

**AGENDA FOR PEDALS MEETING:**  
**7.30 p.m. on**  
**Monday 20 November 2006**  
**in the upper room of the Globe PH,**  
Rye Hill Street / 152 London Road,  
NG2 3BQ (between London Road and  
Meadows Way just north of Trent  
Bridge)

**AGENDA**

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

**2. Discussion with Nicola Jones, Sustrans East Midlands, on current and future plans and projects in the region.**  
(7.30-8.30 p.m.)

\*\*\*Please be punctual for our visiting speaker!\*\*\*

(8.30-9 p.m.)

**3. Minutes of Pedals meeting of 16 October and matters arising including:-**

- The Turning Point etc.: my recent message to Cllr. Brian Grocock and response to Pedals presentation at June Greater Nottingham Cycle Forum
- Possible use of bus lanes by taxis: implications for cyclists – response from Cllr. Brian Grocock
- Cyclist access to Wollaton Park – further messages from City Council and Angela Gilbert
- City Rights of Way and Local Access Forum issues – message to John Lee, City Council re shared paths and my response
- Poor Maintenance of cycle facilities; poor response to defects reports and fragmented responsibilities: my message of 28 September to County Councillor Stella Smedley, Cabinet Member for Environment
- Highways defect reporting in the City – response from Chris Keane, City Council
- Proposed Hucknall to Halfway ride (Sheffield Pedal Pushers), 1.9.07
- Possible speakers / topics for Pedals meetings in January and February 2007
- Update on Graham Lansdell's recovery, and thanks
- New East Midlands Rail franchise: my message to Stagecoach Rail (bidder)

**4. Newsletters: Autumn newsletter feedback and winter newsletter plans and content**

**5. Finance** including possible £10 membership payment to Community Accounting Plus

**6. East Midlands Regional Cycling Groups meeting, Saturday 11 November, including**

- Feedback on organisation, content/issues discussed and lessons arising, e.g. relevance for Nottingham of Derby and Leicester promotion of cycling by schoolchildren.

**7. Other Events / meetings including:-**

- 13 September Cycling and Health meeting at GOEM follow-up: Draft Terms of Reference for Task Force
- Broxtowe Transport Partnership Transport Subgroup meetings, 29 November and 14 March
- Attendance at CCN/CTC Autumn Campaigners Conference, Cheltenham, Sat 26 November
- Nottingham Health in Your Environment Seminar and AGM, Room 1, Voluntary Action Centre, 7 Mansfield Road, 30 November: 1.45-4 p.m. and 4.15-5 p.m.
- Bramcote Hills Open Space meeting
- Guided Ride leaders debrief and Social Evening, 14 December at 7 p.m. at County Hall
- Mini-ride co-leaders for 16 April, 21 May, 18 June, 16 July, 18 August
- Monday 18 December Pedals Christmas Social Evening: food, slides and quiz arrangements.
- Items for County Council Highways South Cycle Working Group meeting on 11 January 2007
- Stapleford Local Transport Forum meeting on Friday 19 January at 10.00 at Stapleford Library
- Pedals team for Rushcliffe Community Quiz, 20 February 2007
- Bike Week 2006: 16-24 June
- Ride to Tour de France 2007, 5-7 July 2007 : message of 9 Nov from Simon Gellar, Sheffield Pedals Pushers:

**8. Cycle facility and traffic matters including:-**

- Canning Circus changes
- White lining – Parliament St/Glasshouse St. etc.
- Isis proposals for Trent Basin: cycling provision
- QMC main entrance cycle parking
- NET Phase 2 funding and future consultation process and timetable
- Revision of (shared) paths (in Beeston etc.) with no cycling signs; message from Robin Phillips and response from Ed Ducker
- City Road Beeston cycle route signing etc. enhancement proposals
- Ped/cycle Bridge proposal between Beeston Rylands and Clifton Grove : messages from Patrick Davis (Sustrans), Robin Phillips and Joyce Cook (Beeston Civic Society)
- Watnall Road pelican proposals and cycle route to Hempshall Vale
- Tollerton Park cycle link proposal and site meeting (16 November)
- Master list of possible cycling improvements in Gedling Borough (for next CWG meeting)
- Accident reporting
- New Notts CC Cycling Design Guide; message from Ed Ducker
- National Cycle-Rail Awards 2006

**9. invitation to Pedals to make presentation to City Regeneration Panel inquiry into City transport policy at its meeting on Tuesday 9 January 2007**

**10. Suggestion for Pedals press release re non-use of lights by cyclists**

**11. Any other business**

## **BACKGROUND NOTES**

\* means feedback especially wanted please  
\*\* means help please!

### **1. Welcome and apologies**

#### **Apologies for absence from**

Bill Istead, Mara Ozolins, John Wilson

### **2. Discussion with Nicola Jones, Sustrans East Midlands on current and future plans and projects in the region (7.30-8.30 p.m.)**

(10-minute break)

### **3. Minutes of the Pedals Meeting Held 16<sup>th</sup> October 2006 at the Globe.**

**Present:** Hugh McClintock, Susan Young, Peter Osborne, David Miller, Andrew Martin, John Bannister, John Park, Roger Codling, Arthur Williams, Alison Russell, Chris Gardner, Steve Brewer and Roy Wilson.

**Apologies for Absence:** Bill Istead, Andrew Househam, Dave Morris and Lawrence Geary.

**Talk by Andy Salkeld.** (Cycling Promotion Officer for Leicester). Andy described a range of initiatives used in Leicester to promote cycling, and also showed a number of short promotional films. Briefly, the initiatives include:

Distribution of a credit card sized "contact card" with phone numbers for help lines, CTC benchmarking, a website, cycle training in schools, adult cycle training ("CycleMagic"), BikeiT project with Sustrans, bike recycling, a poster / photography campaign with posters placed in bus shelters and Bike Week in June when, among the many events, cycle films were shown at Leicester Broadway.

**East Midlands Regional Cycling Groups Meeting.** Pedals is preparing to host up to fifty attendees at this event on Saturday November 11<sup>th</sup>. Volunteers have been allocated to various roles to ensure the successful running of this event.

**Trailer.** At last, the trailer has been disposed of. The next task is to dispose of the tools once an inventory has been drawn up and the tools priced.

**City Maps.** Steve Brewer brought along the final version of the Nottingham Cycle map to give Pedals members one last chance to make comments. These are a big improvement on previous versions and bring Nottingham's map up to the standard of cycle maps of other cities.

**Turning Point.** There was a lot of discussion about this with suggestions of what improvements could be made for cyclists. It was agreed that traffic had reduced in the centre, but tended to be a "larger" type i.e. buses and taxis. In the Clear Zone it is now

possible to cycle legally just about anywhere. It was agreed that Pedals should write to Councillor Grocock about the poor signing in Market Square, absence of cycle access to Long Row Central and the absence of cycle stands on the North side of Market Square.

**Finance.** It was agreed to donate £100 to the Cyclists' Defence Fund to support the appeal of a CTC member who was fined for "inconsiderate cycling" while riding in accordance with the National Standard for cycle training. The District Judge presiding over this case was the same Judge who acquitted a police officer for driving at 159 mph on a motorway and 84 mph in a 30 mph zone.

It was agreed to make a donation to Carlton Fire Station Firemen's Benevolent Fund as a "thank you" for looking after the trailer now that it has been finally moved.

Andrew Martin is now a third signatory for cheques.

**Winter Meetings.** It was proposed to invite Graham Hubbard of Ridewise to give a talk in January, and Ed Ducker in February.

**Other Stuff.** Lee Todd wants ideas for publicity as he launches his Pedicabs service. Questionnaires regarding Advanced Stop Lines were circulated at the meeting. The issue of allowing taxis to use bus lanes was discussed. It was agreed that Pedals should oppose this as it was felt that taxi drivers are often aggressive and inconsiderate towards cyclists (whereas the same could not be said about bus drivers).

#### **Update:**

#### **The Turning Point etc.: my response of 18 Oct to Cllr. Emma Dewinton and Cllr. Brian Grocock, Nottingham City Council**

"Dear Emma

Thank you for this message and the attached letter from Cllr. Grocock which we discussed at the October Pedals meeting on Monday evening.

The letter from Cllr. Grocock covers some of the points which I raised at the Greater Nottingham Cycle Forum in June but we have still not had any direct and full response which seems disappointing given that the event is supposed to be a Forum, i.e. for the exchange of views, and that we mentioned a number of outstanding issues.

On the particular matter of The Turning Point, while it is certainly true that a number of changes have been made, or at least agreed, to help cyclists, the fact remains that only a couple of these were included in the original scheme, despite the fact that many of the issues were ones that Pedals had raised in the consultation at proposals stage. If only our comments had been taken more seriously then many of the detailed solutions could have been incorporated when the scheme was first introduced and not only much later on, when implementation was well underway, and we had to press further to ensure our concerns were addressed. These were discussed in detail at meetings we had with Steve Hunt in the later part of last year, after the major changeover in the summer.

The other fundamental point about the impact of The Turning Point Scheme, which became evident once

implementation had started, was that many of its intended general benefits for cyclists, i.e. two-way traffic on Parliament Street and Milton Street, and reduced volumes of general traffic, were in practice being undermined by other features, especially the impact of narrowing carriageways and widening pavements which have resulted in cyclists feeling more squeezed. This is all the more the case at busy times, especially when there are buses travelling in both directions and most of all at points like the junction of Parliament Street and Milton Street when cyclists are waiting in the middle of the road to turn right and buses are pulling out to get round the corner of the pavement build-outs. This is particularly intimidating for less confident cyclists who most need to be encouraged.

We of course appreciate that the main aims of the Turning Point have been to help buses and improve conditions for pedestrians, and that it can sometimes be hard to make satisfactory provision for all road users (as the Shakespeare Street/Sherwood Street and Parliament Street/Milton Street junctions) but we do still feel that the likely impacts on cyclists could have been more extensively and rigorously addressed, at an early stage. For example, only when we continued to press the matter, was there any real attempt to consider just how cyclists could safely and legally ride into and out of the newly two-way stretch of Parliament Street, and to provide clear and consistent signing making clear where cyclists could and could not ride, including on the new bus and cycle contraflow cycle lane on South Sherwood Street.

Ever since the detailed alignment of the NET across the City Centre was first settled we have been pressing for a clearly signed cycle route across the City Centre, in both directions, to help cyclists who wish to avoid riding on narrow streets with tram tracks, but this has still not been done and we were again disappointed that this aim was not considered in relation to The Turning Point proposals. It still remains very difficult, for cyclists wishing to ride safely and legally, from the Station towards the Victoria Centre/Mansfield Road/North Sherwood Street, to know what route they should take, especially if they do not happen to have an up to date cycle map with them. I know that this aim was regarded as being outside the scope of the Turning Point project but it still does not seem to be being picked up at all elsewhere, well over 2 1/2 years after NET Line One opened.

Rather than go now into further detail on these and our other concerns it might be best to leave further discussion until my presentation to the 9th January meeting of the Regeneration Panel and its inquiry into City transport issues. We welcome very much this opportunity to explain and discuss our position more thoroughly.

With many thanks again for your interest

Hugh  
(Chairman, Pedals")

#### **Possible use of bus lanes in Nottingham by hackney taxis – impact on cyclists: my message of 19 October to Cllr. Brian Grocock**

"Dear Councillor Grocock

At the Pedals monthly meeting this Monday many concerns were expressed about the possible impact on the safety of cyclists of the current proposals to allow hackney taxis to use bus lanes in Nottingham.

Currently, most cyclists are relatively happy with using bus lanes, especially if bus frequencies are relatively low, and tend to regard them as a safe haven compared with riding in general traffic on busy streets. Most bus drivers are generally considerate towards cyclists. Bus lanes often provide more direct routes than cycle routes (especially off-road routes) and may be particularly appreciated by more confident cyclists who just want to take the most direct route without being too worried about riding near such large vehicles.

Cyclists' attitudes to taxi drivers tend to be very different from their attitude to bus drivers since taxis often give the impression of being in much more of a hurry to get their passengers to their destinations and to move on to the next fare. This means that they are more likely to keep up with the fastest traffic and to weave between traffic lanes to do this, regardless of whether or not they intimidate cyclists in the process by veering very close to them or suddenly pulling into or away from the kerb or doing a U-turn in front of them.

We particularly fear the impact on cyclists where taxis are more commonly found, e.g. in the City Centre, and on narrower roads, and on narrower bus lanes (i.e. less than 3.65m) where there is less margin for error and where the taxis would be passing cyclists more closely.

We understand that proposals are also being considered to remove the limits on the number of hackney taxis allowed to operate locally and any increase in numbers therefore would also exacerbate the problem.

We would therefore like to know please whether, in considering these proposals, there has been any careful evaluation of the likely impact on cyclists? We are opposed to any change in the present situation with regard to bus lanes and wish to see no access being permitted by taxis of any kind, or motorbikes or any other types of road vehicle. If however, it is decided to go ahead with this concession we would urge please a) that it be conditional on awareness training to help make taxi drivers much more aware of the needs of cyclists and other road users and b) that it be for a trial period only and closely monitored and reviewed.

Hugh  
(Chairman, Pedals")

#### **Possible taxi use of bus lanes: implication for cyclists; response of 26 Oct from Cllr. Brian Grocock, City Council**

"Dear Mr McClintock

I refer to your recent correspondence dated the 19<sup>th</sup> October 2006, concerning the matter of permitting Licensed Hackney Carriages into the bus lanes within Nottingham.

I would like to stress that no decision has been made to permit such vehicles into the bus lanes at this moment in time. Any alteration to the functioning of the bus lanes will of course require a change to the Traffic Regulation Order (TRO) and the statutory process will have to be followed.

If a decision is made to process such an Order, as a formal consultee, you will of course be consulted and any comments / objections made will be given serious consideration.

In the meantime the issues you have raised have been noted and I thank you for bringing them to my attention.  
Yours sincerely, Councillor B Grocock"

#### **Cyclist access to Wollaton Park**

No further response yet from the City Council to my message after our last meeting suggesting a site meeting to help resolve these issues and involving Angela Gilbert.

#### **Shared paths in Nottingham – my message of 18 Oct to John Lee, Rights of Way Officer, City Council**

"John

In my earlier email I forgot to refer to the recent discussion I had with Roger Codling in which I reminded him of the decision of the City Council some years ago to ensure that all new paths constructed in the city in future would be suitable for shared use by cyclists and pedestrians.

This recommendation was agreed by what was then the City Planning Committee in November 1981, I am pretty certain (possibly 17th or 4th, if you want to check the records) when they discussed the City Council's response to the Pedals 'Bike City bikeways' report with a comprehensive set of proposals for a network of cycle routes in Nottingham. The committee report was written by Steve Brazier in the former City Planning Department who at that time was leading on cycling for the City Council, many years before Steve Brewer was appointed as Sustainable Transport Officer and also many years before Steve Brazier took early retirement on health grounds in the late 1990s.

It was based on this recommendation that paths such as the riverside path west of Clifton Bridge etc. were constructed and, we were assured, would be clearly signed as shared paths, even though this was never in practice done, despite repeated reminders, at least in the early years after these paths were developed, from the early 1980s.

Hugh"

#### **...and the response from John Lee (18 Oct)**

"Hugh thanks for that

But.....the existence (including its documentary / user evidence) of the public bridleway, which now forms part of the Trent valley way on the south side of the river between Thrumpton and Clifton, most probably predates any decision by the council (city or county) to sign as a shared route by at least 100 years.

As we have discussed (before you went on your hols) the intention is to sign all (non urban) paths with their legal status as a priority (i.e. footpath or bridleway) which we need to do as a statutory duty then we can look at fitting the shared used signs as well where appropriate. This will be included in the ROWIP

We must also remember that bridleways are essentially shared use routes because they can be used by walkers, cyclists and horse riders. Perhaps we ought to educate people into who can / cannot use a bridleway

Regards, John Lee"  
Senior Rights of Way Officer  
Traffic Management  
Traffic and Safety

Tel: 0115 9156078

PS. Roger Codling was, I believe, due to attend the meeting of the City Local Access Forum on 15 Nov so may wish to add comments in the light of this.

#### **County Council Highway defects and maintenance issues: response of 19 Oct from Cllr. Stella Smedley**

"Dear Mr. McClintock,  
Various Cycling Issues – Highways South

I write further to my acknowledgement of your email of 28th September concerning the above, and would now like to respond in full to your concerns. I hope it goes without saying that I was very concerned to learn of the issues you raise, and in collating this response have sought input from Ian Parker, Customer Services Manager for the Highways South Area, Ed Ducker, the Departments' Cycling and Walking Officer, Gary Wood, Traffic Services Manager and Paul Hillier, LTP officer.

First of all, it is clear that there have been failings in repairing loose cycle direction and information signs that you have reported in the past. I do feel that in terms of overall traffic sign maintenance around the County, these incidents are very much isolated, but I apologise for those which you have brought to my attention – these will be remedied as soon as possible.

In relation to our lack of records of existing signing, I fully acknowledge that this is an area where we can make significant improvement. I am pleased to report that we are currently developing a Countywide highway inventory which will enable us to record details relating to new and existing infrastructure. As part of this work we will be considering our needs relating to traffic signing and in the longer term it is hoped that this will help overcome the problem you describe.

I note your comments regarding long delays in solving problems when land ownership is an issue. I'm afraid that these problems can be very complex and difficult to solve as I believe has been the case with your involvement in trying to address the Wilford Lane / Bede Ling Toucan problem. As recently reported to you by Paul Hillier, we do not have records of land ownership, only records relating to the extent of highway ownership. We have written to NFFC on the assumption that the offending vegetation is on their land, but have not to date received a reply. This is being pursued.

I understand that Ed Ducker has previously replied to you on the issue of the riverside path between Trentside, West Bridgford and The Hook, Ladybay. Ed reports that the realistic timescale for any upgrade of this route would be when the proposed pedestrian/cycle bridge (Lady Bay) improvements take place. This is not likely to be in the shorter term, but in the meantime we need to consider cycling and walking priorities on a wider basis across the whole County.

In more general terms we remain very keen to engage with yourself and PEDALS. I understand that you attend the quarterly Highways South Cycle Working Group which is attended by Ed Ducker and Paul Hillier as well as other County/District officers. I see this as a fundamental link in exchanging ideas and views on specific cycle scheme proposals and

broader policy issues, as well as serving an important purpose in keeping you in the picture on all developments in relation to cycling.

I do hope that you share my views relating to the Group and that we are able to continue and develop this partnership.

I would like to assure you that your concerns relating to our on line reporting system, in conjunction with feedback from many other customers, has been listened to and is being acted upon. We now have a fully operational Contact Centre that is able to relay service requests and defect reports directly to the appropriate staff enabling improved service delivery from one point of contact. Whilst the Cycle Working Group remains an excellent forum to raise issues, I would wish to encourage your use of the Contact Centre should you have any issues between meetings on 01623 436610. I do hope that you are able to make use of this initiative and would of course welcome any feedback.

In conclusion, I hope you find my comments to be helpful and in terms of the bigger picture I would wish to assure you that we remain committed to encouraging all methods of sustainable transport not just in Rushcliffe and the Highways South Area, but throughout the whole County.  
Yours sincerely  
Councillor Stella Smedley  
Members  
Nottinghamshire County Council"

#### ...and PS

"Dear Mr McClintock

Further to my email earlier today, and in particular the fourth paragraph relating to the Wilford Lane / Bede Ling Toucan vegetation problem. I would just like to confirm that it has very recently been brought to my attention that whilst this area of land is not an adopted highway it is owned by NCC Corporate Property.

We will, therefore, be attending to this in the very near future and I can only offer my sincere apologies for the delay on our part in resolving this ownership issue.

Councillor Stella Smedley  
Members  
Nottinghamshire County Council"

#### Highways Defects reports in the City: message of 19 October from Chris Keane, City Council, in response to mine of 18<sup>th</sup>, and my response:

"Chris

Thank you for your response. I would suggest that the priority should be matters with particular safety implications, e.g. the intruding vegetation reports since, if not attended to promptly, they make the risk of collisions more likely, either with oncoming bikes or between cyclists and pedestrians.

In terms of the signing problems I would suggest that priority be given to dealing with problems at locations where cyclists particularly need guidance as to which way to take and where a wrong turn can soon get them hopelessly lost, e.g. with a cycle route comprising a series of left and right turns on quieter roads. The Victoria Embankment end of the Suspension Bridge is a good example

Hugh"

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

**From:** Chris Keane  
**To:** 'Hugh McClintock'  
**Cc:** kevin charnley  
**Sent:** Thursday, October 19, 2006 8:00 AM  
**Subject:** RE: highways defects reports - cycling

matters  
"Hugh,  
I have previously advised that all reports are investigated and if matters are deemed to be a safety issue (at intervention level) by Highway Inspectors action is taken. I have limited budgets to address maintenance and this requires prioritisation and as I requested previously I would be keen if you advised as to what Pedals priorities are because I am not in a position to react to continuous reports on all cyclist issues.

I would appreciate your cooperation on this matter.  
Regards,

**Chris Keane | Team Leader | Highways Maintenance | Nottingham City Council | Tel: 0115 915 2081"**

#### Halfway to Hucknall Ride, September 2007- message of 23 Oct from Simon Gellar, Sheffield Pedal Pushers

"Hugh,  
Following a chat with Barry from Sheffield CTC, we think the 1st of September 2007 could be a good date. If you could let me know whether that works for your group we can start to firm it up and get in events diaries etc.

Our sole reservation was that as we are attempting to get Supertram to carry bikes on a Sunday, that might have been a reality by then, but we decided to go for certainties rather than maybes - I suppose it is also possible that the Robin Hood line could be operating on Sunday by then as well! However, on a Saturday we could also arrange to pick up riders from Woodhouse on the Sheffield - Worksop line, which has no trains until about 14:00 on a Sunday, shamefully.  
Best wishes, Simon"

Any comments please?\*

#### Speakers for January and February Pedals meetings:

Ed Ducker cannot make February so I have now arranged for him to come on 15 January and for Gary Smerdon-White and Graham Hubbard to come along on 19 February for a discussion about closer cooperation with Ridewise.

#### Graham Lansdell's recovery and thanks

I have seen Graham a couple of times in recent weeks and his recovery is progressing well. He is still having to spend most of his time at home lying down and resting but is able now to move around a bit more.

He says that he has been very touched by all the numerous people who have asked after him and he particularly mentioned the Good luck card from Pedals that Susan Young delivered to him directly after our last meeting.

#### New East Midlands rail franchise – cycling issues; my message of 31 October to Stagecoach (one of the short listed bidders for the franchise to come into effect on 11 November 2007)

"I was interested to see the item in yesterday's Nottingham Evening Post about your survey asking for views on how trains serving Nottinghamshire can be improved.

Pedals would be very much interested to have details of your improvements to integrate cycling into plans for the new East Midlands rail franchise, both in terms of improved arrangements for carrying bikes on trains and also for expanding the provision of secure and convenient short- and long-term cycle parking at stations, well-publicised, well-managed and well-maintained.

The current high level of regular usage of the cycle stands in the Porte Cochere area at Nottingham Station gives a good indication of the pent-up demand for cycle parking and all the more if this matter is given much higher priority than at present, with much more attention to security, maintenance and promotion, as well as safe and convenient cycle access, and to help reduce the use of private cars by arriving and departing rail passengers  
We look forward to hearing from you  
Hugh McClintock  
Chairman, Pedals (Nottingham Cycling Campaign)"

PS. I copied this message to Dave Holladay, CTC Public Transport Campaigner, who has anyway been in touch with all the short-listed franchise bidders.

PPS. I was hoping to get an update on the consideration of cycling issues in the new franchise arrangements from Zack Stamp of DfT Rail in time for the regional cycling meeting on 11 November but in the end he emailed me to say that preoccupation with other matters had meant this was not possible. He did however promised to get in touch again soon when he has more time and I will pass this message on to others in the region who have shown an interest in this matter.

#### **4. Autumn and Winter Pedals Newsletters**

All paid-up members should have received the autumn issue, a bit belatedly, a few days after our last meeting so feedback would still be welcome please.

Dave Morris has, I understand, sent reminder letters directly to those people who should have renewed in the Spring and had not by October. I have asked him to give me an update before Monday on the response to this reminder so that we can then chase personally any remaining "lapers" known to us.

#### **Autumn newsletter feedback and correction**

Thanks to Dave Clark for pointing out to me that there is a printing error on page 8, Pedals started the Guided Rides with 6 rides in 1983, not 2003! Other comments are very welcome please.

**Copy for the next issue (Winter 2006/7)** should be submitted not later than the January meeting please so please start thinking of ideas/items now!\*\*

#### **5. Finance**

**Susan Young recommends that we agree to pay £10 membership payment to Community Accounting Plus** (in addition to the £80 a year we pay them for auditing our accounts).

Lawrence Geary tells me that we have now exhausted our supplies of the **flyers for the second edition of the City County Forest book** which The Big Wheel printed for us in 2004. He suggests that we prepare and print a simple black and white flyer to have a continued supply to meet the demands we still get for this, e.g. a very recent request from Ross Bradshaw for details of Pedals publications to include in the Countryside Literature (non-fiction) event he is organising at Lowdham soon.

If we agree to do this would someone please volunteer to organise it?\*\* How many copies should we get printed?

#### **6. East Midlands Regional cycling groups meeting, 11 November**

**Copy of my message to Bella Stewart (Derby City Council) and Andy Salkeld (Leicester City Council)**

"Bella

Andy

Thanks very much again for coming along to Saturday's regional cycling groups meeting where your contributions were, I know, much appreciated.

Lots of useful ideas and contact details were exchanged which should be very useful in future developments of the East Midlands Cycling Forum and in promoting better contacts between campaigners, committed local authorities and other interested parties. One of the things the meeting brought home to me was how much we in Nottingham have missed out on the very inspiring work with schools in Derby and Leicester and reminded me of the importance of trying to get much more attention to this in future. I will certainly highlight it at the next Pedals meeting next week (20 November) when we discuss how the meeting went and how we can follow it up locally,

Very many thanks for your efforts and help  
Hugh"

PS. I am meeting John Stubbs next Thursday to discuss various follow-up issues.

Extracts from some messages received after the event:-

**From John Stubbs, Derby Cycling Group and Convenor, EM Cycling Forum**

"Hugh,  
just to say thanks ever so much to you and Pedals for organising today's cycle meeting. I think it was excellent and I'm sure the rest of us from Derby did too. If nothing else the getting together and exchanging of issues and problems is well worthwhile.

If you could please let me have the attendee's list (with e mail addresses) when you can, I will make sure I have everyone on the contact list  
thanks again, John"

**From Alastair Meikle, Chesterfield Cycling Campaign**

"Hugh  
On behalf of the group from Chesterfield Cycle Campaign thank you for a most enjoyable day.  
Alastair Meikle"

**From Andy Salkeld** (in response to my message to him thanking him for showing again his video of the Leicester bike recycling project)

"cheers - Hugh,

I enjoyed it and found it useful - well done for organising it & only sorry I could'n join the ride afterwards ...

Andy

Andy Salkeld

Cycling Co-ordinator

Leicester City Council (York House)

New Walk Centre

LE1 6ZG

0116 223 2114

email: [andy.salkeld@leicester.gov.uk](mailto:andy.salkeld@leicester.gov.uk)"

**From Tim Rutter, Sheffield Pedal Pushers**

"Hugh,

Firstly thanks for hosting the meeting on Saturday, it was an excellent event. I've written up a brief report of the topics covered which has been posted on the pedal pushers website here:

<http://axelrod.plus.com/sftp/ppreports/SecondEMRegionalCyclingEvent.pdf>

I hope its ok for this to be posted in the public domain, let me know if not. Feel free to have a look - let me know if there's any mistakes in the content or if you have any comments.

I look forward to attending the next event.

Regards, Tim Rutter"

It seems that Andy Salkeld is prepared to host the **next event**, hopefully in combination with Leicester Spokes who were not represented at this meeting (nor were CycleLincs, I regret).

John Catt from Loughborough suggested that I put a **copy of my presentation on Pedals 27 years of campaigning experience** on the YouTube website, and promised to email me details of how to do this. On reflection I am somewhat hesitant to do this, feeling that such an item might be rather out of place among all the home-made videos of peoples' strange goings-on. However, perhaps I am prejudiced and would welcome other peoples' comments please before I take the plunge\*

I am more confident about the idea of getting it put on the Cycle Campaigns Network video, if John Franklin, its webmaster, agrees.

**7. Other Events / meetings including:-**

**13 September Cycling and Health meeting at GOEM follow-up: Draft Aim and Terms of Reference for East Midlands Cycling and Health Think Tank**

Any comments please on these draft terms of reference?

**Draft Aim**

To increase cycling in the East Midlands in order to improve health and reduce transport congestion

**Draft Objectives**

- 1 To gather existing East Midlands and national evidence and improve the evidence base, for the impact of cycling on a) health & well being and b) modal shift.
- 2 To inform Government Depts – including Transport & Health on; -
  - a) how best to increase cycling

- b) how local authorities & health can work together to increase cycling
- 3 To develop measures for increasing physical activity through cycling to work (gap in Active People Survey).
- 4 Identify ways of supporting increased cycling within Health & Transport Plans and Local Area Agreements.
- 5 Develop ideas for pilot projects that meet NICE guidance

**Draft Actions**

e.g. Produce a best practice document for the East Midlands

**Draft Membership**

Sarah Bowles – Regional Physical Activity & Health Development Manager – Local Government East Midlands

Ann Goodwin – East Midlands Regional Public Health

Helen Ross – Public Health Development Manager – Greater Nottingham – City PCT representative

Dale Oscroft – GOEM

David Hern – East Midlands Regional Assembly (EMRA)

DCLG representative

Steve Harley – East Midlands Regional Development Agency (EMDA)

Hugh McClintock – special advisor

Local Authority Transport Planner representative – Derby?

Co-opted Advisors - to be approached

Adrian Davies? - Cycle England

Harry Rutter? – South West Public Health Team

Philip Insall? – Sustrans

Larissa Lockwood? - Sustainable Development Commission

Meeting Frequency: 4 times per year

I have already had these suggestions for amendments to the Draft Terms of Reference to include:-

- To address the barriers to cycling
- Cycling 'at' as well as to and from work
- To highlight the importance of cycling in improving mental as well as physical health

**Broxtowe Transport Partnership Transport Subgroup meetings, 29 November 2006 and 14 March 2007**

Robin Phillips and I both hope to attend the meeting on 29 November.

**Attendance at CCN/CTC Autumn Campaigners Conference, Cheltenham, Sat 26 November**

Andrew Martin, Roger Codling and I intend to go.

Derby Cycling Group will be hosting the next national CCCN/CTC conference, next May, by the way.

**Bramcote Hills Open Space meeting**

I seem to have mislaid details of this meeting but will try to find them before Monday! We always get sent notices of these meetings but have never yet managed to send anyone, also rather embarrassingly!

**Nottingham Health in Your Environment Seminar and AGM, Room 1, Voluntary Action Centre, 7 Mansfield Road, 30 November: 1.45-4 p.m and 4.15-5 p.m.**

Does anyone wish to go please? The first meeting is a workshop on 'Future Directions for Health and Environment Groups' and includes presentations on 'Well-being and Environment; regional funding opportunities from the Big Lottery and 'Community – health and environment – a Nottingham perspective'.

**Guided Ride leaders Curry Evening, Thursday 14<sup>th</sup> December: 7 p.m. at County Hall**

Instead of the usual debrief there will be a Curry Evening in the Assembly Rooms of County Hall on Thursday 14<sup>th</sup> December at 7 p.m., to celebrate the 20<sup>th</sup> year of (the County Council involvement in) the Rural Rides Programme (founded by Pedals in 1983!).

**Past and present leaders are all invited** and I could probably wangle an invitation for those interested in leading rides in future if anyone wishes!\*\*

**Mini-ride co-leaders for 16 April, 21 May, 18 June, 16 July, 18 August 2007**

Offers to help lead next year's Rural Rides are needed in by 20 January and it would be helpful now to discuss which pair of people are prepared to co-lead the mini-rides before the Pedals meetings on these dates (no business meeting in August – ride only, by the way, as usual).

Towards the end of June each year Lawrence Geary and I have, for about 20 years, run a ride to Radcliffe from Trent Bridge but Lawrence says he would prefer to give it a miss this year. Is there anyone else prepared please to co-lead it with me in 2007?\*\*

**Monday 18 December Pedals Christmas Social Evening: food, slides and quiz arrangements.**  
It would be useful to have some idea sooner rather than later as to who is offering what and to discuss what food we want to order from the pub as well as to bring by way of festive eats.

**Items for County Council Highways South Cycle Working Group meeting on 11 January 2007**

Suggestions please for this meeting which I shall be attending other than the main focus on ideas for cycling improvements in Gedling Borough, as mentioned above.\*

**Stapleford Local Transport Forum meeting on Friday 19 January 2007 at 10.00 at Stapleford Library**

Another case of an area where Pedals does a very lousy job of representing cyclists' interests! Can anyone make this meeting please, preferably someone with more local knowledge than me of cycling in Stapleford?!!\*

I might add that I gather from the minutes of the last meeting that transport issues were the biggest category of the 572 responses to the action plan questionnaire (now being analysed) carried out by Broxtowe Borough Council as part of the Stapleford Town Centre Action Plan. I have asked Martin Rich

of Broxtowe BC to let me have details of any of these related to cycling.

**Pedals team for Rushcliffe Community Quiz, 20 February 2007**

We have again been invited to enter a team for this even, taking place on Tuesday 20 February at 7p.m. at Cotgrave Welfare Scheme, Woodview, Cotgrave. Who would like to take part in our team of 4 please?\*\*]

**Bike Week 2006: 16-24 June**

People might like to take note of these dates in considering dates for Rural Rides etc.

**Ride to Tour de France 2007, 5-7 July 2007: message of 9 Nov from Simon Gellar, Sheffield Pedals Pushers:**

"Hello Hugh at al,  
Hope you have a good day on Saturday - sorry I won't be there but Tim Rutter has been fully briefed and I hope to make it to future events.

East Midlands groups might be interested in this ride we are putting on:

**What**

Ride to London for Tour de France  
When Thu 5 Jul - Sun 8 Jul 2007

**Where:** Ride leaves from Barkers Pool Sheffield 9.00 am

**Description**

Ride to London for Tour de France  
Ride leaves 09:00 Thurs 5th from Barkers Pool.  
Return by train on  
Sunday, 8th OR continue to Maidstone to watch Day 2 of the tour pass by.

**Provisional Route:**

We will head out along Abbeydale Rd to Owler Bar,, continuing on the A621 before turning left towards Pudding Pie Hill and taking the Pedal Pushers route to Derby.

From Derby (pick-up point at Derby Station) we will join Sustrans route 6 through Loughborough and Leicester. We camp south of Leicester for the night. Passing through Market Harborough we will take the Midshires Way, still on Route 6, down towards Northampton. Then we will head for Luton and the Lea Valley, following this down through the market towns of Hertford and Ware, and camping up for two nights in one of the sites in the Lea Valley Country Park.

Can pick up/drop off by arrangement at the railway station in each of the towns mentioned except Loughborough, where the pick-up point will be the University

Saturday will see us making our way to the start of the TdF, which is a 8km speed trial around the City Centre. There will

also be opportunities to try out some of London's cycle routes, such as the Thames Cycleway through to Greenwich.

Those of us with work to do on Monday will be heading back to Sheffield by train on Sunday. An optional extra is to head on to Maidstone to stay on a farm adjacent to the Day 2 route of the tour, courtesy of Tim Hess.

A robust touring bike will be the best kind of bike to use on this ride.  
Contact Simon Geller, 07799 834837,  
[simon.geller@blueyonder.co.uk](mailto:simon.geller@blueyonder.co.uk)"

## 8. Cycle facility and traffic matters

### **Parliament Street/Glasshouse Street/Heathcote Street cycle movements and white lining; message of 26 October from Arthur Williams to Liz Hiskens, City Council**

"Dear Liz,  
I am concerned by the cyclists cut-through at the Parliament St / Glasshouse St traffic signals. The cut-through which allows cyclists to turn right into the bottom of Heathcote Street has no give way white lines/triangle at the end of it. This is needed to make it clear to cyclists that even when the light is green on the east-bound side of Parliament Street, cyclists do not have priority to cross over the west-bound side, which, having watched the signals, is clearly the case.

In fact, it seems unnecessary for the marked cycle lane at the traffic signal on the east-bound side to force cyclists to stop if they are going to use the right-turn cut through. One cyclist pointed out that when using the cut through, a car came close to hitting him from behind as he braked to turn into the cycle way. I would suggest that the cycle lane could have a dotted line at the traffic light, and the lane marking continued with a right turn arrow into the cycle cut through. That would enable cyclists to use the cut-through at the time when other traffic is stationary, making it safer all round.  
Regards, Arthur Williams"

### **...PS of 31 Oct: message from Arthur to Liz Hiskens**

"Dear Liz,  
I notice that the white-lining has been done over the last weekend.  
Thanks, Arthur"

### **Canning Circus changes**

Any comments please on the recent changes at Canning Circus including the new Advanced Cycle Stop lines and the cycle gap?"\*

When I last went that way the cycle gap opposite Canning Terrace still appeared to be awaiting its final surface, signs and markings, and I have emailed Steve Brewer and Craig MacLaren at the City Council to point this out.

### **Isis proposals for Trent Basin: cycling provision**

Roger Codling, Robin Phillips and I attended the recent meeting of Nottingham Civic Society where there was a presentation by representatives of Isis

Property Developers on their plans for the Trent Basin site on the north bank of the Trent opposite Ladybay.

This includes plans for a stretch of the riverside path, for cyclists and pedestrians and other cycle/ped link through the development e.g. north of Trent Basin to and from Daleside Road. They also plan to include cycle storage in the corners of the car parks to be provided between blocks under the 'podium level' communal gardens between them.

There was also a short presentation from (Pedals member) John Rhodes whose adjoining Riverside Crescent development is now being built and which will also include cycle storage and a further stretch of riverside path on the north bank of the Trent. I might get him to do a brief write-up about this for a future Pedals newsletter.

### **Cycle parking by main entrance to QMC; my message of 3 Nov to Pauline Peck, QMC**

"Pauline  
I was recently asked what Pedals was doing to get improved cycle parking outside the front entrance of the QMC as the situation has been bad there ever since the removal a few years ago of the cycle stands on the overbridge when the new Emergency Department extension was built. Lots of bikes are left locked to railing along both sides of the overbridge but, I have been reminded, this is not exactly a satisfactory long term solution. Are there any plans please to improve the situation?  
Hugh"

### **..and comments of 14 November from Sandra Lee, QMC Physical Activity Adviser:**

"Hugh  
I know Pauline has been off sick so I guess she has a huge pile of emails to get through.

I can tell you that we are working with the Travel and Security Manager here and the City Council to provide further facilities and are exploring funding opportunities to erect some 'cycle pods' at the main entrance and other key sites around the campus.

So we are doing our best but it's difficult at the moment given the financial situation in the Trust - watch this space!  
Regards, Sandra"

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

**From:** Hugh McClintock  
[mailto:[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)]  
**Sent:** 14 November 2006 12:26  
**To:** Sandra Lee  
**Cc:** Susan Young (w); Cathy Melia; Graham Lansdell  
**Subject:** Fw: cycle parking by main entrance of QMC

Sandra

I forgot to copy you in on this recent email to which, incidentally, I have had no response. Is there any chance please that you might be able to help via internal channels to get a response?  
Many thanks and best wishes  
Hugh"

### **Cycle parking at NHS Walk-In Centre**

Graham Lansdell has reminded me of the lack of cycle parking at the NHS Walk-In centre off London Road. I have emailed Helen Ross for advice on who to approach to remedy this.

### **NET Phase 2 funding and future consultation process and timetable**

We have now been officially informed, by Chris Deas of the NET Project Office, that the Government has confirmed its intention to give financial support for Phase 2 of the NET Project by approving its entry into the DfT Local Authority Major Schemes Programme.

The next steps, likely to take place in the New Year, will be for the City and County Councils (The Promoters) to consider the Project proposals and to decide whether to submit a Transport and Works Act Order (TWAO) application to the DfT. If they decide to proceed the TWAO application would be submitted in spring 2007 and a Public Inquiry follow next autumn.

As well as having an opportunity to take part in that Public Inquiry we should have an opportunity in the next few months to make further detailed comments, once we know what detailed changes have been made to the proposals for the two routes (to Beeston and Chilwell and to Wilford and Clifton) on which we made detailed comments in response to the last consultation about 2-3 years ago. These identified a number of potential problems for cyclists but also opportunities for enhancements and new facilities.

Early 2010 is the soonest that construction work would start, with the new extensions not running until early 2013 at the earliest. **However, we need to be well-prepared with our arguments!\***

### **Shared paths (in Beeston etc)- need for revision (message of 28 Oct from Robin Phillips)**

"Dear Hugh,

I think we need to impress on the County the importance of systematic revision of paths which have No cycling signs.

Yesterday Barbara and I were going from the top of Foster Avenue through the twitchel to Wollaton Road, via Nuart Street. Two young cyclists were entering the east end on their bikes, and we moved over to walk by the fence. They both reacted by saying "Thank you" as they cautiously cycled past us. We each remarked afterwards how polite they had been, and how ridiculous it is that cyclists are banned from using that path.

I would like to formally suggest to the County that it is made a shared use path with appropriate signs.

No doubt its proximity to Roundhill School will make all the local government staff paranoid in their reactions...

Best wishes, Robin.

Robin Phillips,  
NG9 1BT

Phone: 0115 922 4930"

<http://www.beeston12.freeserve.co.uk/>

### **...and response from Ed Ducker**

"Robin/ Hugh,

I regularly see paths with old prohibition of cycling signs present and wonder why they are there. At times these paths would provide useful links for cyclists and avoid more tortuous busier routes.

In the new version of the NCC Cycling Design Guide (which will be issued imminently) there is a recommendation not to use this sign on new paths as people regularly confuse this with meaning you can cycle if they are not familiar with the Highway Code. With existing prohibitions, I generally support the removal of these bans where there is a demand for use by cyclists, however I think it is important to bare the following in mind:

- 1) Is the prohibition 'official' - i.e. is there a Traffic Regulation Order (TRO) in place to prevent cycling? If so, there is quite a large workload implication to revoke the order - would this be worthwhile use of staff time bearing in mind that the sign is unlikely to be enforced whether or not the order is removed? Additionally, until civil parking enforcement is in place we have a moratorium on processing new TROs. More positively, I suspect that the prohibition of cycling sign has been erected informally (without order) in many instances.
- 2) Why was the prohibition put in place initially - is just because at the time all paths under a certain width or within a residential development generally had a cycling ban on them or was there a specific safety reason for it?
- 3) Is the path highway land? I suspect often it won't be. If this is the case it would need to have approval from the relevant district/ borough council or other landowner to remove the ban.
- 4) Are there high numbers of pedestrians present? If so it still may not be appropriate to officially allow cycling.

Perhaps it would be worth thinking up a list of further locations which may benefit from having a cycling ban removing for the next CWG. I can't promise that this issue will be a huge priority for cycling facilities, however I can see the benefit in some instances and therefore once we have gathered a list of sites I will see whether we can progress any of them.

Best wishes, Ed Ducker  
Cycling & Walking Officer  
Communities"

### **City Road (Beeston) cycle route signing enhancement proposals: comments from Anne Sladen on drawings sent by Ed Ducker**

"Hi Hugh

I received the details today of the route signing suggestions from NCC, and have some questions:-

Who is the route designed for?

If for confident adult, use the route suggested, though the down sides of this route, (i.e. Middle St & Station Road) are 2 sets of traffic lights (Middle St/Station Rd) and (Station Rd/Queens Rd). Both these traffic lights are nearly always congested and neither have cycle lanes nor advance stops for Bikes, and use busy main roads which are also bus routes.

For the less experienced, or those preferring quieter routes, and not adding to already congested routes.

From City Road/Middle St junction, I would like to bring up my long standing quieter route suggestion to Notts CC of using City Rd (contraflow), then Nether St for few yards & left into King Street, at the end of which there is pelican crossing across Queen Road, then down Windsor St to reach the Millennium Cycle Route at Grace St, then Waterloo Rd on the

Millennium Cycle Route to the station. This is also all down hill, whereas the Middle street route involves some up gradient on Middle St, (noticeable when loaded with shopping!!)

The Middle Street area is likely to see much more congestion in the future with Broxtowe having granted planning permission to Tesco for a superstore & petrol station, the latter involving demolishing the 'Cow' on the south side of Middle St, (the superstore would be on the north side). There is also now a pelican (or is it a toucan, can't remember), crossing on

Middle street at the end on City Rd.

I'm putting these ideas past you first so that if you agree with them, they also carry the weight of Pedals!..

Kind regards, Anne"

It seems to be me that there is much merit in Anne's ideas which would provide an enhancement of the City Road cycle route and a quieter way to Beeston Station than Middle Street and Station Road especially with the disruption they will soon be getting with work on the new Tesco store and then the NET extension.

Any other comments please?\*

**Ped/cycle Bridge proposal between Beeston Rylands and Clifton Grove: exchange of messages between me, Patrick Davis (Sustrans), Robin Phillips and Joyce Cooke (Beeston Civic Society)**

"Hugh

I'm sorry, I was sure that I'd mentioned this to you somewhere along the line. Certainly, I'd intended to bring it up at the last Notts Cycling Forum on September 7th. In any event, Stewart Thompson of Nottingham City Council has submitted a good bid for a Beeston-Clifton bridge to our Connect2 Programme. His site lies just downstream from Beeston Weir and his local soundings have so far produced a far more positive response than 15 years ago. As yet, though, I can't say how the scheme will be ranked against all the others we've received. Nor is there any certainty that we'll "win" the Big Lottery prize for Connect2 since we're up against 5 other strong contenders and the unpredictability of a TV vote in Oct 2007!

Regards

Patrick Davis

Sustrans East Midlands

tel 0116 270 2905

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

**From:** Hugh McClintock

**To:** Nicola Jones ; Patrick Davis

**Sent:** Wednesday, November 15, 2006 11:55 AM

**Subject:** Fw: Ped/cycle Bridge proposal between Beeston Rylands and Clifton Grove

Patrick

Nicola

This was brought to my attention a couple of days ago by Robin Phillips, Pedals activist in the Beeston area who is also active in the Beeston Civic society and also now its newsletter editor, I believe. Joyce Cooke is the Chair. Robin asked me if I knew anything about the revived proposal.

Hugh

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

**From:** Hugh McClintock

**To:** R. Phillips ; Joyce Cooke

**Cc:** Mara Ozolins ; Steve Barber ; Anne Sladen

**Sent:** Wednesday, November 15, 2006 11:52 AM

**Subject:** Re: Ped/cycle Bridge proposal between Beeston Rylands and Clifton Grove

"Joyce

Thanks for this. I knew that the project faced much local opposition when first proposed by the City Council about 15 years ago and in view of that had assumed it was dead for the foreseeable future!

I assume that the revival is the result of an initiative by Sustrans who I know, nationally, are bidding for funding for what they call their 'Connect 2' project, to construct links in several places where much more direct and convenient links for cyclists and pedestrians could be created. Certainly such a link at this location would be a very useful complement to the developing cycle network on both banks of the Trent and to other ones not far away including the improved facilities on the canal towpath and those that both Pedals and Sustrans and others (e.g. Thrumpton Parish Council) are trying to get from the Highways Agency as part of the A453 widening scheme where Sustrans want good provision to form part of their National Cycle Network Route 15 development across Nottinghamshire (bits already exist south of Newark and between NEMA and Loughborough, I know).

In responding to peoples' understandable concerns about increased crime and vandalism it would be useful to have some objective information, taking account of varying local crime levels, about how far this has been the case in the many other places in the country where such links have been built, e.g. York (Millennium Bridge), Newcastle-Gateshead (the "Scissors Bridge"), Lancaster, Exeter, and many others I am aware of on Sustrans routes.

Hugh

**Proposed Watnall Road pelican proposals and cycle route to Hempshall Vale**

We have been asked by Kendra Hroud of the County Council for comments by 30 November on their proposed puffin crossing at the Corbiere Avenue/Main Road (Watnall) end of the cycle route to be constructed on the former railway under the M1 through to Hempshall Vale. Because it is at the end of the route they propose only a puffin crossing and not a toucan which seems to me unfortunate. Any comments please?

**...PS: message from Stewart Thompson, City Council (15 Nov)**

"Hugh,

I will send you a copy of the bid document and some images that Chris Capewell, John Lee, Richard Childs and I produced. For your information I attended a packed meeting at Beeston Rylands last night and the majority there were against it. They felt it would be a conduit for crime. I am not sure how committed Broxtowe DC will be as a result of this. We may have to do some lobbying in the future when it goes as a planning application to their council.

When you go to the meeting next Monday can you mention that my **mountain bike guide to Nottinghamshire** will be published on 29<sup>th</sup> November. 144 pages, full colour throughout, 23 circular routes, 80% of road, and an ideal Christmas present! They can get a copy from me for £15 + £2

post and packaging. Any cheques would need to be sent to my home address at 56 North Road, West Bridgford, Nottingham, NG2 7NH because this is not a City or County Council publication. Neither of them wanted to fund it. Alternatively it should find its way into a few bookshops by mid December.

Thanks, Stewart "

**PS: message from Anne Sladen (15 Nov) re the Beeston Lock to Clifton Grove cycle/ped bridge proposal**

"Hi Hugh

I'd heard rumours locally that this bridge idea was being reconsidered and that there were those out to persuade Rylands locals to oppose it.

Now I've seen the draft details, I think it is very striking bridge and would be an asset to the Trent corridor.

None of the maps of documents mention the Hydro electric power station on the City side of the river, just below the weir, which I understand provides power for Nott'm Trent Clifton campus, with a buried cable on the City side of the river path towards the campus (then presumably up the steep path which comes out by Clifton St Mary's church).

The map is also incorrect as it still shows the old path over the lock at Beeston, and the new replacement bridge just below the lock which is suitable for wheelchairs & prams as well as bikes.

The info doesn't seem to also state the advantages for those travelling to and from work from both sides, e.g. NTU Clifton campus, (staff & students) on the Clifton side and Boots and Plessey (now Ericson's) on the Rylands side.

There is also the rly station at Beeston which would be accessible via the new bridge for those on the Clifton side.

Regards, Anne"

**Tollerton Park cycle link proposal and site meeting (16 November)**

I had a phone call from Noel Marshall of Tollerton Parish Council about suggestions they are putting forward to the County Council for a cycle link from Tollerton Park to the toucan crossing over the A52 at Gamston, the subject of a site meeting on 16 November with the County Council.

He thought it best initially not to have Pedals at this meeting but said he would give me a report on it before our meeting on Monday.

**Master list of possible cycling improvements in Gedling Borough (for next CWG meeting on 11 January)**

It is very important that we make a full response to this, having tapped as far as we can the views of members familiar with various parts of the Gedling urban area including Arthur Williams and Nick Hynes. Ideas so far (from Nick Hyne and Ian Bussey, Gedling BC) include:-

"Thanks Hugh,  
That list was very much "off the top of my head", please do circulate it to others for additional thoughts, disagreements and what have you. If I think of any other points I'll let you know pronto.

Might also be worth mentioning that once again the traffic lights at the junction of Front Street and Croft Road/Ravenswood Road no longer respond to approaching cycles. We have the choice of either jumping the red light or waiting for a motor vehicle to come up behind us and trigger them. Goodness knows that Front Street is particularly cycle unfriendly, but this really doesn't help!  
Nick"

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

From: Hugh McClintock  
[mailto:[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)]  
Sent: 14 September 2006 15:54  
To: Andrew Martin; Nick Hynes; Paul Saxton  
Cc: Paul Hillier; Ed Ducker  
Subject: Fw: Cycling in Gedling

"Dear all

We must make the most of this new opportunity, before the next County Council Cycle Working Group meeting on 11 January to put forward a comprehensive list of proposals for cycling improvements for Gedling Borough, building on the useful list that Nick suggested a few months ago and which I have already passed to Ed Ducker at the County Council.

I will raise this at the Pedals meeting next Monday and give a plug for more suggestions in the next newsletter going to press soon afterwards.  
Hugh

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

From: "Ian Bussey" <[Ian.Bussey@gedling.gov.uk](mailto:Ian.Bussey@gedling.gov.uk)>  
To: "Hugh McClintock"  
<[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>  
Sent: Thursday, September 14, 2006 3:10 PM  
Subject: Cycling in Gedling

Hugh

As you probably know from the Sept. 7th meting, I had a meeting on August 24th with Ed Ducker and Paul Hillier to address a cycling strategy for Gedling and that the subject would be the focus of the next CWG meeting on January 11th. Your presence there and any thoughts on cycling in the Borough would be welcomed.

We have had our fingers burned over the Green Swathe and the idea of putting in routes up steep hills has possibly been put to bed.

We raised the idea of treating Arnold and Carlton as 2 separate areas with Mapperley Plains between.

Elsewhere, we considered if the emphasis should be more on carriageway alterations, cycle stands, school travel, junctions etc, instead of some of the rural cycle routes shown in the 2005 Replacement Local Plan - objections to "rape and pillage" from the urban hordes have filtered through to Gedling!"

**...Comments/suggestions for Arnold in Nick Hynes' email of 17 July:**

Hello Hugh,  
> Andrew Martin asked me to take a look at this cycle path, as I know the  
> Gedling area well and he suggests you're down on members in this (rather  
> hilly!) corner of the conurbation.

>  
 > Let's start by trying to think of something positive to say about it...  
 > well, I'm always glad when any local authority which has previously shown  
 > little interest in cycling decides to implement something; and, if's  
 > obviously not finished yet, so my comments have to be contingent.  
 >  
 > HOWEVER  
 > This is one of the worst pieces of cycling provision I have come across.  
 A couple of examples: I rode it, or attempted to ride it, in the uphill  
 > direction - at two points that path was so steep as to feel quite unsafe;  
 > and one of these was from the standing start required from the point where  
 > the path crosses Wembley Road. I didn't attempt it downhill; I think it  
 > could be horribly dangerous, especially with those metal railings waiting  
 at the bottom of the steep downhill section...  
 >  
 > Next question: where does it go to? At the top end, you are dumped on a  
 > narrow pavement at the side of a very main road, with no provision for  
 > cyclists at all. At the other end is a complex, signal-controlled junction;  
 > if the path was extended down to and across this junction it could form a  
 > link with the existing cycle path running to the north of Arno Vale Road,  
 > but presently it doesn't. Also: there is an 11 to 18 secondary school less  
 > than 200 metres to the north of this junction; again, I see no evidence of  
 > any attempt to link this to the route.  
 >  
 > I could go on, but I'll stop there. I can probably think of 20 changes I  
 > would make in Gedling Borough to improve provision for cyclists  
 >  
 > \*advanced stop lines at the crossroads outside Wilkinson's / Wetherspoon's  
 > \*contraflow along the northern part of Front Street  
 > \*extension of the cycle track from Arnot Hill Park to Sainsbury's  
 northwards  
 > to connect with the town centre  
 > \*a signal-protected crossing point over the Mansfield Road  
 > \*a signposted traffic-light cycle route connecting Arnold town centre with  
 > Mapperley Plains  
 > \*enforcement action on the 24 hour bus-cycle lane on the Mansfield Road  
 >> etc etc  
 >> but that's for another e-mail...  
 >  
 > All best wishes, Nick Hynes"

There are of course some established routes in Gedling including

- Thackeray Road?
- Railside path near Netherfield
- New Gedling to Burton Joyce shared path

In addition, Pedals has long proposed a continuous riverside path on the north bank of the River Trent from Colwick Park through to Stoke Bardolph etc, part of which does now exist, in sub-standard form,

as a result of the new stretches of path put in by the Environment Agency on the top of the flood embankment in the Netherfield area, west of the railway bridge across the Trent to Radcliffe on Trent.

**Any other suggestions/comments please?\*** It might be useful to have a special subgroup to take this further and sorting out our ideas well before Christmas and the 11 January meeting.\*\*

**Accident reporting; message of 24 Oct. from Peter Osborne and comments from Nick Moss:**

"Ask Peter to make a formal complaint to the police - this is a personal injury accident and the driver could have been driving without due care and attention. Peter is entitled to have his matter investigated. Make a formal complaint about their attitude.

---

From: "Hugh McClinton" <[Hugh.McClinton@ntlworld.com](mailto:Hugh.McClinton@ntlworld.com)>  
 To: <[peter.osborne@ouvip.com](mailto:peter.osborne@ouvip.com)>  
 CC: "Nick Moss" <[nickmossy@hotmail.com](mailto:nickmossy@hotmail.com)>, "Suzanne Heydon" <[suzanne.heydon@nottscgov.uk](mailto:suzanne.heydon@nottscgov.uk)>, "Ed Ducker" <[edward.ducker@nottscgov.uk](mailto:edward.ducker@nottscgov.uk)>  
 Subject: Re: Accident reporting  
 Date: Tue, 24 Oct 2006 00:15:04 +0100

"Peter  
 Very sorry to hear about your accident today and also the very disappointing reaction from West Bridgford police station.

I suggest that you discuss the incident with Suzanne Heydon or Gareth Coles in the County Council's Accident Investigation Unit in the Communities Department (former Environment Department) in Trent Bridge House, email: [suzanne.heydon@nottscgov.uk](mailto:suzanne.heydon@nottscgov.uk) or [gareth.coles@nottscgov.uk](mailto:gareth.coles@nottscgov.uk) to both of who I am copying this response.  
 I hope your bruises soon recover.  
 Hugh"

"---- Original Message ----"

**From:** [peter.osborne@ouvip.com](mailto:peter.osborne@ouvip.com)  
**To:** [Hugh.McClinton@ntlworld.com](mailto:Hugh.McClinton@ntlworld.com)

**Sent:** Monday, October 23, 2006 8:17 PM

**Subject:** Accident

Hi Hugh - I got run over by a Post Office van today on the way to work. I reported this later in the day to West Bridgford police station. They were completely uninterested in this other than knowing that details had been exchanged. I find this rather bizarre. Is there not a body that collects statistics on accidents on Nottingham's roads? Miraculously, I escaped with only a few bruises, but it could easily have been very different. I now have the aggro of claiming compensation from the Post Office.  
 Thanks, Peter"

**New Notts CC Cycling Design Guide; message from Ed Ducker**

"Dear all,  
 The Nottinghamshire County Council Cycling Design Guide was first published in 2004. Since this time local and national guidance has progressed and new ideas have been implemented for cycling in the County.

To consider these developments the Cycling Design Guide has now been updated. You may be pleased

to know that the document can now be downloaded from the cycling pages on the corporate website at: [http://www.nottinghamshire.gov.uk/home/traffic\\_and\\_travel/traffictravel-cycling/cyclingdesignguide.htm](http://www.nottinghamshire.gov.uk/home/traffic_and_travel/traffictravel-cycling/cyclingdesignguide.htm)

If you encounter any problems with downloading this or have any queries/ comments please feel free to contact me via e-mail or on the number below. Please feel free forward this information to colleagues or associates who may be interested.  
Kind regards, Ed Ducker  
Cycling & Walking Officer  
Communities  
Nottinghamshire County Council  
(0115) 977 4585"

#### National Cycle-Rail Awards 2006

I have been sent details of these awards, sponsored by ATOC, Cycling England, Sustrans and CTC, and will bring them on Monday.

#### 9. invitation to Pedals to make presentation to City Regeneration Panel inquiry into City transport policy at its meeting on Tuesday 9 January 2007

I shall be starting soon to draft my presentation to this Inquiry and it is very important that we pitch up right. **Any comments please both on general content and the particular points we want to stress?\*\***

I shall make reference to the fact that we still (as of now anyway) have had no response to the issues we raised in my presentation at the Greater Nottingham Cycling Forum in June!

#### 10. Suggestion for Pedals press release re non-use of lights by cyclists

##### Use of lights by cyclists after dark – message of 31 Oct from Angela Gilbert

"Angela  
Thanks for your message which I will mention at the next Pedals meeting.

Good idea to have a poster but I cant think of anyone in Pedals who we could call on at short notice to produce one. We also have no publicity officer to take on producing this and distributing it as you suggest, I regret.

In the recent newsletter I did reproduce one produced by the Reading Cycling Campaign and could send you an electronic version of that if you wish to print it off.

Hugh

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

**From:** [Angela Gilbert](#)  
**To:** [Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)  
**Sent:** Tuesday, October 31, 2006 10:25 AM  
**Subject:** Re: Fw: PRESS RELEASE: Use Lights!  
Hi Hugh,  
Great idea! Last night I saw more cyclists without lights than with. If mine aren't working, I walk. Life is too precious to take unnecessary risks! Cyclists are very vulnerable and safe cycling is of paramount importance. See and be seen!

Could you put together a poster that we could print off and display at work? Maybe a letter to local newspapers is a good idea. Are their local community-news type publications one can put an article in?

It was fantastic cycling through Wollaton Park this morning. The trees are so beautiful and I love the crisp, cold air at this time of year.  
Best wishes, Angela"

At one time we used to do a regular press release to coincide with when the clocks went back but in recent years this has lapsed, especially with having no press/publicity officer. Should we still do one this year and if so, who want to draft it and distribute it please?\*\*

Meanwhile, I would very much commend the poster on this topic produced by the Cambridge Cycling Campaign and downloadable from their website at [www.camcycle.org.uk](http://www.camcycle.org.uk)

Hugh, 16.11.06