The Globe.

**Present:** Andrew Martin (Chair), Peter Osborne, Susan Young, Terry Scott, John Bannister, Elizabeth Kirk, Dave Clark, Martin Quarton and Andrew Househan.

**Apologies for absence:** Hugh McClintock Mara Ozolins, John Wilson and Chris Gardner.

**June's Minutes.** These were accepted as being a correct account of the meeting in June.

**Cycle Nation** (Formerly CCN) special board meeting. Andrew Martin attended this in Birmingham on July 19<sup>th</sup>. There were fifteen attendees.

**Helen Clayton of the Big Wheel.** Helen thanked Pedals for the opportunity to speak at last month's meeting.

**Great Notts Bike Ride.** There will be feedback from this year's ride.

**Nottingham's failed cycle towns bid.** Nottingham is making a bid for a "healthy town".

**Newsletter.** A number of quotes have been received from local print firms. Concern was expressed about quality, especially with respect to colour photos. In the long term, the cost of producing three quality newsletters a year is a problem given the size of the membership. It was felt that a brief newsletter could be emailed, say, every two to four weeks; perhaps including the agenda for the monthly meetings and other salient items. Email addresses should be on the membership database.

**Beeston Carnival.** This was very successful. Four City, County, Forest books were sold. Thanks to Dave Clark for this.

**The QMC roundabout** will soon be signal controlled.

**Stapleford Traffic and Transport Group meeting.** Martin Quarton will attend this on August 1st.

**Rushcliffe Kite Festival.** Chris Gardiner and John Bannister will man the stall at this event on September 14<sup>th</sup>.

**Bike Week.** It was suggested that there should be a full day's event during next year's Bike Week at Market Square. Stalls, Dr Bike and short bike rides.

**East Midlands Cycle Forum** in Lincoln on September 27<sup>th</sup>. Andrew Martin, Susan Young and Hugh McClintock to attend this.

**Finance.** \$71 received from Google advertising on the Pedals website. This will be credited to Pedals account when it reaches \$100. Most of the income is in from

standing orders and stands at around £1500. About £5000 is in savings, which would run Pedals for about a year.

**Junction between Hereford Avenue and Avon Road, Sneinton.** Double yellow lines have been proposed here as a solution to the parking problems. Maybe Arthur could comment on this.

**Castle Bridge Road and Castle Boulevard.** There are lots of confusing signs in this area.

**Melbourne Road junction with Nuthall Road.** This is an appalling junction. In particular, the eastbound parking bays need widening.

**Cycle audits – Paul Rae's work on behalf of Notts County Council.** Is it possible to see this work?

**Planning application for new West Bridgford library.** John Bannister is to check this out. There is a good opportunity to promote cycling in the area if good facilities for cycle parking/ storage could be secured.

**Cycle parking** is going to be improved at Beeston and Attenborough railway stations subject to finance. Martin could raise this issue at the Stapleford meeting.

**Climate change.** Hugh is writing an article on this for the Nottingham Evening Post.

**Lenton and Dunkirk newsletter.** Susan is writing a short article for this free quarterly about cycle training. 40% of the population in this area is transient, including many students.

**Pedals 30<sup>th</sup> anniversary project.** It was suggested that efforts to increase cycling in this area should be made since so many people live within three miles of the university.

**East Mids Parkway (Radcliffe).** What is the position with respect to cycle parking facilities at this station?

## Update

**Pedals newsletter future arrangements:  
Copy of my message of 2 Sept to Peter Osborne  
and his reply (in italics):**

"Peter

Thanks again for doing these minutes.

I have now had a chance to look more closely at them and wanted to clarify just what had been agreed at the meeting about the newsletter.

We had agreed at earlier meetings both that, on balance, it was best if we could to keep up some printed newsletter, rather than just rely on email versions which people are more inclined just to delete, and also that we should cut the number of issues a year from 3 to 2 because of rising costs, especially those involved in distribution. Was this still accepted - **yes, but the impression I got was that in the not too distant future the newsletter will become too expensive to print given Pedals' income** at the meeting or was the feeling after all that we should just now do email issues?

If the view was that we should still have printed copies what views were expressed about printing arrangements, bearing in mind what I put in the background notes? In these I mentioned that our current printers, Novaprint, were after all still cheaper, for a 16 (not 20 page, as hitherto) issue but that we might now wish to use a local printer, such as the Eagle Press of The Meadows, who also quoted fairly competitively and whose services in laying out the artwork we might want to use before long if Derrick Hankey can no longer do this. ***I think we agreed to keep things as they are, but the situation is financially unsustainable. I think you should ask Sue for her comments.***

Among the 15 messages awaiting me on my ansafone were 2 from Eagle Press wanting to know if we would be taking them on so I need some clarification of what was agreed before I get back to them!

Thanks and best wishes  
Hugh"

**PS. Any comments please from anyone else who was at the 21 July meeting?\***

Thinking further about this I believe it is very important that our decision on what to do about the future of the newsletter are taken with full regard to the **need to improve communications with our members**, especially following the disastrous problems we had late last year with the loss of our membership records. I know there are still members out there who have not heard anything from us for over a year, despite all our efforts to redeem the situation.

This means that any change we make in the ways of communicating with our members must be adequately explained to them. Although it is true that rising costs pose some question over how long to we can afford to continue to print and distribute even 2 issues a year, we do at least have the benefit of some financial cushion in the form of the accrued surplus in our publications account.

I would therefore recommend that, as we did agree a few months ago, we should, at least for the time being, agree to continue to produce 2 (not 3) issues a year (and with the length reduced from 20 to 16 pages) and that we make a point in the next issue (which would now be due to go to press in mid-October rather than September) of explaining carefully to our members just why we are making these changes, and to point out to them the increased importance from now of them referring to our website for more up to date news and other useful features.\*

**Need for redesign of newsletter bannerhead**

If we are indeed going to continue to produce a printed version of the newsletter, we now need to revamp our bannerhead to omit the Nelsons logo reference.

Is there anyone who can do this please before next month? We can no longer call upon the services of John Clark ('Brick') who did the original bannerhead.

**Printing and distribution of new membership forms (item on the agenda for the July meeting but apparently not then discussed):**

#### **“Pedals membership forms printing and distribution**

The two further lots of membership forms which Dave Miller got printed for us in recent months have largely now gone, at several stalls etc. and the question was posed at the last meeting, but not really discussed, as to whether we need to be more selective in how we distribute these, even at stalls/events, bearing in mind that they can now be downloaded from the Pedals website.

What do people think please?\*

PS (7 Sept). I have discussed this again recently with Susan and we wondered if it might now be best to think in terms not of a membership form but of printing just business cards with our logo, website address and brief description, on the assumption (possibly erroneous) that most people now have access to the internet and that they can just access our website to download a membership form and join. What do people think please?\*

#### **City Council Turning Point East proposals consultation**

##### **Messages between Arthur Williams and Chris Carter and Craig McLennan, City Council, 18 July:**

“Hello Arthur,  
Thank you for your comments. As part of the ongoing design for Turning Point East, cycle facilities in the area will be fully considered and incorporated where feasible and practical.  
Regards, Craig

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

From: Williams Arthur  
[mailto:Arthur.Williams@nottingham.ac.uk]  
Sent: 18 July 2008 14:19  
To: Chris Carter  
Cc: Andrew Martin; Gary Smerdon-White; Craig MacLennan; Hugh McClintock  
Subject: RE: Turning Point East Proposals consultation - Pedals response

Dear Chris,  
Following on from our useful meeting last Friday, I looked at the current situation around the Poplar Street area, where it seems important to create a through route for cyclists from Ladybay/Colwick/Netherfield/Sneinton that will get them safely across the proposed 2-way Lower Parliament Street (LP St). With Turning Point East, both Canal Street and Bellar Gate should become more cycle-friendly, and it is therefore important that cyclists will be able to cross the main traffic thoroughfare and continue their journey.

Firstly, I found that the access across the Island development, opposite the current Pelican is unlikely to be suitable for cyclists. It is clearly labelled as “No Public Thoroughfare” and the gated entrance and general layout makes for potential conflict with pedestrians (photo 1).

However, apart from one pinch-point (see Photo 2.) the pavement along LP St is exceptionally wide, all the way to the corner of the BBC building at City Link, and could be reduced to create a cycle lane. I would suggest that this cycle lane should be one-way, so that cyclists wanting to head towards Manvers Street from the city would go round the BBC building and turn left into City Link (in the direction which traffic is currently allowed), while inbound they would use Poplar Street. Even at the pinchpoint, the current footway is approximately 2.5 m wide, so a slightly narrowed cycle lane could still be incorporated. Otherwise, cyclists will either be forced to join the main traffic (see Photo 3.) or continue along Manvers Street, which is equally uninviting, or dismount and take a walk!

Given that the redevelopment of the Bus Depot, which may create an alternative route, is several years away, I would suggest that this should be re-examined in order that an opportunity is not lost in creating a key cycle-friendly link. There are already too many examples of cycle facilities, not only in Nottingham, where key linking sections have been left out and the whole provision then becomes of dubious value when it comes to encouraging more people to use sustainable transport.  
Regards, Arthur Williams”

##### **...message from Kirstie Turner, City Council (28 August):**

“ Hello Hugh and Arthur  
Thank you for your joint response to the recent Turning Point East consultation exercise and the useful meeting that was held on the 11<sup>th</sup> July 2008 to discuss these comments in more detail. Please find attached written response to the comments that were discussed at this meeting.

I will be pursuing those issues relating to the Turning Point East scheme and I will look into the suggestions/recommendations that have been made and let you know if they are feasible. If you have any queries in the meantime regarding the Turning Point East scheme, please do not hesitate to contact me.  
Regards, Kirstie  
Kirstie Turner  
Technical Officer  
Transport Projects  
Lawrence House, Talbot Street  
Telephone Number: 0115 9156024  
e-mail: [kirstie.turner@nottinghamcity.gov.uk](mailto:kirstie.turner@nottinghamcity.gov.uk)

##### **“Turning Point East Proposals Public Consultation, June 2008 Response to Comments from Pedals (Nottingham Cycling Campaign)**

A meeting was held on 11<sup>th</sup> July 2008 to discuss the comments from Pedals. This meeting was attended by

Hugh McClintock and Arthur Williams (Pedals) and Chris Carter, Craig MacLennan (NCC Transport Strategy), Liz Hiskens and Kirstie Turner (NCC Project Management Programme Support).

This is the written response to the comments that were discussed at this meeting.

#### **Turning Point East Detailed Comments Response:**

- Given the complex nature of the staging of the Lower Parliament Street/Glasshouse Street/King Edward Street junction it would not be feasible to provide a city centre bound cycle route (and associated toucan crossing over Huntingdon Street) from St. Anns via Union Road/Glasshouse Street as suggested by Pedals.
- A route for cyclists from Beck Street into Heathcoat Street is currently being investigated as part of the Turning Point East proposals.
- It was agreed at the meeting that it may be possible for to make the left turn into Cranbrook Street from Beck Street. Subject to safety audits, this may be achieved via a dropped kerb on Beck Street onto the footway area created by the Lower Parliament Street closure (therefore avoiding the crossing) and another dropped kerb with give way markings to take cyclists back onto the carriageway on Cranbrook Street. A Traffic Regulation Order for shared use will be required to facilitate this.
- Cycle provision for the Gedling Street and Hockley route is currently being investigated. The area around Gedling Street is part of proposals for redevelopment as part of the Sneinton Market and Eastside Gateway Neighbourhood Development Plan and as this develops, the links that this cycle route could provide will need to be considered.
- As part of the wider proposals a possible link from the London Road/Eastside Island area into the bottom of the Lace Market is to be reviewed.
- It was agreed that on the local access route (Bellar Gate, Belward Street, Cranbrook Street) on-road cycle lanes would be reviewed. As a minimum they would be considered on the steepest parts of the incline where cyclists would benefit most from designated cycle lanes.
- The provision of cycle stands in the Lace Market Area is to be considered further.
- Although some cyclists may prefer to use the Lower Parliament Street/Huntingdon Street route this will be the main through route for traffic and it is likely there will be insufficient width to include cycle lanes as well.

#### **Related Cross-City Routes**

#### **North-South**

- It is not possible to change the restrictions at the signals at the Mansfield Road/Forest Road East/Mapperley Road junction, to allow cyclists to turn right from Mansfield Road into Forest Road East to access the North Sherwood Street route. The possibility of providing a link from the Mansfield Road toucan crossing via the Forest Recreation Ground through to North Sherwood Street for cyclists is to be investigated further by John Lee (Rights of Way Officer).

#### **South-North**

- The sign suggested by Pedals at the Clumber Street crossing can not legally be used. At the meeting it was discussed whether the no-entry sign could be moved but this is required for the Clear Zone restrictions and to facilitate the staging of the Lower Parliament Street/Milton Street junction to avoid conflict with pedestrians.
- To overcome the problems experienced turning right from Lower Parliament Street into Milton Street the possibility of advanced stop lines are being investigated at this junction.
- The left turn prohibition from Milton Street into Shakespeare Street can not be changed due to the conflict with the pedestrian stage of the signals on Shakespeare Street. However, this movement will be accommodated by the provision of a left/right turn movement into Burton Street from Milton Street. This will link through to South Sherwood Street. This will form part of the Trinity Square development once it is complete.
- The legal status of the shared loading bay on Fletcher Gate is to be looked at with the possibility of being able to provide a pull in facility to enable cyclists to make the right turn into Pilcher Gate at 90 degrees to the tram tracks.

#### **West East West**

- Hugh and Arthur explained at the meeting that it is now much harder to cross into Castle Boulevard from the bottom of Castle Hill particularly in the evening peak. The traffic signals seem to be phased so that when the pedestrian crossing is on red (holding traffic from the right) the traffic from the city centre is on green and approaching. Traffic Signal Design to have a look into this. Ultimately these signals will change as part of proposals for the Broadmarsh redevelopment.

#### **East-West**

- As part of the Canning Circus phase 2 scheme, advanced stop lines are being

implemented and cycle routes to link The Ropewalk towards Derby Road, St. Helen's Street, Ilkeston Road and Alfreton Road provided.

- The traffic route from Pennyfoot Street to join Lower Parliament Street is to be confirmed but it is thought that this is via Plough Lane and Poplar Street.
- A small kerb to delineate the cycle lane on Carlton Street is impractical, however a bus plug will be implemented here which will prevent general traffic from using this route.
- Hugh mentioned that cyclists were unable to turn right at the bottom of Market Street at the junction with Long Row. This movement has not been prohibited for cyclists.

#### West- East

- It is not possible to provide every route that may be desirable to cyclists throughout the city centre as the needs of all road users need to be taken into consideration. Therefore the short contra-flow at the bottom of Spaniel Row, requested by Pedals, as part of an alternative west east route, will not be implemented.
- The possibility of Woolpack Lane being used for cyclists was discussed at the meeting, but was ruled out due to difficulties accessing from and exiting into Belward Street.
- The eastbound route to Manvers Street, suggested by Pedals via Pilcher Gate, St Mary's Gate, Broadway, Stoney Street and Plumtre Street, is not possible as Plumtre Street will be made one-way as part of the Turning Point East proposals. Barker Gate can be used as an alternative.

#### Failed Nottingham City Council Cycling City bid to Cycling England

The modified version of this bid, submitted under the Healthy Cities project, by Nottingham PCT, was also not successful but I understand from Helen Ross that there has nevertheless been some interest from the Department for Health in taking action on some of the ideas on the bid.

#### Proposed changes at QMC and Silverdale roundabouts: message to Jeremy Dixon (AMScott)

I was promised plans of these but still have not had them and have chased Jeremy again.

#### New County Council cycling officer appointed – message of 2 Sept from Gary Wood, Notts CC:

"Hugh

We have appointed Clive Wood to the post and he starts on 15th Sept. Suggest we let him get his feet under the table for a couple of weeks before a meeting is organised. I will give him your details to arrange a meeting.

Regards, Gary

Gary Wood  
Service Manager Policies and Standards  
Communities Department  
Nottinghamshire County Council  
T 0115 9774575

PS. I gather that Clive Wood, who already works for the County Council, regularly cycles to Trent Bridge House from his home in Sedgfield near Grantham!

#### ... PS. Pedals meeting slot:

Gary

We have a 'County Council update' slot pencilled in for the Pedals monthly meeting on the evening of Monday 20 October, as I mentioned some months ago to Paul Hillier who said that he would be prepared to come along if there was by then still no new cycling officer. In view of the new of Clive Wood's appointment we would now like to invite him along to introduce himself and for an introductory discussion, unless you would prefer to postpone that until he has had longer in the job. What do you think?

Hugh

"I think it would be very wise to postpone that until say December time, when Clive will have had chance to gain a wider appreciation of the work and issues.  
Regards, Gary

#### Gresham Park cycle paths – exchange of messages between David Litchfield and Niz Merali (Notts CC):

"Niz,

I have this evening for the third day in succession cycled home in driving wind and rain, and been more soaked than I needed to be by having to make a detour of about a mile past a perfectly usable 100 yard path that remains locked, despite being of the same status as all the other paths in the area, i.e. running alongside a completely fenced school boundary.

Please could you let me know what's happening. I am concerned that the school are treating this path as their own, because although you have previously told me it is officially a building site, the path is open in the mornings and evenings for pupils. If it's good enough for them, why can't we all use it?

Thanks, David

**From:** David Litchfield <[davidlitch@prima.net](mailto:davidlitch@prima.net)>

**Date:** 9 August 2008 21:05:51 BDT

**To:** Niz Merali <[niz.merali@nottsc.gov.uk](mailto:niz.merali@nottsc.gov.uk)>

**Cc:** "Hugh McClintock ((Dell))"

<[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>

**Subject:** Fwd: Gresham Park cycle paths [Virus checked]

Niz,

I'm sorry to write to you again about this, but I am a bit puzzled as to the situation with this path. It has been locked shut for several weeks now, but I am not sure why.

It can't be for security reasons as along its entire length, the school premises are fenced off behind a separate fence. I don't think it can be for safety reasons as, since we corresponded below, I have seen no activity on or adjacent to the path. In contrast, the existing path we have to use is currently running alongside, albeit

separated by a fence, some major earth moving work involving large plant, JCBs and, in the recent dry weather, clouds of dust. They have also now started to demolish the old school buildings.

Do you have any idea as to a likely date for full opening of the new path? Apart from removing quite a distance from journeys from Compton Acres/Silverdale/Clifton/Ruddington to the Trent Bridge area, it would also mean not having to cycle close to the earth works currently in progress. I'm a bit concerned as, although you say the gates are temporary, they look pretty permanent to me.

Whilst writing, could I also mention that the fence alongside the new path has been vandalised (well, wrecked actually) at the end nearest the river. I don't know if this is your responsibility: if not I am sure you know who should be told.

Thanks for your help regarding all this.  
David

**From:** Niz Merali <[niz.merali@nottsc.gov.uk](mailto:niz.merali@nottsc.gov.uk)>  
**Date:** 9 July 2008 09:53:40 BDT  
**To:** David Litchfield <[davidlitch@prima.net](mailto:davidlitch@prima.net)>  
**Subject:** Re: Fwd: Gresham Park cycle paths [Virus checked]

David,  
Thank you for your e-mail.  
I am pleased to note that you like this footpath/cycleway. Although the surfacing work is substantially complete please note that all the work have **not** yet been completed and therefore it is still a construction site.  
The gates at each end of the cycleway are temporary gates.  
Regards,  
Niz Merali  
Service Manager  
Communities  
Nottinghamshire County Council  
0115 9774467

-----David Litchfield <[davidlitch@prima.net](mailto:davidlitch@prima.net)> wrote: -----

To: [niz.merali@nottsc.gov.uk](mailto:niz.merali@nottsc.gov.uk)  
From: David Litchfield <[davidlitch@prima.net](mailto:davidlitch@prima.net)>  
Date: 07/07/2008 07:58PM  
Subject: Fwd: Gresham Park cycle paths [Virus checked]

Niz,  
Further to my message below, I found the gates locked again tonight (Monday) at 5.30pm, which was unfortunate given that it was pouring with rain at the time. Any information you can give would be gratefully received.  
David

**From:** David Litchfield <[davidlitch@prima.net](mailto:davidlitch@prima.net)>  
**Date:** 3 July 2008 20:20:53 BDT  
**To:** [niz.merali@nottsc.gov.uk](mailto:niz.merali@nottsc.gov.uk)  
**Cc:** "Hugh McClintock ((Dell))" <[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>  
**Subject:** Fwd: Gresham Park cycle paths

Niz,

Paul Hillier has suggested I contact you about a potential issue with the cycleway marked with a dashed line on the attached plan.

The cycleway has now been completed. It's great, really well finished and it cuts out a big loop for anyone cycling from West Bridgford/Meadows/County Hall area to Compton Acres/Wilford/Silverdale/Clifton/Ruddington. But.....

It has been built with gates at each end, and on Tuesday evening at 5.30pm both sets of gates were shut and padlocked. I can't understand this as the school is fenced off along the entire length of the path. Is it correct that it can be shut off like this? If it is, it seems a waste of a really useful route.

The gates were open this evening (Thursday) when I cycled home at about 5.45pm, but I remain concerned and intrigued as to why these gates have been placed at each end. Also, if it is something you can arrange, the path could do with a sweep at the end nearest the school entrance as it is covered with a lot of debris.

I'd be grateful if you could advise me.  
Thanks. David Litchfield"

...and 4 Sept:

"Thanks very much for that, Niz. I now understand why the path is not yet adopted and hope my email will inject some urgency into the matter.  
David"

On 4 Sep 2008, at 16:29, Niz Merali wrote:

"David,  
I wrote to the School in July depicting the defects that need to be put right before the County Council would adopt this cycleway. I'll forward you an e-mail sent to Richard Smith (Gleeds) in July. I'll also forward him your e-mail and ask him why the remedial works have not been done.  
Regards,

Niz Merali  
Service Manager  
Communities  
Nottinghamshire County Council  
0115 9774467"

(4 Sept) "Hugh,  
Further to the email to Niz Merali which I copied to you, here is the email he refers to in his message to me for your information.

This does seem to be an interminably long process marked by what seems to me to have been a complete lack of action over the summer holiday.

Oh well. It will be an excellent path once open.  
David

**From:** Niz Merali <[niz.merali@nottsc.gov.uk](mailto:niz.merali@nottsc.gov.uk)>  
**Date:** 4 September 2008 16:34:01 BDT  
**To:** [davidlitch@prima.net](mailto:davidlitch@prima.net)  
**Subject:** Fw: Re: Fwd: Emmanuel School. Items Discussed at 10 June 08 - Site Entrance Meeting.

David - for your information  
Paul - FYI  
Niz Merali  
Service Manager  
Communities

Nottinghamshire County Council  
0115 9774467

-----Forwarded by Niz Merali/en/nottscc on 04/09/2008  
04:27PM -----

To: "Richard Smith" <[Richard.Smith@gleeds.co.uk](mailto:Richard.Smith@gleeds.co.uk)>  
From: Niz Merali/en/nottscc  
Date: 22/07/2008 05:30PM  
Subject: Re: Fwd: Emmanuel School. Items Discussed  
at 10 June 08 - Site Entrance Meeting.

Richard,  
Thank you for your e-mail.  
Some of the defects we highlighted were as follows:

1. New cable ducting to be laid to replace the one laid in the wrong location (i.e. underneath the timber fence posts). Bill stated the trench for the ducting will be hand dug so as not to disturb the new cycle way / footpath edge).
2. There is a longitudinal crack along the edge of the embankment which suggests that there is some movement within the embankment or lack of adequate compaction is causing settlement.
3. The timber fencing workmanship ranges from average to poor in places.
4. The embankment undercutting particularly around the culvert outfall due to steep slopes.
5. Did the contractor provide the necessary thickness of topsoil as stipulated on the design drawing?
6. Checks need to be made whether the soakaway provided for the cycleway drainage is working effectively.

Since majority of the culvert lies within the car park it would be prudent for the School to maintain ownership of the culvert including the headwall i.e. this culvert will remain private.

Regards, Niz Merali  
Service Manager  
Communities  
Nottinghamshire County Council  
0115 9774467"

#### **Cycle audit work follow-up**

Paul Hillier of Notts CC told me that he has recently received Paul Rea's report on his cycle audit work in Kimberley and he has agreed to let me have a copy soon.

#### **4. Finance**

Susan Young to report.

#### **5. Report of recent meetings and forthcoming meetings / events**

##### **Circulation of minutes from Stapleford Traffic and Transport Group meeting, 1 August and Pedals representation**

I have an electronic copy of the minutes of this meeting, attended by Martin Quarnton from Long Eaton, if anyone would like to see them.

It would be helpful if possible to have someone who lives in Stapleford as a regular Pedals rep t help inject more local knowledge. Any ideas please?\*

#### **Feedback from Ridewise open meeting, 8 Sept (message of 9 Sept from Gary Smerdon-White):**

"Hi  
I'd be pleased for your feedback re last night

Points I noted for RW to consider:-

- Stronger links with County Rural Rides in order to get leader training partnership and help meet CfH group ride outputs
- Keep on drumming home that commuting is not included in health cycling stats
- Look for further partnerships with the private sector on
  - Supply/Procurement
  - Maintenance/Recycling (e.g. TSW (Woodborough cycle shop) offer of trip to the workshops)
- Need to provide all round service for
  - Routes
  - Best Procurement
    - Recycled quality bikes
    - Quality new with credit union signposting
- Need to link to sports cycling clubs

One for Chris C – ASL approaches  
Gary"

#### **Greater Nottm Cycling Development Group meeting, Tuesday 16 September:**

Gary S-W, who chairs to the CDG (started in June 2007 to give a more strategic direction to promoting cycling locally) has, I am very pleased to report, now invited Arthur Williams to become the second Pedals rep on this group, as a replacement for Dave Morris who he had originally invited but who only attended the first two, before he disappeared last November.

The main item on the agenda for the 16 Sept meeting will be the presentation from Susie Morrow of the London Cycling Campaign (Wandsworth section) on their experience in running the 'Movers and Shakers' project and how we might learn from this in developing such a project in Nottingham next year.

#### **Thurs. 18 Sept: Cycling for Health Project Steering Committee meeting (10-12)**

I shall be attending this meeting.

#### **Sat. 27 September, East Midlands Cycling Forum, Lincoln:**

Hugh, Susan and Andrew to attend this meeting, hosted by CycleLincs, and including a discussion on the future format of such twice-yearly meetings, now that we have apparently run the full 'cycle' of local campaign groups willing and able to take them on in the current format.



**Sun 12 Oct: Crocus Café (Lenton) Family Event: request for Pedals stall**

I have had a request from the Crocus Café for a Pedals display at their Family event on Sat. 18 October; tel. (07515) 895717. Can anyone help please?\*

**Ridewise healthy cycling half-term event (29 Oct-1 Nov): message of 22 Aug from Graham Hubbard:**

"Hugh

RideWise, on behalf of the area 4 Health Action Team would like to invite pedals to a half term event focused on promoting healthy cycling to families. The event is to be held at the forest Rec Ground Wed - Sat 29th Oct - 1st Nov.

The style is akin to Bikers breakfast etc. Could you also look into the possibility of being able to bring along bikes (& owners) that are out of the ordinary i.e. NOT a BMX, MTB or racer!

Could I have a response, as to whether this is possible, within 4 weeks please

Graham Hubbard

RideWise Coordinator

Email : [info@ridewise.org.uk](mailto:info@ridewise.org.uk)

web: [www.ridewise.org.uk](http://www.ridewise.org.uk)

Mob: 07818 263738

**Cycle Campaigns Network (CycleNation) / CTC Autumn Campaigners' Conference, Warrington, Sat 15 November:**

The CCN/CTC Autumn Cycle Planning Conference will take place in Warrington on Saturday 15th November 2008:

***"Streets Ahead: Cyclists and pedestrians campaigning together, succeeding together"***

There will be a focus on speed reduction and road safety together with a debate on strict liability. Other vulnerable user groups are being invited to attend.

There will also be an opportunity to participate in a wide range of workshops and discussion groups on topics such as cycle hire projects and the new cycle infrastructure guidance. Further details and bookings: <http://www.warringtoncyclecampaign.co.uk/streets-ahead>

It would be good of several of us have first hand experience of attending this events, to help in planning the **Autumn 2009 conference** which we have in principle offered to host in November 2009, with the local CTC, as part of the celebrations to mark Pedals 30<sup>th</sup> birthday next year. (We should also soon start to be thinking about possible venues for this, and dates, incidentally. I am inclined to go for the Queen's Walk Community Centre, which we used last time we hosted such a gathering, in 1995, but would welcome other peoples' views, particularly as I have not been there recently!)

**Invitation to City Council Regeneration Scrutiny Panel meeting: discussion on interface between pedestrians, cyclists and traffic to be discussed on 9 December 2008**

I suggest that we make some time at the 20 October meeting to discuss this and the related matter of issues we want to raise at our November with Cllr. Jane Urquhart.

**2009 County Council Rural Rides programme - possible special focus on Robin Hood Line related rides? – my message of 8 Sept to Pete Jarman and Jim Bamford, Notts CC:**

Pete / Jim

A couple of us from Pedals the other day were thinking about the extra potential for rail-based guided cycle rides in the north of the county once Sunday running starts on the Robin Hood Line in December.

Maybe when you come to think about plans for next year's Rides programme you could encourage people to come up with offers for rides starting and finishing at various RHL stations? Given that these would have the advantage of attracting significant 'reverse flow' users to RHL trains there might even be some possibility for getting East Midlands trains to help publicise these. We wonder what you think of the idea?

Hugh

PS. Jim Bamford (from the Public Transport section of Notts. CC Communities Department has replied giving his strong support for the idea. I have yet to hear from Pete Jarman who, I think, may have been away on holiday.

**Pedals monthly meetings from October: arrangements and possible visiting speakers etc**

There are several issues to do with future meeting arrangements which we need to discuss:-

**a) August meetings.**

This year, for the first time, it was agreed that there should be a monthly meeting in August, even if fairly informal, to help with continuity and to provide an opportunity for discussing any unexpected items such as always tend to crop up over the summer (e.g. in this case, the closure of the Suspension Bridge and the request we had from Cllr. Rod Jones for a Pedals response to the Bunny's Brickworks redevelopment application). However, I gather that Susan Young was in fact the only person who showed up? Do we therefore want to have such a meeting (even if only informal) again in future?\*

**Monthly meetings and speakers**

**20 October:**

Gary Wood, the Line Manager for the new County Council cycling officer, Clive Wood, thought it a bit premature for him to come along so soon after starting so we agreed instead to invite him in the new year. Rather than waste a vacant slot I have therefore, in consultation with Susan Young, invited Murat Basaran to come along and update us on the Cycling for Health project, with particular reference to the work he has been doing with Liam Dixon from Framework Housing Association on developing/expanding local bike recycling.

**17 November:**

Cllr. Jane Urquhart, the new City Council Transport Portfolio Holder, has agreed to come.

**15 December:**

Pedals Christmas Social evening, including food, quiz and slides.

**2009:**

There are a number of suggestions for speakers including Helen Clayton from The Big Wheel who is keen to come back early in the New Year and to discuss cooperation in 2009. John Lee from the City Council may also be interested in having another session with us.

We should also make time for a discussion with Clive Wood, the new County cycling officer (see above).

Other suggestions please?\*

**Rural rides and Pedals rides in the city and county:**

Andrew Martin wishes to have a discussion on how things have gone with the changes we made this year, dropping the spring and summer mini-rides, to make more time for speakers, and having a series of Pedals themed rides on each Wednesday from April to August. Comments, please!\*

I have suggested that there is much scope for close **collaboration between the Cycling for Health project and the Rural Rides programme**, to encourage people who have learned to ride through the project, to keep riding. It would help in doing this to have more rides starting in the City, and perhaps also, it has been suggested to me, to have a less rural bias in the photo on the cover of the Rural Rides brochure!

Susan has had discussions with Carl Towner, Manager of the Lenton Centre about collaborating with Pedals to offer 4-5 **shortish rides in the Lenton area** starting from the centre, and perhaps starting this October. Comments, please!\*

Susan, Andrew and I have discussed the idea of having a **series of rides next year in the north of the county starting from Robin Hood Line stations** to help make the most of the new Sunday services on the RHL starting this December. I have already floated this idea to various people including Pete Jarman and Jim Bamford at Notts CC, John Hillman (East Midlands Trains Stakeholder Relations Manager) and Dave Holladay (CTC Public Transport Campaigner). Pete Jarman is away on holiday and has not yet commented by Jim was supportive, and I have had these comments from a) Dave Holladay and b) John Hillman:-

**“(from Dave Holladay) “Hugh**

For a model you might want to look at Merseytravel's promotional leaflets (2) which are downloadable from their website. I'm not sure what trains are used at present but if its Class 150's the SWT interior refit and overhaul of door gear and electrics on similar (Class 455) bodies is a fine model to consider.

Class 150's can accommodate a substantial number of cycles (possibly up to 10% of the full seated capacity) with very little additional work on the original design.

It may even prompt the move to having no actual restrictions on peak hour travel and relying on the

dissuasive power of fellow passengers, polite but firm staff, and a better deal for leaving a bike at each end of a commuter trip than having the hassle and uncertainty of getting on the train. Most people who can avoid catching a peak hour train with a bike, wheelchair, pram or luggage will do so, and you can even suggest a peak hour charge, in the same way that ticketing reflects supply & demand

Dave Holladay

**Transportation Management Solutions**

Working for Cycling with

**CTC - The UK National Cyclists' Organisation**

On Public Transport Issues

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

01483 238 327 Guildford - (No voicemail)

07 710 535 404 Mobile - (Voicemail diverts to 0141

332 4733)

CTC National Office, Parklands, Railton Road,  
Guildford, GU2 9JX

Main Switchboard 0844 736 8450

**(and from John Hillman, East Midlands Trains):**

“Hugh

On the issue of promoting the RHL on a Sunday for cycles, I would suggest that we do not have the type of rolling stock that allows more than 2 or 3 cycles in each 2 car set, and therefore, whilst it may be a good opportunity the practicalities of achieving a sustainable scheme would be difficult to achieve. If however the county could provide cycle hire at key points I am sure we could undertake a joint ticketing package.

Regards, John Hillman MIRO

Stakeholder Development Manager

East Midlands Trains

john.hillman@Eastmidlandstrains.co.uk

M 07771 831082

We should also have some further discussion now about **ideas for marking Pedals 30<sup>th</sup> birthday** including:-

a) special rides

b) a meal together, perhaps at the Crocus Café in Lenton and

c) the national cycle campaigners' conference which we and the local CTC have agreed to host in November.

**6. Cycle facility and traffic management matters:**

**a) more substantial matters:**

**River Trent Suspension Bridge closure – my exchange of messages with Chris Carter (City Council) and Gary Wood (County Council):**

“Chris

Thanks for your response. I am glad that you agree that signing of alternative routes has been inadequate and hope that you can indeed now liaise closely with the County Council to improve this, particularly if the bridge is indeed likely to remain closed for quite a long time.

I am including Gary Wood at the County Council, with whom I have also been in touch about this, in copying my reply and hope that this will help to facilitate this liaison.

Hugh.

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

**From:** Chris Carter  
**To:** 'Hugh McClintock (Dell)'  
**Cc:** 'Roland Backhouse'; 'John Bannister'; 'Gary Smerdon-White'; 'Steve Brewer'; 'John Lee'  
**Sent:** Tuesday, September 02, 2008 5:11 PM  
**Subject:** RE: River Trent suspension bridge closure - implications for cyclists [Scanned]

Hugh,

As we understand it Severn Trent were planning a temporary closure of the bridge in the near future for an inspection and to undertake maintenance work. However, this was unexpectedly brought forward due to a complaint by a member of the public that some of the wooden slats had become loose. Due to concerns about the integrity of the bridge it has been necessary to undertake a thorough inspection and analysis of the structure which is taking some time to complete. Because of public safety concerns it is necessary for the bridge to remain closed until this is completed.

Severn Trent has indicated that at the very least the wooden slats will need replacing and the bridge will require repainting. There are also fears that some of the metal cables may require replacing subject to the outcome of computer analysis. Therefore if this is the case we would not expect the bridge to be open in the near future. Severn Trent has indicated that they are working to get the bridge open but would appreciate our patience with the process.

I will be contacting Severn Trent for further info once they have completed their survey and analysis and this should give us a better indication of timescales. I will keep you informed of any further info as it becomes available.

I agree that the signing to date has been inadequate and the City Council is arranging for additional signing to be erected to direct people to the alternative crossing points.

Regards, Chris  
Chris Carter | Transport Strategy Manager,  
Nottingham City Council

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

**From:** Hugh McClintock (Dell)  
[mailto:Hugh.McClintock@ntlworld.com]  
**Sent:** 01 September 2008 18:56  
**To:** Chris Carter  
**Cc:** Roland Backhouse; John Bannister;  
Gary Smerdon-White; Steve Brewer; John Lee  
**Subject:** River Trent suspension bridge closure - implications for cyclists [Scanned]

Chris  
Has anyone in the City Council has been liaising with Severn-Trent over the recent sudden and surprise closure of the River Trent Suspension Bridge, which, as you no doubt know, is a major and very well-used node on the Greater Nottingham Cycle Network and which cyclists have legally been able to use since about 1982, I recall.

It seems very surprising that this closure should have been introduced with no warning to users, and also that there are still

no signs in place on the (city or county-side) approaches to the bridge to warn users of the closure and to give advice about alternative routes. Do you know at all how long the bridge is likely to remain shut?  
best wishes, Hugh

....and response to Roland Backhouse (who first took up this issue while I was away) from Mandy Pollard-Ward, Notts CC:

"Dear Mr Backhouse

**Re: Suspension Bridge**

I have been asked to respond to your email to Councillor Smedley regarding the closure of the suspension bridge in West Bridgford.

Severn Trent Water are the owners of the bridge and it has never been a public right of way. They formally agreed terms for permitted public use of the bridge for 40 years after Nottinghamshire County Council contributed to the cost of major repair work in 1984. Therefore Severn Trent Water have the right to close the bridge and it is their choice with regards to signing alternative routes. We have no powers to insist on this matter. Severn Trent Water intend to make another press release soon but the bridge will remain closed for the foreseeable future.

The bridge was closed by Severn Trent Water as a result of a routine inspection during which possible structural inadequacies were discovered showing problems with the suspension cables and the decking. Severn Trent consultants were due to start a roped access inspection of the bridge a few weeks ago but they were delayed due to problems obtaining permission to work over the river from British Waterways. This is why no work has been carried out and why no scaffolding has been erected on the bridge.

Severn Trent have commissioned a full inspection of the bridge which they hope to begin in the next two weeks although the consultants report will not be available for at least another six weeks after that. Remedial works will then need to take place before the bridge can be opened.

We are in contact with Severn Trent Water to secure the reopening of the bridge as soon as possible. However, we are in the hands of Severn Trent Water and it is unlikely that the bridge will reopened before Christmas as safety has to take precedence over inconvenience.

I am advised that the alternative route to Nottingham University via the Toll Bridge (using the south side of the river) has street lighting and is a safe alternative.

I have been informed that Andy Kerr of Severn Trent Water (tel: 0116 267 0170) is overseeing the work on the bridge and may be able to provide you with future updates. Any complaints regarding the closure or signing of the closure should be directed to him.

Yours sincerely  
Mandy Pollard-Ward  
Principal Co-ordination Officer  
Highways South"

PS. I spoke to Andy Kerr of STWA on 3 Sept who said that it will be several weeks yet before they have completed the full assessment report on the condition

of the bridge and can begin to estimate what works will be needed and how long they will take. However, he agreed to keep me posted.

**PS brief report of 4 Sept meeting with County Council to discuss River Trent suspension bridge closure implications:**

"Roland and Hilary Backhouse, have for several weeks since the "emergency" closure by the Severn Trent Water Authority of the River Trent suspension bridge at the end of July (while I was away) been trying to get something done about the consequent problems for cyclists. This morning they and I had a meeting with Gary Wood at the County Council. The sudden decision to close the bridge followed an inspection of the condition of the cables, which came soon after some temporary repairs to the decking.

Both Gary Wood (and also Chris Carter at the City Council) are now well aware both of the nuisance this is causing for the many regular users of this facility and also of the urgent need to provide much better warning signs of the closure, on the main approach routes to the bridge, and also some indication of the best alternative routes (where these exist, e.g. via Wilford Toll Bridge and the riverside path on the south bank of the Trent between Trent Bridge and Wilford). Gary said that they would coordinate plans for these with the City Council with respect to the main approaches on the north side of the Trent, particularly in the vicinity of the north end of Wilford Bridge. We stressed the need for these signs to be in place as possible, as well as mentioning the need for a number of other improvements on the alternative routes including better lighting on the riverside path and better signing on access links including the short cut between Wilford Lane and the riverside path just west of the Suspension Bridge as well as renewed attention to ways of making Trent Bridge safer for cyclists.

STWA have appointed consultants to carry out a detailed structural survey of the bridge and this (which needs the approval of British Waterways as the Navigational Authority) is unlikely to be completed for at least 6 weeks, they have told me. Only then will they decide just what work needs to be carried out to make the bridge fit for use again. They also will need to get financial commitments from the other partners including the local authorities, and the gas and electricity companies who also use the bridge so the chances are that the bridge will remain closed for several months yet. Both STWA and the County Council have agreed to keep me and Roland informed as repair plans develop. Hugh"

**...and post-meeting message from Gary Wood:**

"Thanks for taking the time to meet with me this morning. Following on from our meeting I emailed Chris Carter at Nottingham City Council as promised. His response is also detailed below.

With respect to lighting I have commissioned some work to look at the cost and feasibility of lighting the route to Wilford as discussed at the meeting.

I will be working closely with the City to ensure we have suitable signing taking on board the suggestions you made this morning.

The small path you mentioned on Wilford Lane is a right

of way, but only a footpath (as opposed to a Bridleway) and we do not actively encourage its use for cycling due to visibility issues and potential conflicts with pedestrians.

I will keep Pedals (via Hugh) updated with regard to developments on timescales for the bridge reopening as that information becomes available. The next South Notts Cycle Working Group will be organised towards the end of 2008 and again you are most welcome to attend to input and share your views. I will advise Hugh of the date in due course.

Kind Regards, Gary  
Gary Wood  
Service Manager Policies and Standards  
Communities Department  
Nottinghamshire County Council  
T 0115 9774575"

PS. The contact at Severn-Trent Water Authority is Andy Kerr, tel. (0116) 267 0170.

**Commuter Cycle Route Programme - Strelley Corridor – message of 28 Aug from Steve Brewer, City Council:**

"Colleagues

The Strategic Cycle Route Network is based on radial, orbital and traffic free cycle routes. The aim of the network is to provide fast, safe and comfortable conditions for cyclists on the most direct route, thus creating an attractive, competitive alternative to other less sustainable modes. Existing information gathering of 14 main radial routes has been undertaken and a report has been produced presenting the findings, this was reported to the 'Transport Forward Planning Group' on 7<sup>th</sup> February 2007. It was agreed by the group to develop four schemes, Hucknall Road, Clifton, Strelley and Netherfield and implement one scheme each year over four years. It was also agreed wherever possible to coordinate cycle route improvements with other transport and maintenance schemes. The first scheme to be developed was the Bestwood - Hucknall Road corridor and on-road cycle lanes, advance stop lines and toucan crossings are starting to be implemented. The next route to be developed will be Strelley via Ilkeston Road, Wollaton Road, Radford Bridge Road and Beechdale Road. An alternative quiet route will also be developed via Alfreton Road, Hartley Road, New Road, Northdown Road and Beechdale Road.

The focus will again be on the provision of the most direct route to the City Centre and links to key employment areas such as Nottingham University, Government Buildings, Glaisdale Comprehensive School and Harvey Hadden Stadium. This will be achieved by providing on-road cycle lanes, advance stop lines (ASL's) at traffic signals and directing cyclists to quiet routes.

As a key stakeholder you (or a nominated representative) are invited to attend a Cycle Route Inspection Meeting (including an office based pre meeting) on bicycle. The scope of the meeting will be wide and the objective is that as the group navigate the route, all suggestions, ideas and comments are recorded and fed into the design.

Please would you indicate your availability during September/October 2008 on the attached spread sheet

and return to me before the end of August 2008. The meeting will commence at 10.00 and finish at 15.00 lunch will be provided 12.00 -13.00.

Thank you for your cooperation and I look forward to working with you on this project.

Steve Brewer  
Sustainable Transport Officer  
Environment and Regeneration | Nottingham City Council | Lawrence House | Talbot Street | NOTTINGHAM | NG1 5NT | U.K.  
(tel +44 115 91 56596 | fax +44 115 91 56150 |  
§ [steve.brewer@nottinghamcity.gov.uk](mailto:steve.brewer@nottinghamcity.gov.uk)

PS. The meeting is to be held on 14 October from 10-3.

**Western Gateway Improvements - Canning Circus Phase 2 (response to your letter of 6 Aug) – my message of 3 Sept to Tessa Evans, City Council:**

“Dear Tessa

Having been away for several weeks I have only in the last few days had a chance to consider your letter of 6 August (TM/TE/TMP6737) and to draw up a Pedals response to submit by today, as you requested. This, and the fact that we have no business meeting in August, means that I have not yet had a chance to raise your letter at a Pedals meeting and it is possible that there may be some further comments when I do so at our next meeting, on Monday 15th September. I hope therefore that these can still be considered please?.

In principle the proposed improvements for pedestrians and cyclists, including the ASLs, seem sensible and should be a useful step towards the enhancement Pedals is keen to see of the cycle route to the west of the City Centre between Canning Circus and Castle Boulevard via The Ropewalk, Castle Hill, etc. However, as so often in the case of cycling provision, how satisfactory they are in practice will depend to a large extent on the details and on future maintenance. Particularly important will be the detailed arrangements for cyclists accessing and exiting from the two proposed toucan crossings, on St Helen's Street and on Derby Road near The Ropewalk. These must be convenient, safe, comfortable and coherent.

Well-maintained clear and coherent signing of the new direct route through Canning Circus will also be important to encourage safe usage and this needs to form an integral part of comprehensive signing of the whole route between Ilkeston Road/Canning Circus and Castle Boulevard, etc.

It would also be useful if, as part of this scheme, the opportunity could be taken to improve the cycle gap on the east side of Canning Circus included in the original scheme two years ago (at Pedals request, to avoid the need for cyclists wishing to access Derby Road from Alfreton and (Ilkeston) Road to ride a long way round downhill and then back uphill) since this can in practice be very difficult to access safely, especially in peak periods. It would help to modify the angle of entry to make it easier to turn in to and also to provide more signs and markings to make both drivers and cyclists more aware of its existence and, in particular, to make clear to drivers that they need to watch out for cyclists pulling across to enter it.

Achieving good cycling provision at and through this junction is of particular importance to Nottingham PCT whose offices are of course nearby and who are now very keen to promote cycling by PCT staff and visitors, particularly in the context of their involvement in the Cycling for England Cycling for Health Project. We hope very much that you are involving them in this consultation and in taking the opportunity to obtain their more comprehensive views on further desirable improvements in the vicinity of their offices which would provide further incentive to use bikes regularly.  
Yours sincerely, Hugh McClintock,  
Chairman, Pedals

PS. Work on this scheme in fact started at the beginning of September!

**Cycle parking at new Nottingham Contemporary Arts Centre: comments from Gary Smerdon-White, 2 Sept, following query to me from Andrew Martin:**

“Hi Hugh

Firstly, Richard is right re the Upper Yard and Stairs which will form Garner's Hill - they will be the City Council's as will the building. Nothing is planned on them for aesthetic, safety and access reasons.

However there is cycle parking opposite the building on Middle Pavement (outside Severns house) which I use and Fletcher Gate Car Park (more is needed in the latter)

It is planned that there will be Cycle Parking in the new bus station and possibly the green space that will be created at the junction with Cliff Road. It will be a stone's throw from the Station Bike shelter.

There might be a possibility alongside the planters that will be put on Middle Hill when it is landscaped. However all this is in the hands of the City Council who have the Client responsibility for delivering the building  
Gary

**Cyclists and the NET issues: report of 9 Sept. Greater Nottm LRT Advisory Committee meeting**

The special 'map' sign at Weekday Cross to advise downhill cyclists of the existence of the 'tram bypass' facility was removed at the start of work on the nearby CCAN site and, at the last GNLRTAC meeting, the chair, County Councillor Chris Baron, asked for it to be reinstated asap. This has in fact still not been done but Chris Deas, NET Project leader, assures me that he keeps chasing it.

The new cycle lockers to be provided at the Phoenix Park NET Terminus Park and Ride site, together with some cycle access improvements across the nearby A610, should be installed soon, I understand.

I have reminded the Committee also of the special study of cyclists' interactions with trams being carried out by the MVA Consultancy for Transport for London

and which included, late last autumn, interviews with cyclists in Nottingham, Sheffield and Manchester. When this is completed it could provide some very useful information and advice to help inform further detailed planning on the NET extension lines (if approved; no decision is likely, I understand, until well into next year), especially following a decision to reopen the Public Inquiry to assess new information on the biodiversity value of a couple of sites affected. Andy Holdstock says that he has been in touch with MVA but that the report is not yet available.

**Other City Council cycle facility plans going ahead in the next few months:**

- new cycle lockers in the Victoria Centre
- replacement cycle bridge by the canal basin at Lenton Marina
- improved riverside path- canalside path connection on north bank of Trent east of Trent Bridge by Turners Quay.

**Copy of message of 27 Aug from Paul Hill to City Council Streetscene re blindspot caused by overgrowth outside former Keystone store, Dunkirk:**

"Dear Sir or Madam

As a cyclist I wish to report a dangerous situation which is in desperate need of sorting out at Dunkirk on a route I regularly use to/from the city. I am referring to the overgrown shrubbery which is quite blocking the cycle path around the boundary of the derelict Key Store Garage at Abbey Street. The situation is very dangerous indeed and has been in its current state for over a month now and it appears no-one has been on site to remedy the situation.

As one approaches Abbey Street from the north, i.e. from the Queens medical Centre, and reaching the boundary wall outside Key Store (opposite the Johnson Arms) we are met by overgrown shrubbery that overhangs the brick wall and literally cuts the cycle path in half, forcing us to move and its worse on the Abbey Street path forcing city bound cyclists to move over to the far right pretty close to the grassy bank by the River Leen, or duck down below the overhang hoping we are not met by other cyclists /pedestrians coming the opposite direction on the Abbey Street cycle path towards Dunkirk Flyover/Queens Medical Centre because the shrubbery round the bend is literally a blind spot here with more overhang. If this shrubbery is not cut back then I fear there will be a nasty accident between cyclists or pedestrians sooner or later. Therefore in light of my complaint can you arrange for this shrubbery to be chopped back at your earliest opportunity.

I welcome your response to this with a view to letting me know when we can expect to see a dramatic improvement at this fork in Dunkirk. Otherwise the matter will be raised with the local media.

Many thanks, Paul Hill  
108A BASFORD ROAD  
BASFORD  
NOTTINGHAM  
NG6 0JL

**...and their reply of 28 Aug:**

"Dear Mr Hill,  
Further to the email that I sent this morning.

I have spoken to the Supervisor for the Dunkirk area. He is aware of this situation and says that the overgrown hedge is on private land, so Street Scene are unable to carry out work without permission, due to insurance restrictions.

I have forwarded your email to Nigel Baxter in the Highways department, who can investigate the ownership of this land and take enforcement action if required.

Hopefully, this situation can be remedied in the near future. If you have any further queries, please feel free to contact Street Scene.

Regards, Gwendoline Williams  
Street Scene

**...and Paul's request of 30 Aug for Pedals comments:**

"Hi Hugh

Further to my email regarding the situation outside Keystore, Dunkirk, Gwendoline from Street Scene sent me this reply. What do Pedals make of this?  
Regards, Paul"

**...comments from Gary S-W, 2 Sept (copied to Chris Carter, City Council)**

"Hi

I can understand the problem with private land – however would the option not be for the City to cut it and charge the land owner as they do with other things causing a hazard they also do it with derelict houses?

Such responses hardly show the right attitude to encourage cycling. The Dunkirk guy is avoiding problems not solving them and I wonder what responsibility he'd have if someone got seriously injured on the City's Cycle path because of the hazard and the landowner is not aware of the problem but the City is?  
Gary"

**Errant pedestrians – message of 18 Aug from Paul Hill:**

"Hi Hugh

Hope all is well, thought I would like to tell you about my recent near misses with pedestrians who have not got a clue about road safety where cyclists are concerned. I need to get it off my chest otherwise I won't be able to sleep tonight.

The other week I had just crossed the railway bridge at Wilkinson Street passing some roadside trees when two adults looked in my direction then as I had moved up the road a few yards, they stepped off the road with two children in tow. I shouted out to them but to no avail.

Then over this weekend just gone when I was coming up Reydon Drive from the Western Boulevard, and almost over Didcot Drive two teenage girls saw me coming but instead of waiting continued their pace and stepped off the pavement and despite me shouting

up to them my response of "have you got a death wish?" there was no response from them.

Then this afternoon (I was wearing an orange jacket) as I was making my way down Radford Bridge Road and almost passing the childrens home (with cars parked outside) there was a couple of youths standing by the fence, then as I had gone a few yards and in line with the home and the parked cars I was suddenly confronted with one youth who by this time was halfway over the road, almost coming into contact with my front wheel forcing me to slam by brakes on, my nerves was on edge by this time, and then as I was making my way along the service road through Jubilee Campus to the cash point there were two women on my side of the road and with my nerves back to normal, and as I drew closer to these women, one looked in my direction, but casually proceeded to cross, her friend did not bother checking the road either and followed, by this time I was even closer, so I gave them an ear bashing for being careless, I said that they should get hold of a copy of the highway code, read up on it, and learn how to cross the road, and if they want to commit suicide they should not do it in front of me. I got no response to my rant. I shouted so loud I guess the workmen on the site heard me. Guess though it might make the two women and others I have had conflict with think twice before stepping out in front of cyclists who are following the rules of the road.

What is wrong with today's pedestrians, and society as a whole? It seems as though many of the pedestrians have got a death wish and have no care about their own safety, or the safety of other road users, and when they look for traffic but continue to cross roads without waiting for a clear gap in the road there is little wonder reckless pedestrians end up in accidents which they have caused through their stupidity as the cyclist is bearing down on them at reasonable speed as I was doing no more than 12 mph. I for one have no sympathy for such people and I guess they would be the first to complain saying it was the law abiding cyclists fault and trying to claim compensation off the cyclist.

I would like to know if other members have had similar experiences to me and what they think should be done to tackle this menace of pedestrians who have little in the way of brain cells which cause them to continue across the road while a cyclist is within a few feet of them. Personally I think they should be given a mandatory road safety course and given road safety certificates if they pass the course, and go through regular tests, including eye tests as the ones I came across might be lacking in vision. Remember the Tufty Club anyone? I would like to complain to the law enforcement authorities, not sure who to complain to though, any details welcome.

Regards, Paul  
108A BASFORD ROAD  
NOTTINGHAM  
NG6 0JL

#### **Segregated cycleways and footways – comments from Robin Phillips on Daleside Road, etc.**

Robin Phillips has asked me to put on the agenda the matter of what people think about situations like the segregated footway/cycleway on Daleside Road where the cyclists' part is put on the side away from the and

not, as elsewhere, closest to the road, a solution that in general he thinks is more satisfactory for both cyclists and pedestrians.

Any comments, please?\*

#### **Cycle parking at Beeston and other local stations – message of 1 Sept from Broxtowe Councillor Steve Barber (and caseworker for Nick Palmer, MP:**

"A further 8 cycle storage hoops have been installed at Beeston station following lobbying last month. This brings the total number of cycles which can be secured (assuming 2 to a hoop and 1 to a locker) to 40. This is an extensively used facility and I can see all spaces soon being taken up.

*Steve Barber  
Caseworker for Dr. Nick Palmer MP  
23 Barratt Lane  
Attenborough  
Nottingham  
NG9 6AD  
0115 943 0721  
fax 0115 943 1244*

PS. I gather that Gary Smerdon-White's lobbying of Jim Bamford at Notts CC has also been important in getting these hoops installed. The case for similar provision at Attenborough Station is also being considered and I have asked Jim about this and also about the proposed provision at the new East Midlands Parkway Station, opening in December.

PS. As well as campaigning for improved cycle parking at stations we also need to be doing more to campaign for **improved cycle access**, to make it easier and safer from people from the theoretical catchment area of stations to get there in practice!

This includes for example reviving the long suggested ideas for providing more direct and coherent cycle access to and from Beeston Station from the NE (Queen's Road East) area (part of Sustrans NCN Route 6).

#### **PS.: comments from Gary Smerdon-White and my response (4 Sept):**

"Gary

I happened to bump in to Jim this morning outside Trent Bridge House while waiting to meet Gary Wood. As well as encouraging Pedals to campaign more for cycle parking at local stations he was very keen that we should also do more to campaign for improved cycle access, something which I had anyway been conscious of and was intending to raise at tomorrow's Broxtowe Partnership Transport Group meeting (and at other suitable occasions).

Hugh

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

**From:** [Gary Smerdon-White](#)

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

**Sent:** Thursday, September 04, 2008 8:46 AM

**Subject:** RE: Beeston station

Hugh

Jim has told me it is a shoe-in. apparently he'd asked Steve for proof of need (e.g. how often the racks were full) - Jim was under the impression that there were some racks there.

I've made the strategic case:-

- On NCN6
- On Big Track link out to Erewash
- Good paths linking from LE, Toton, Stapleford, Chilwell
- Thus potential to meet County and EMT objectives on cycling and use of trains

Jim will be onto it when he has cleared the Nottingham Station Signalling stuff and has told me to follow-up in a couple of weeks

Gary

**New Bramcote Avenue / Chilwell Lane cycle route feedback: copy of my message of 5 Sept to Paul Hillier, Notts CC:**

"Paul

After this morning's Broxtowe Transport Group I went to take a quick look at the new Bramcote Avenue / Chilwell Lane cycle route and noticed a couple of things that need addressing please in addition to the points such as unflush kerbs which you mentioned.

These include the lack of an 'except cycles' supplementary plate under the No Through Road sign on the west side of the Common Lane / Bramcote Lane junction and, on the other side (by St. John's College) of the same junction a sign apparently pointing the wrong way to Stapleford. Because of the rain I did not linger long so may have missed other points but I thought that you could perhaps add these to the list of details still to be addressed please. Please let me know when they are likely to be attended to.

Thanks, Hugh

PS Any other comments please?\*

**PPS: response from Kendra Hourd, Notts CC (5 Sept):**

"Hugh,

The Cycle Route has undergone a Stage Three Safety Audit which raised a number of points. I am currently awaiting the completion of a street lighting design, but will do a full survey of the route to order the remedial works following that. I will investigate the issues you have raised as part of that process. I estimate that the final works on this scheme will take place in November.

If you require any further information, please let me know.

Yours sincerely, K. J. Hourd

Principal Improvements Officer - Highways South Communities Department

Nottinghamshire County Council

Tel: 0115 8786032

Fax: 0115 8786057"

**Pedals comments on planning application for redevelopment of Bunny Brickworks - application 08/01289/REM (5 Sept):**

"We hope that these comments can please still be considered, as the deadline for comments came while I was away on holiday and we have not been able until now to draw up a response.

It is very important that decisions on access to and from the new development take full account of the needs of

cyclists, and that cycling provision is integrated with the wider cycling provision needed along the A60 between Bunny and Ruddington to ensure a high standard of cycle access to all the existing and new developments adjoining the route, including the Ruddington Fields Business Park and the new Business Park on the north side of Bunny, with safe, convenient, attractive and coherent links to other parts of the Greater Nottingham and Rushcliffe areas, especially West Bridgford and other settlements nearby."

**Announcement of Notts CC's plans for NWSC at Holme Pierrepont and possible Sustrans Route 15 developments – copy of my message of 7 Sept to Patrick Davis and Nicola Jones, Sustrans East Midlands:**

"Patrick / Nicola

I don't know whether or not word has reached you of the official announcement a couple of days ago by Notts CC (Cllr. Chris Baron, Sustainability Portfolio holder) on the future of the National Water Sports Centre at Holme Pierrepont -

<http://www.thisisnottingham.co.uk/news/Notts-set-country-s-surfing-machines/article-303660-detail/article.html>

They include a renewed commitment to the idea of a foot and cycle bridge across the Trent from the NWSC and I wondered if it might perhaps timely now to remind Chris of Sustrans plans for Route 15 and your wish to see these incorporated as an integral part of the major changes now planned.

What do you think?  
best wishes, Hugh"

**Possible Notts County Council involvement in a national experiment to allow motorcycle use of advance cycle stop lines: copy of my message of 4 Sept to Gary Wood, Notts CC:**

I forwarded this message to Gary after he happened to mention (at the meeting to discuss the Suspension Bridge closure that the County Council had been asked by the DfT if they were interested in being involved in a national project to assess the impacts of allowing motorcyclists to use ASLs. At the time I said this could be very negative and also that I recall a brief discussion about two years ago on the same topic with Stewart Thompson (a regular cyclist, and head of Traffic Management at the City Council saying he would be much opposed to any concession of this kind in Nottingham (similar to that already tried in a few other places, by the way):

Gary

This seems very pertinent to one of the other things we (briefly) discussed this morning - the possible use by motor bikes of ASLs!

I do in fact know the author, Philip Loy, slightly. He is an activist with the London Cycling Campaign as well as working for Colin Buchanan and Partners.

Hugh

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

**From:** Philip Loy

**To:** [cycle-planning@yahoo.com](mailto:cycle-planning@yahoo.com)



**Sent:** Wednesday, September 03, 2008 5:37 PM  
**Subject:** [cycle-planning] Re: TRL study - motorbikes in ASLs; mode switch campaign; motorbike to bike

Like other contributors to this forum, I'm quite happy to see other modes of transport provided for on the highway, motorbikes included. Indeed, the best street environments overall from an urban realm point of view are probably those that have a diversity of transport modes. For the full effects of diversity, compare the 'monoculture' of a motorway or dual carriageway with a high street in India or South East Asia with its heterogeneous traffic mix.\*

Personally I'm not particularly bothered by motorbikes whilst cycling, but then I've been cycling in London for 12 years (and I may well be affected by testosterone levels; who knows). In fact I only use ASLs if they offer an advantage, which often they do not. One of the things that does concern me however about the trials of motorbikes in ASLs (or for that matter in facilities generally available for cyclists) is that they do not appear to take account of attitudes of potential users who do not yet cycle.

Of all modes, cycling appears to have the greatest potential for growth, and consequently the greatest potential to offer advantages to society generally (health, environment) and traffic management in particular (increased capacity through modal shift). In terms of growth, we only have to compare the 1 and 2 percents of modal share in the UK with the 25 to 35 percent share in other parts of Europe. There can be no doubt that the potential for growth is huge.

The studies that I've seen so far are based on 'before and after' studies, with attitudinal surveys thrown in for good measure. This is fine, but only takes into account \*existing\* road users. In a sense, the response from and behaviour of existing cyclists will, by definition, not be so bothered by motorbike usage. There appears to be no account however of the effect that powered two-wheelers could have on those who might consider cycling but are put off, because access to ASLs (and bus lanes for that matter) has been made wider.

For attitudinal surveys, this might be a questionnaire with the basic question 'would allowing motorbikes in ASLs (or bus

lanes) put you off cycling'. The target audience for such a questionnaire could be for example the parents of schools in the vicinity, or local residents generally within a specified distance relating to average cycle journey distances. (There should be a good gender balance also as, generally speaking, it will be women with more complex journeys than the straight A to B commute that could benefit from better facilitation of cycle trips.) The target audience don't forget are people who do not yet cycle, but could. Of course there may be a better way of identifying the 'near market' for cycling.

Since the potential for growth in cycling inferred from other European locations is huge, the potential for input into a study into the possible effects of motorbike access is also huge. Yet, if the input from the 'near market' for cycling is not taken into account, the study may well lack a significant factor, the results skewed, and the opportunity for cycling growth may well be jeopardised.

In other words, if we don't ask those who could potentially cycle if they might be bothered by motorbikes in ASLs (or bus lanes), we won't know if we are hampering a worthy objective. Since they are new or returning cyclists, their perceptions will not be the same as existing cyclists. And perceptions of let's say parents carrying children, women, etc. who could potentially cycle will be different from young male commuters who presently cycle and are providing feedback into studies into the effects of motorbikes in ASLs.

And just as a reminder, we are talking about the effects on people who could make up to 25 to 35 percent modal share. I should imagine that's a lot of people whose views are not being taken into account. I'm not saying that this factor is directly relevant, but I am saying that there has been nothing to say why it is not.

Should we not also weigh the potential for cycling growth and its consequent benefits for society in combination with the safety benefits for cyclists against the benefits for motorcyclists? The benefits for cyclists appear to be more about safety, whereas the benefits for motorcyclists appears to be more about convenience. This might be decisive in itself, but then we have the huge

social gains  
from cycling growth.

Of course the link between ASL motorbike usage and cycling growth potential has to be ascertained, but I await a future study for that.

Best regards, Philip Loy  
Cycling Consultant  
Colin Buchanan  
Newcombe House  
45 Notting Hill Gate  
London W11 3PB  
T 020 7643 5627

\* (I know they have different functions but my point is the overall effect. In fact it's a shame we can't transfer some of those conditions to UK streets – I'm told wandering cattle makes for a fantastic traffic calming measure!)

#### **Making Pedals comments on planning applications**

In January we agreed to have a system for making Pedals comments on relevant planning applications.

However, my impression is that this has been very hit and miss since then and that we are therefore missing many important ones, in Nottingham, Rushcliffe, Broxtowe and Gedling which we should be responding to. Comments, please!\*

**b) apparently less substantial matters / other City and County Council consultations**  
**NB These consultation letters appear to involve more minor issue and I suggest that most, at least, do not need a Pedals response.**

**However, I list them here, with the deadlines for responses (in some cases now officially past, in this case) and will bring them to the meeting, in case anyone wishes to make a response to any of them.\***

- Proposed waiting restrictions: St. Stephen's Road area, Sneinton (by 30 Sept)
- Proposed Traffic Regulation Order (TRO) – TMP 6728 – Hawton Crescent area, Wollaton (1 Oct)
- Ilkeston Road Regeneration Scheme: Highway Improvements including inbound cycle lane from the pedestrian crossing east of Highurst Street uphill to Canning Circus (12 Sept)
- Proposed School 20 mph zone – Sneinton Boulevard, TMP 6710 (24 Sept)
- Proposed restriction of waiting, Bramcote Lane, Wollaton, TMP 6749 (19 Sept)
- Hucknall Road bus lane, between Waldeck Road and Fern Avenue, Carrington, TMP 6750 (24 Sept)
- Proposed TRO revocation of Ambulance Bay, singing and lining (TMP6751) (24 Sept)

- Second Avenue, Sherwood (8 Sept)
- Alexander Street, Sherwood (8 Sept)
- Crossman Street, Sherwood ; Prohibition of Waiting TMP 6714 (17 Sept)
- Johnson Road (Derby rd Health Centre): Proposed Junction Protection and Mon-Sat 9am-5pm restriction TMP6745 (11 Sept)
- Proposed prohibition of waiting: Eton Grove, Lambourne Drive, Wollaton Rd TMP6736 (14 Aug)
- Proposed prohibition of waiting: Junction of Beckhampton Rd / Elmbridge Rd and Limited Waiting Bay, Beckhampton Rd shops TMP6741 (15 Sept)
- Bull Close Road, Lenton : Proposed 'No waiting at any time' (28 Aug)
- The Moorings and Gadwall Crescent: Prohibition of Waiting TMP6731 (18 Aug)
- Proposed Junction Protection – Junction of Holmefield Rd and Aspley Lane (24 Sept)
- Proposed 20mph limit, Wilford Grove, The Meadows (Bridge Ward) TMP6752 (26 Sept)
- Notts CC: Alleyway between Owthorpe Road and Woulds Field, Cotgrave: Proposed Gating Order (15 Sept)
- Notts CC: Smithy Crescent Area, Arnold: Proposed Residents Parking scheme (8 Sept)
- Notts CC: Installation of new speed cushions, Cross Street, Arnold.
- Notts CC: Installation of new hump to zebra crossing, Long Acre, Bingham

#### **7. Miscellaneous items:**

##### **Local bike recycling developments; my exchange of messages with Murat Basaran:**

"Murat

Seems like there is unfortunately no one from Pedals who will be able to make the meeting on Friday. However, let me know how it goes. It would be useful to have a brief report before the next Pedals meeting next Monday evening (15th) and then of course we can discuss it more fully when you come on 20th October. best wishes, Hugh

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

From: [Murat Basaran](#)

To: [Helen Ross](#) ; [Hugh McClintock \(Dell\)](#) ; [Matthew Price](#) ; [info@cyclemagic.org.uk](#) ; [frank.sheridan@nottinghamymca.org.uk](#) ; [dori.kirchmair@nottinghamcity-pct.nhs.uk](#) ; [jennie.maybury@nottinghamcity.gov.uk](#) ; [alice-faricy@changeofheart.org.uk](#) ; [roger.williams@nottinghamcity-pct.nhs.uk](#) ; [paul.dodsley@nottinghamcity-pct.nhs.uk](#) ; [donna.perry@nottinghamcity-pct.nhs.uk](#) ; [gordon.mcgowan@eonenergy.com](#) ; [allen@ageconcernnotts.org.uk](#) ; [sarah.bowles@goem.gsi.gov.uk](#) ; [stevebrewer@nottinghamcity.gov.uk](#) ; [nicola.jones@sustrans.org.uk](#) ; [david.bagshaw@nottinghamshire.pnn.police.uk](#) ; [garysmerdon-white@supanet.com](#) ; [andy.raynor@nottinghamymca.org.uk](#) ; [beryl.whitehead@lha-asra.org.uk](#) ; [kate.butler@nottscc.gov.uk](#) ; [steve.cornes@nottinghamcity.gov.uk](#) ;

[anna.gunasekera@nottscc.gov.uk](mailto:anna.gunasekera@nottscc.gov.uk) ;  
[russell@nottscc.org.uk](mailto:russell@nottscc.org.uk) ; [porter@humanist.fsnet.co.uk](mailto:porter@humanist.fsnet.co.uk)  
; [info@ridewise.org.uk](mailto:info@ridewise.org.uk) ; [jan.cohen@bestco.org.uk](mailto:jan.cohen@bestco.org.uk) ;  
[jwhite@declegg.co.uk](mailto:jwhite@declegg.co.uk) ; [jbooth@groundwork.org.uk](mailto:jbooth@groundwork.org.uk)  
Cc: [Claire Eden](#) ; [Simon Ketteridge](#) ; [Liam Dixon](#) ;  
[alan.williams@frameworkha.org](mailto:alan.williams@frameworkha.org)  
Sent: Monday, September 08, 2008 10:19 AM  
Subject: BIKE RECYCLING Project discussion

Dear all  
The city PCT's Cycling For Health Project has teamed up with a completely volunteer bike recycling scheme run by Al and Liam, two employees of Framework Housing Trust.  
Having discussed expansion and development of bike recycling with Claire and Simon at Framework, this scheme has the potential to become a serious Bike Recycling funded Project encompassing training and education.

To date, CFHP has been successful in procuring 14 bikes (legally!) from Nottingham University and another 4 from personal donations: it is a start! these are being repaired by the volunteers at the Framework Bike Club, and then loaned out free to clients by Ridewise Cycle Training Co - taking up cycle training as part of the Cycling For Health Project.

Interesting enough, out of the 28 applicants in the first 3 months, 11 people didn't have their own bike hence the need to us acquire bikes.

There is huge scope for a project such as this and we can hopefully draw from the experience of other successful Bike Recycling Projects to put us on the right track as it were.....

Claire has invited us to a preliminary discussion at Framework Housing Association Office on Friday 12th September at 2pm to pave the way forward for this to take shape.  
Please reply if you would like to attend  
Kind regards, Murat

Venue is at  
Framework Housing Association  
Beech Avenue  
Nottingham  
NG7 7LS  
0115 8417711

Murat Basaran - Cycling for Health Project Manager  
For Nottingham City Primary Care Trust  
Mob: 07791 724548

For more information about the Cycling for Health Project take a look at  
[http://www.pedals.org.uk/cycling\\_for\\_health](http://www.pedals.org.uk/cycling_for_health)  
<http://www.getmovingnottingham.nhs.uk/cycling>  
[http://www.thebigwheel.org.uk/index.php/new\\_news/more\\_news/lets\\_get\\_physical/](http://www.thebigwheel.org.uk/index.php/new_news/more_news/lets_get_physical/)

Office Address: Ridewise, C/O Groundwork Greater Nottingham  
Denman Street East  
Nottingham  
NG7 3GX  
Tel: 0115 9788212  
PCT email address  
[murat.basaran@nottinghamcity-pct.nhs.uk](mailto:murat.basaran@nottinghamcity-pct.nhs.uk)

PS. Chris Roy of Nottingham Trent University has told me that NTU may well be interested in being involved with this project, complementing the interest already shown by Andrew Bryers of Nottingham University. I have encouraged him to discuss this directly with Murat.

#### **Pedals website changes including LifeCycle project information**

Larry Neylon has added a page about the City Council's new LifeCycle schools cycling project to the Pedals website. There is a new menu option on the left-hand side for Cycling to School and it's a section under there. The direct link is  
[http://www.pedals.org.uk/project\\_lifecycle](http://www.pedals.org.uk/project_lifecycle)

Larry continues to do very good work in keeping the Pedals website up to date and expanding the range of information and links.

Also now included is a new Cycling to Work section on the Pedals site and have added details of this scheme, run by TSW Cycles of Woodborough, to the new section.  
[http://www.pedals.org.uk/cycling\\_to\\_work](http://www.pedals.org.uk/cycling_to_work)

#### **Evans Cycles Opening hours – message from Chris Dixon, 25 July**

"Tom,  
Thanks for your reply.

With regard to your opening hours I think you are missing the wider picture - Evans caters well (or did do) to the cycle commuter, who are travelling 7-9am in the morning and 5-7pm in the evening. We may not be calling in every morning to give you a 'large customer base', but we do need a store that opens before 9am in order to remedy punctures, and drop bikes in to be serviced. I suspect the proportion of people that pay £50 to have a bike serviced is biased towards cycle commuters, who rely on their bikes and therefore take care of them. Your shortsighted policy makes life difficult for people who need to get to work at 9am, and will eventually lead to a decline in business for your store, as people look elsewhere. I'm unsure how many customers you get in the evenings, but I would suggest your core hours should be the working day plus 30 mins at either end - 8:30am until 6pm is all we ask. At the very least, can I suggest you open early on say a Wednesday, to allow a once a week opportunity to drop bikes in for service. I found out that Bunney's offer this on a Tuesday and I will take my business there I'm afraid. I have been an Evans customer for many years, in London before I moved to Nottingham.

Can I also suggest you make your opening hours visible when the shutters are down at the Nottingham branch.  
Regards, Chris Dixon

2008/7/24 Evans Cycles Customer Relations  
<[customer.relations@evanscycles.com](mailto:customer.relations@evanscycles.com)>:

Dear Mr Dixon  
Thank you for your patience while I investigate this

matter. The store manager Ian Hibberd has been contacted to discuss your concerns.

Mr Hibberd would like to offer his apologies on behalf of the store for any disappointment or inconvenience that you have been caused while dealing with his store.

I am sorry to hear that you tried to drop your bike in three times, but our Nottingham store operate a winter and summer time table both of which start at 10am Monday to Friday.

There was a period when they were open at 8 am but they received little or no customer base at that time of day Therefore, the Manger and Area Manager altered the opening hours accordingly.

As for the sign in the window in regards to free cycle parking although this would be a good idea, this is not actually a service that was offer as a company. I understand that the store have offered this service but haven't fully considered their opening hours. In light of your feedback they will reconsider this service.

If you would like to book your bike in for a service then you can either contact the store directly or I can on your behalf and arrange a time that is convenient to you.  
Yours sincerely  
Tom Shrimpton, Customer Relations"

**ProHelp free advice surgery promotion (item suggested by Susan Young)**

"Worth discussing at the next meeting?  
Susan

---

**From:** Fiona Corbett  
[mailto:cew@dunkirkandlenton.co.uk]  
**Sent:** Tue 02/09/2008 13:00  
**To:** a.cartwright@ntlworld.com; 'Adam Corbett'; 'Andy Anderton'; activ8uth@work-related.co.uk; 'Alice Townend'; Balbir.Kaur@groundwork.org.uk; brian@earfoundation.org.uk; 'Clare Suter'; carl.towner@gmail.com; 'Christine Batchelor'; corina.ioannou@nottinghamcity.gov.uk; 'Murat Basaran'; charlotte.staves@nottinghamcity.gov.uk; 'Danny Jackowski Notts CYP'; dolca@dunkirk.orangehome.co.uk; 'Moustafa Radwan'; 'Joy Cotton'; jhills1@talktalk.net; 'Lenton Care Link'; 'Miriam Pearman'; MuslimCommOrg@aol.com; oscar000@btclick.com; 'Pippa Broughton'; 'parish nurse'; robert.howard@local-history.co.uk; 'Young Susan'; 'Jeannie Clough'; westareaprojectnottm@btinternet.com; westareaproject@btinternet.com; Yasmin.Kayani@nottinghamcity.gov.uk  
**Subject:** FW: ProHelp free advice surgery promotion

FYI- please scroll down for details  
Regards Fiona Corbett

**From:** Ann Hilton [mailto:Ann.Hilton@bitc.org.uk]  
**Sent:** 28 August 2008 16:42  
**To:** coordinator@dunkirkandlenton.co.uk  
**Subject:** ProHelp free advice surgery promotion

ProHelp is offering a free professional advice surgery in November, in support of National Pro-Bono Week and we are inviting community organisations across the East Midlands to attend.

I would like to ask if you could please assist in the promotion of the event and help us reach as many groups as possible within the region via your ebuletin/newsletter?

Details are provided below. It takes form of a paragraph that you could perhaps slot easily into an ebuletin? Let me know if you would like a copy of the flyer/booking form for information, or if you need anything further.

I am conscious of time as although November seems a long time away, I am aware that many deadlines for Sept/Oct bulletins are coming up and I wanted to make sure we are in time!

Many thanks in anticipation. Kind regards, Ann.

**Free Professional Advice Surgery**

Tuesday 11 November 2008 12.30-17.00  
(including lunch)  
Pegasus Business Park, off J24 M1

ProHelp is a group of professionals firms who have formed to provide free professional services to voluntary and community organisations in their local area.

ProHelp is offering the opportunity for community projects to book half hour consultation periods with selected professionals to discuss any concerns or queries they may have with regards to their organisations.

The expertise available on the day will include a range of solicitors, accountants, architects, surveyors, PR and Marketing Consultants.

If you don't have the funds to pay for professional advice, please call Ann Hilton at Business in the Community on 0115 924 7408 for an event booking form or email [ann.hilton@bitc.org.uk](mailto:ann.hilton@bitc.org.uk)

Ann Hilton  
ProHelp Manager  
Business in the Community  
30-34 Hounds Gate  
Nottingham  
NG1 7AB  
Tel. 0115 9247400/Direct:0115 9247408  
Email:[ann.hilton@bitc.org.uk](mailto:ann.hilton@bitc.org.uk)

Business in the Community is a unique movement in the UK of over 800 member companies. Its purpose is to inspire, engage, support and challenge business in continually improving its impact in the community, environment, marketplace and workplace.  
<http://www.bitc.org.uk>

Registered Office: 137 Shepherdess Walk, London N1  
7RQ. Tel: 020 7566 8650 Registered Charity no  
297716 Company limited by guarantee no 1619253

**Diesel Spills survey – message of 26 August:**

“Dear Colleague,

The UK Government’s National Motorcycle Strategy has identified an “action” to investigate the reporting options for highway defects and develop best practice/supplementary information on clearing road contaminants (including diesel spills).

The National Motorcycle Council is undertaking a national review of how the road is rendered safe following a diesel spill. The Department for Transport, Institute of Highway Incorporated Engineers and KillSpills are leading on the review.

Diesel deposited on the highway represents a serious danger to all road users but in particular cyclist and motorcyclists. During the period 2000-2005, there were 617 Killed and Seriously Injured casualties as a direct result of diesel spills.

Diesel spills also represent a considerable devaluing of “assets” to the highway authority (a study in Australia has shown that within a short period of time, diesel deposited on the road can reduce the structural rigidity of asphalt increasing road maintenance costs significantly).

This survey is the first stage in developing new national guidelines for the report of highway defects and developing best practice on the treatment of diesel spills. The findings will be presented to the Department for Transport in October 2008 with the aim of issuing national guidelines by 2010.

Please complete the following questionnaire by 30<sup>th</sup> September.

[http://www.surveymonkey.com/s.aspx?sm=BfFuRXc6WN2zLOWGStvOpg\\_3d\\_3d](http://www.surveymonkey.com/s.aspx?sm=BfFuRXc6WN2zLOWGStvOpg_3d_3d)

Thank you for your support.

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KillSpills

Hugh, 11.9.08