

**AGENDA FOR PEDALS MONTHLY MEETING: 7.30pm on Monday 18 August 2014 at  
The Vat and Fiddle, 12-14 Queensbridge Road, Nottingham NG2 1NB**

*(To be chaired by Hugh McClintock)*

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

**2. Minutes of the previous Pedals Meeting (21 July 2014) and including checking for accuracy, and matters arising / update including**

- Updated tram tracks safety advice for cyclists and its wider dissemination, and search for possible alternative routes away from the tram tracks
- Pedals response to the ROWIMP2 (City Rights of Way Improvement Plan) consultation
- East Midlands Cyclists' Forum meeting in Nottingham on Sat 18 Oct. - request for a presentation on the Peak Park cycling plans: message of 7 July from Claire O'Reilly, Derbs CC:
- Space for Cycling Steering Group meeting on Sat 19th July; report from Roland Backhouse (as discussed at the July meeting) and subsequent developments with regard to Nottm City Council

**3. Report on recent meetings / events by people who have attended on behalf of Pedals including**

- 30 July meeting with John Grimshaw re HS2 cycleway feasibility study
- 1 Aug: Greater Nottm Cycling Development Group – notes from Gary S-W
- 7 August 2014: Public Health Forum: A Forum on Sustainable Development and Health in Nottingham City - report from Roland Backhouse:
- 13 Aug meeting with Clare Lee, Sustrans re potential cooperation with Pedals on Community Mapping

**4. Finance and Membership (David Easley and Hilary Backhouse to report)**

- Including updates on membership renewals and new memberships

**5. Forthcoming events / meetings**

**Pedals meetings including invitations to visiting speakers, review of the agenda layout, chairing future meetings and the need to contact The Vat and Fiddle for preparing (e.g. heating) the room.**

- Chairing arrangements for September, October and November meetings.

**Pedals 35<sup>th</sup> birthday celebration events: update re suggestions and approx. timing and organisations responsibilities**

- "Carnival ride";
- EMCF meeting in Nottingham, Sat 18 October, – Trent | Bridge Inn – update re first announcement sent out on 26 June and speakers, etc.: details to be discussed in September of catering, charges, bike parking, speakers and equipment needs, afternoon ride, advance registration, etc.
- Possible venue for meal: "Antalya"; November.

**Other meetings / events:**

- proposed 28 Aug meeting with Sustrans and other interested parties to discuss progressing proposals for a new cycle-pedestrian bridge over the Trent in the Trent Basin - The Hook (Ladybay) area

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

- Cycling – Improving Facilities & Take up in the Mapperley and St. Ann's areas and meeting planned for Wed 6 Aug:  
..message of 28 July from City Cllr Emma Dewinton to Phil Keynes and Phil Miller, etc.
- Ring Road Major Scheme: Hucknall Road roundabout junction: message of 11 August from Iain Lane and my response of 12 Aug:
  - Route across Chilwell Manor Golf Course between Charlton Grove and Barkers Lane, Beeston: exchange of messages of 29-30 July with Andy Wignell and Andrew Martin
  - Proposed upgrading of eastside path on Meadow Road, Beeston, bridge over railway by Beeston Station to become shared path: comments from Brian Goss (6 Aug):
  - proposed extension to the tram network to Kimberley - implications for cyclists: my message of 31 July to Peter Briggs et al:
- Rushcliffe BC Planning Application number: [14/01417/OUT](#) - Land East and West Of Nottingham Road South Of Clifton: Outline application for the development of a sustainable urban extension comprising residential development employment development and retail development

## 7. Miscellaneous items

- The future of Cyclenation – request for views of local members groups: message of 11 Aug from Simon Geller, Secretary
- Transport for London Safer Lorries consultation: possible local relevance for Nottingham

## 8. Any other business

## BACKGROUND NOTES

### 1. Apologies for absence from

Mara Ozolins, Andrew Martin

### 2. Minutes of the previous Pedals Meeting (21 July 2014) and including checking for accuracy, and matters arising / update including

**Minutes of the Pedals Meeting held in the Vat & Fiddle Public House, Queens Bridge Road, Nottingham. at 7.30pm on Monday, 21st July, 2014.**

**Present:** Susan Young (chair), Brian Goss (minutes), David Easley, Peter Briggs, Hilary Backhouse, Roland Backhouse, Thomas Madar, Jonathan Avis.

**Apologies from:** Hugh McClintock, Arthur Williams, Andrew Martin, Andrew Househam,

**Minutes of the June Meeting** were agreed.

#### Finance & membership

Nothing significant to report.

#### External Meetings:

Roland attended the '**Space for cycling**' national meeting. Pedals need to decide if we want to be formally part of the steering group. Considered important national campaign. Not just about meetings – involves lobbying MPs etc. CTC & CycleNation are involved. 350 councillors out of ~10k have signed up. Concluded that Pedals should be involved.

If Pedals members have contacted their councillors regarding 'space for cycling' could they tell the CTC the response. For pedals activists who haven't already contacted councillors, CTC have a standard letter which pedals activists can amend if necessary and send to councillors.

Could pedals activists please email your local councillors and ask if they would sign up for SFC. Please forward comments from councillors to CTC who will follow up, (many councillors have made positive noises but not followed up by signing up). Please go to [www.ctc.org.uk/campaign/space-for-cycling](http://www.ctc.org.uk/campaign/space-for-cycling) and click the [pledge their support](#) link in the second paragraph.

Priority goal is to get an active travel act as part of an active health strategy in next parliament has been implemented by Welsh Govt, places statutory duty on developers to include an active travel plan.

Activists or groups of activists could consider visiting **MPs surgeries** post-election to ask them in person about what their commitment is.

The Times plan to interview MPs at party conferences about cycle policy. MPs who make positive responses will get a photo with Chris Boardman (apparently).

#### Cycle Live

There was concern that about the layout of the site meant that stalls were in front of the PA of the band and in close proximity making discussions difficult or impossible especially for those with hearing issues.

Concern that the stall lacked focal point to draw people in, needed something to draw people in – interesting bike or kids game or whatever. Could ask people to put post it notes on a map (different theme each event – my route; worst junction; Map on ground needs a rethink re format & location of.

**Bike Shepherd** not being used by Notts police at present, Paddy Tipping is attending a future pedals meeting.

Next **CDG** 1<sup>st</sup> August

The City Council are waiting to hear about a large grant application for infrastructure.

#### Infrastructure

Possibility that Sustrans will sign **NCN15** West of Trent Bridge on a future Saturday rangers meet volunteers are always welcome, contact [Peterozz@hotmail.co.uk](mailto:Peterozz@hotmail.co.uk)

**New Waitrose** superstore at Edwalton approved by Rushcliffe BC ignoring traffic comments.

Discussion re **Tram works**, unclear if accident frequency has reduced since leaflets were distributed along Net phase 2 route. Broxtowe transport committee will walk the route of the tram in Broxtowe once it's finished. Chicanes to force cyclists to dismount were installed briefly on Lenton Lane then removed again.

#### **Events**

There was a fatality on the corner of Parliament St and Peniforth St (by Boots research). A Ghost bike has been placed. Our thoughts go out to the friends and family of the cyclist involved  
There is a possibility of Nottingham critical mass.

#### **Media & website**

Andrew asked (by email) that we keep a record of anything we say to press, Roland suggested this could go in members only area of website.

Larry has registered us with **NCVS skills bank** to access professional support.

#### **Misc. cycling matters**

##### **For discussion at Sept meeting**

Email from Gary SW re helmets.

#### **Matters arising from previous minutes and update:**

##### **Updated tram tracks safety advice for cyclists and its wider dissemination, and search for possible alternative routes away from the tram tracks**

New video, featuring advice from Ian Hutchinson of Ridewise, was issue by Tramlink Nottingham on 28 July, and I did an interview for Capital FM about it, to go out on their morning show the next day.

##### **Cycle accidents with tram tracks: message of 30 July from Andrew Martin re RIDDOR 1995 - the need for measures to raise awareness of potential hazards - for Pedals website please**

Hello again

I recently attended a First Aid Training Course and have been reading information on incident reporting. RIDDOR is the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995. The regulations state that it is the responsibility of the employer or person in control of the premises to report the following occurrences directly to the HSE (Health and Safety Executive)

1. Deaths
2. Major injuries
3. Dangerous occurrences
4. Incidents resulting in a person being off work (or unable to do full duties) for more than 7 days
5. Diseases

My understanding is that an incident involving a cyclist and the tram works (premises) which leads to the cyclist being off work for more than 7 days, must be reported (by Tram Contractor) to the HSE. This statement could usefully be displayed on our Pedals website.

Andrew

##### **.....Comments of 6 Aug from Dave du Feu, Spokes (Edinburgh / Lothian Cycling Campaign)**

Hi Andrew

I am not an expert on this in any way, but surely this only applies during tramline construction works, not once the tram is up and running? If the latter did apply, then surely all road traffic injuries would have to be reported too?

Or maybe you are only talking about tram construction periods - whereas in the long term, and now for us, the big issue is tramline crashes when the system is in operation, as it now is in Edinburgh.

Dave

##### **....response from Andrew Martin to Dave du Feu (8 Aug):**

Hello Dave

Copied and pasted sentence from my recent email, for clarification:

'My understanding is that an incident involving a cyclist and the tram works (premises)' etc i.e. during construction.

Yours, Andrew

**update re tram tracks danger for cyclists on Chilwell High Road and alternative route suggestions etc.: exchange of messages (29-30 July) involving John Palethorpe, Kirstie and Drew Coolin, Steve Barber, and Phil Hewitt (Tramlink Nottingham CEO)**

Hugh

I have discussed this with TWA and they are reviewing this as an option on a case by case basis – we don't want to adopt a blanket approach (understandably) as it a) potentially encourages people to cycle on the rails / form bad habits and b) is very difficult to clean out (the rail head has to be clean to maintain a good electrical connection). If there are specific sites of concern please do raise this with the construction team

Regards, Phil

**From:** Hugh McClintock

**Sent:** 28 July 2014 21:38

**To:** 'Steve barber'; 'Kirstie C'

**Cc:** 'Drew Coolin'; 'Adrian Juffs'; 'Gary Smerdon-White'; 'John Palethorpe'; 'Peter Briggs'; 'Gina Musa (Ridewise)'; 'Brian Goss'; 'Richard Hand'; 'Joanna Ward'; 'Adam Batty'; 'Phil Hewitt'; 'Mark Weaver'; 'Susan Young'; 'Ashley Jackson'; 'Lea Harrison'; 'Andrew Martin'; 'Mara Ozolins'

**Subject:** RE: update re tram tracks danger for cyclists on Chilwell High Road and alternative route suggestions etc.

Steve

Yes indeed, that would certainly help.

Best wishes, Hugh

**From:** Steve barber

**Sent:** 28 July 2014 20:34

**To:** 'Hugh McClintock'; 'Kirstie C'

**Cc:** 'Drew Coolin'; 'Adrian Juffs'; 'Gary Smerdon-White'; 'John Palethorpe'; 'Peter Briggs'; 'Gina Musa (Ridewise)'; 'Brian Goss'; 'Richard Hand'; 'Joanna Ward'; 'Adam Batty'; 'Phil Hewitt'; 'Mark Weaver'; 'Susan Young'; 'Ashley Jackson'; 'Lea Harrison'; 'Andrew Martin'; 'Mara Ozolins'

**Subject:** RE: update re tram tracks danger for cyclists on Chilwell High Road and alternative route suggestions etc.

I feel that the grooves should be tarmacked whilst the works are under way and associated constrictions. This has happened in Lenton.

Councillor Steve Barber' Broxtowe Borough Council

Town Hall, Foster Ave

Beeston' Nottingham

NG9 1AB

0115 922 5806

**From:** Hugh McClintock [<mailto:hugh.mcclintock@ntlworld.com>]

**Sent:** 28 July 2014 20:24

**To:** 'Kirstie C'

**Cc:** 'Drew Coolin'; 'Adrian Juffs'; 'Gary Smerdon-White'; 'John Palethorpe'; 'Peter Briggs'; 'Gina Musa (Ridewise)'; 'Brian Goss'; 'Richard Hand'; 'Steve Barber'; 'Joanna Ward'; 'Adam Batty'; 'Phil Hewitt'; 'Mark Weaver'; 'Susan Young'; 'Ashley Jackson'; 'Lea Harrison'; 'Andrew Martin'; 'Mara Ozolins'

**Subject:** update re tram tracks danger for cyclists on Chilwell High Road and alternative route suggestions etc.

Kirstie

Thanks for your message and comments. I am very sorry to hear that Drew is still awaiting the results of his x-ray to determine whether or not he suffered a break.

I certainly agree that coping with tram tracks on narrow roads is that much more difficult if you as a cyclist are being hassled by a car coming up behind you and for that reason we have emphasised to Tramlink and others the importance of ensuring in their safety publicity measures for cyclists clear messages to drivers on how their actions in the vicinity of tram tracks are of particular importance in helping or hindering cyclists.

Before I went away on holiday earlier this month Brian Goss, who has much better local knowledge than me of the High Road area and vicinity, was taking a fresh look at the potential for alternative routes in the High Road – Chilwell Road area, taking account of suggestions from various people.

Your email has now prompted me to ask him for an update on just where he has got to with this, and I will see that we also discuss it at the next Pedals meeting, on Monday 18 August.

Best wishes to you both

Hugh

**From:** Kirstie C  
**Sent:** 28 July 2014 19:24  
**To:** Hugh McClintock  
**Cc:** Drew Coolin  
**Subject:** Re: Strail crossing installation Eskdale Drive Chilwell - and general comments on experience with the use of Velostrail tram track filler

Hi Hugh

It's good to have an update. My husband is still awaiting results of an x-ray to determine whether he suffered a break or not. It is regrettable that we have come to the conclusion that Chilwell High Road is too dangerous to cycle on, particularly due to the very small amount of room between the tram and the kerb. It seems we've lost this route.

The 90 degree advice is fine but when a car is right behind you it is an awkward manoeuvre and NET/Tramlink's decision to not veloSTRAIL will cost them dear in compensation (money talks!)

Is there any progress on alternative routes/signage and changes to the Bramcote Lane junction near Lidl?

Best wishes  
Kirstie & Drew

**Cyclists' safety and the NET - further ideas for signed alternative route in the High Rd-Chilwell Rd area (from Brian Goss of Pedals) – exchange of messages (19 June-11 Aug) with Brian Goss etc,**

Hi Hugh,

You asked for an update on where we have got to on this issue, as far as I'm aware this is the position the council have adopted, unless Roundhill School or the owners of Wilmot Lane could be persuaded to change their position. The proposed route is far from ideal, since it has no calming on 30mph roads for much of the length, and the junctions of Abbey St with Wollaton Rd and Marlborough Road, are problematic. I didn't get any response to the email where I made this point.

Cheers, Brian

**From:** brian

**Sent:** 26 June 2014 23:30

**To:** 'Richard.Hand@nottinghamcity.gov.uk'; 'Paul Hillier' ([paul.hillier@nottscc.gov.uk](mailto:paul.hillier@nottscc.gov.uk))

**Cc:** 'Hugh McClintock'; 'Adrian Juffs'; 'Gina Musa (Ridewise)'; 'Gary Smerdon-White'; 'Peter Briggs'; 'John Palethorpe'; 'Kirstie Coolin'; 'Steve Barber'; 'Adam Batty'; 'Joanna Ward'

**Subject:** RE: Cyclists' safety and the NET - further ideas for signed alternative route in the High Rd-Chilwell Rd area (from Brian Goss of Pedals)

Hi Richard,

Thanks for your response, I can see how as an immediate route solution this might be the least worst option. The Abbey Rd route does get used a lot by cyclists.

But the junction of Abbey Rd & Wollaton Rd is quite chaotic and the crossroads between Abbey Rd & Marlborough Rd is an accident blackspot. I don't know exact details, but fencing or street furniture on the corners seems to get smashed in from collisions several times a year. There is no traffic calming in this area apart from small newly painted islands on Abbey Rd, I'm not sure if that solves the fundamental problem as I see it of drivers approaching on Abbey Rd having inadequate awareness of cars approaching down Marlborough Rd often at speed, due to limited visibility with parked cars etc.

I don't suppose there's any mileage in using this as vehicle to push for 20mph limits or traffic light controlled junctions in this area?

Cheers, Brian

**From:** Hugh McClintock [<mailto:hugh.mcclintock@ntlworld.com>]

**Sent:** 25 June 2014 16:00

**To:** Adrian Juffs; Gina Musa (Ridewise); Gary Smerdon-White; Peter Briggs; Brian Goss; John Palethorpe; Kirstie Coolin; Steve Barber; Adam Batty; Joanna Ward

**Subject:** FW: Cyclists' safety and the NET - further ideas for signed alternative route in the High Rd-Chilwell Rd area (from Brian Goss of Pedals)

Please send any comments on this to Paul Hillier at the County Council and Richard Hand (City Council NET liaison) as well as to me and to others with a strong interest in this issue, as mentioned in the previous email from Richard Hand which I sent on.

Thanks, Hugh

**From:** Richard Hand [<mailto:Richard.Hand@nottinghamcity.gov.uk>]

**Sent:** 25 June 2014 15:30

**To:** 'Paul Hillier'; 'Hugh McClintock'

**Cc:** Mark Weaver; Phil Hewitt; Lea Harrison; John Delaney; Karen Nurse

**Subject:** RE: Cyclists' safety and the NET - further ideas for signed alternative route in the High Rd-Chilwell Rd area (from Brian Goss of Pedals)

Paul/Hugh,

Thanks Paul,

In which case, I suggest therefore that we promote in the leaflet the Bramcote Avenue/ Park Street/ Abbey Road corridor as an alternative for east-west route for movements between the Greenway at Cator Lane and Broadgate with the connections into Beeston town-centre on Devonshire Avenue, Marlborough Road and Peveril Road (all shown as recommended for road cycling on the Nottingham Cycle map).

Regards, Richard

**From:** Paul Hillier [<mailto:paul.hillier@nottsc.gov.uk>]

**Sent:** 25 June 2014 14:00

**To:** Richard Hand; 'Hugh McClintock'; Mark Weaver; Phil Hewitt; Lea Harrison; John Delaney; Karen Nurse

**Subject:** RE: Cyclists' safety and the NET - further ideas for signed alternative route in the High Rd-Chilwell Rd area (from Brian Goss of Pedals)

All,

Is the northern route supported by the county council? At the recent site visit a number of problems were identified, several of which (mainly around the library/school/council offices area) cannot in the short term at least, be resolved. The school has stated that it will not allow cyclists to use the car park to get access to the footway onto Nuart Road, so the route requires a dismount for the whole section between Devonshire and Nuart Road.

Regards, Paul Hillier

Principal Officer LTP and Travel Planning

Transport Planning & Programme Development Team

Nottinghamshire County Council

Tel: 0115 977 4866

**From:** Richard Hand [<mailto:Richard.Hand@nottinghamcity.gov.uk>]

**Sent:** 25 June 2014 13:55

**To:** 'Hugh McClintock'; Mark Weaver; Phil Hewitt; Lea Harrison; Paul Hillier; John Delaney; Karen Nurse

**Subject:** RE: Cyclists' safety and the NET - further ideas for signed alternative route in the High Rd-Chilwell Rd area (from Brian Goss of Pedals)

Hugh,

Thanks for these suggestions

Promoting the Bramcote Avenue Route is sensible and we will look to include this on the Chilwell Route Cycle Guide.

We are unable to promote the Wilmot Lane route as this route was not supported by either the highway authority (Notts County Council) or Broxtowe Borough Council. Wilmot Lane is a private road from the back of the proposed car park through to Barrydale Avenue. Public access is via a public footpath along this length and not just through the closure at the Barrydale end. In addition, the right turn into Wilmot Lane from Chilwell Road is far from ideal for cyclists.

I think we would be better promoting on the leaflets the Beeston to Chilwell/ Attenborough southern route we have previously discussed at the signage strategy meeting running via: Dovecote Lane – West Wend- Robinet Road – Vincent Avenue – Queen's Road (Route 6) and then either Meadow Lane (for Cator Lane/ Chilwell High Road) or Bye-Pass Road (for south Chilwell/ Attenborough). This avoids the tramway altogether and ties in with the signage strategy discussed with all parties (including Notts CC and Broxtowe BC).

Regards,

Richard Hand

Scheme Development Manager, NET Project Management Team for and on behalf of Nottingham City Council

Promoter of **Nottingham Express Transit**

4th Floor, Loxley House, Station Street, Nottingham. NG2 3NG

t: 0115 876 64093 | d: 0115 876 4201 | m: 07770 841791

**From:** Hugh McClintock [<mailto:hugh.mcclintock@ntlworld.com>]

**Sent:** 24 June 2014 14:05

**To:** 'brian'; [garysmerdonwhite@thebigwheel.org.uk](mailto:garysmerdonwhite@thebigwheel.org.uk); 'Steve Barber'; Richard Hand; Mark Weaver; Phil Hewitt; Lea Harrison; Paul Hillier; John Delaney; Karen Nurse

**Cc:** 'Gina Musa'; 'Peter Briggs'; 'Clare Collins'; 'Adrian Juffs'; 'Joanna Ward'; 'Adam Batty'; 'Andrew Martin'; 'Susan Young'; Richard Hand; Mark Weaver; Steve Barber; Chris Gardner; Gary Smerdon-White; Kirstie Coolin; John Palethorpe

**Subject:** Cyclists' safety and the NET - further ideas for signed alternative route in the High Rd-Chilwell Rd area (from Brian Goss of Pedals)

Richard

As mentioned this morning, some further ideas, from Brian Goss, for a possible signed alternative route in the High Road – Chilwell Road area, and for possible inclusion in the one of the 'bubbles' you are proposing for the special area cycle maps related to the new tram lines.

Best wishes, Hugh

**From:** brian

**Sent:** 23 June 2014 23:02

**To:** [garysmerdonwhite@thebigwheel.org.uk](mailto:garysmerdonwhite@thebigwheel.org.uk); Hugh McClintock; Steve Barber

**Cc:** 'Gina Musa'; 'Peter Briggs'; 'Clare Collins'; 'Adrian Juffs'; 'Joanna Ward'; 'Adam Batty'; 'Andrew Martin'; 'Susan Young'

**Subject:** RE: our meeting on 24 June to discuss cyclists' safety and the NET - draft materials

Gary,

Thanks for your feedback on the Northern avoiding route, very good suggestion.

Cator Lane & Bramcote Ave makes sense, since Cator Lane already has the EVT & Bramcote Ave the signed Bramcote-Beeston Route. Bramcote Ave has road humps & would be less busy once the High Rd reopens.

I have plotted a new route for this on cycle scape

<http://www.cyclescape.org/threads/1395>

For the Southern avoiding route, my route goes as far west as Myfords which would be a start, it would also link to NCN6 & thereby highlighting that as an alternative for longer distance cyclists.

<http://www.cyclescape.org/threads/1391>

Maybe the missing link might be provided as part of any new highway alignments if the former Myfords and Barton buses sites are redeveloped as housing, which I've heard rumour of.

Cheers, Brian

**From:** [garysmerdonwhite@thebigwheel.org.uk](mailto:garysmerdonwhite@thebigwheel.org.uk) [<mailto:garysmerdonwhite@thebigwheel.org.uk>]

**Sent:** 21 June 2014 12:07

**To:** Brian

**Cc:** Gina Musa

**Subject:** RE: our meeting on 24 June to discuss cyclists' safety and the NET - draft materials

Thanks

Re the south route I agree but for the north route I'd go Cator Lane, Bramcote Avenue and back onto your route at Devonshire Avenue.

I think the real issue is the bit between Cycle Inn and the College, my north proposal avoids that but the south is more problematic

Gary

**From:** brian

**Sent:** Thursday, June 19, 2014 8:50 AM

**To:** [garysmerdonwhite@thebigwheel.org.uk](mailto:garysmerdonwhite@thebigwheel.org.uk)

**Cc:** Gina Musa

**Subject:** RE: our meeting on 24 June to discuss cyclists' safety and the NET - draft materials

Hi Gary,

If you click on the title of the issue (in dark green?), it should take you to the page for that issue, you should then get a map with navigation buttons?

Let me know if that doesn't help?

Cheers, Brian

**From:** [garysmerdonwhite@thebigwheel.org.uk](mailto:garysmerdonwhite@thebigwheel.org.uk) [<mailto:garysmerdonwhite@thebigwheel.org.uk>]

**Sent:** 19 June 2014 08:44

**to:** Brian

**Cc:** Gina Musa

**Subject:** RE: our meeting on 24 June to discuss cyclists' safety and the NET - draft materials

Hi

Brian – I've done as you advise but can't find a way to 'blow-up' the issues maps to be able to understand all the roads/options.

Any advice how to do that?

Gary

**From:** brian Goss  
**Sent:** 18 June 2014 20:45  
**To:** 'Steve barber'; 'Hugh McClintock'  
**Cc:** 'Arthur Williams'; 'Adrian Juffs'; 'Peter Briggs'; 'Clare Collins'; Gina Musa; 'Adam Batty '; 'Roland Backhouse'; 'Andrew Martin'; 'Chris Gardner'; 'Joanna Ward'; 'Susan Young'; Gwyneth McMinn; [garysmerdonwhite@thebigwheel.org.uk](mailto:garysmerdonwhite@thebigwheel.org.uk)  
**Subject:** RE: our meeting on 24 June to discuss cyclists' safety and the NET - draft materials

Steve & all,

I have plotted what I understand are the various High Rd / High St avoiding routes which have been discussed on cyclescape:

<http://www.cyclescape.org/issues#map-pane>

If you type 'Beeston' in the search box you should see a couple of relevant entries.

I have limited circulation of this email to Pedals / Sustrans /Ridewise/Big Wheel to see if we have a consensus on this within the cycling community which can be presented to the authorities?

Cheers, Brian

**From:** Steve barber [[mailto:steve\\_barber@ntlworld.com](mailto:steve_barber@ntlworld.com)]

**Sent:** 18 June 2014 19:31

**To:** 'Phil Hewitt'; 'Hugh McClintock'

**Cc:** 'Arthur Williams'; 'Adrian Juffs'; 'Peter Briggs'; 'Clare Collins'; 'Gina Musa (Ridewise)'; 'Adam Batty '; 'Brian Goss'; 'Lea Harrison'; 'Roland Backhouse'; 'Andrew Martin'; 'Chris Gardner'; 'Joanna Ward'; 'Susan Young'; 'Helen Ross (City Co)'

**Subject:** RE: our meeting on 24 June to discuss cyclists' safety and the NET - draft materials

With regret I am in Northumberland on 24 and unable to attend your meeting. However, please convey my serious concerns about cycling provisions, especially during construction. I am very disappointed to see the diversionary cycle route which we know is not perfect but better than nothing not put into play. I hope that at the very minimum cautionary signs, a positive TV item giving advice on crossing the lines and the diversionary route signposted can be arranged amongst the other excellent proposals discussed.

Steve Barber

#### **Pedals response to the ROWIMP2 (City Rights of Way Improvement Plan) consultation**

This was submitted by the deadline of 11 August, and included comments on the importance of some major new cycle and pedestrian bridges, to help enhance the status and value of the rights of way network.

#### **East Midlands Cyclists' Forum meeting in Nottingham on Sat 18 Oct. - request for a presentation on the Peak Park cycling plans: message of 7 July from Claire O'Reilly, Derbs CC:**

Hugh

Many thanks for your invitation to the above event. Apologies for taking so long to get back to you but I am not able to make that date due to a prior family event but I was trying to find out if any of my colleagues from any of the partner organisations in the Pedal Peak Project could attend in my place and I am afraid that I have drawn a blank in terms of availability.

What I will do if it helps is to provide you with a project update for you to hand out at the event and then if you want clarification or have any queries you could perhaps get back to me after the meeting. If you let me know when you would want something sending through I can sort this out nearer the time so that you get the most up to date information.

Kind regards

**Claire O'Reilly** | Senior Project Officer Pedal Peak

**Economy, Transport and Environment Department** | Derbyshire County Council

Shand House| Matlock | DE4 3RY

Direct Line: **01629 539652** |Ext: **39652** | Mobile: **07769648267**

#### **...message of 29 July from Clyde Hinton, Matlock-based Sustrans Ranger and Peak Cycle Links member re possible alternative speaker on Peak Park cycling plans:**

Rebonjour Hugh (as they rather ungrammatically say here!)

Continuing my tale of woe, we don't have the internet at this place yet and my laptop has lost contact with the net elsewhere - corrupted files for the dongle? I bought an add-on for my phone and that works most of the time. It's like being in the Middle Ages, I frequently complain! On the bright side, the Tour came within 6km of here on Saturday! I was out all day, on my bike, watching the CLM from various spots.

Right: [Martin.Wragg](mailto:Martin.Wragg) (he's a senior partner in a solicitors' firm) and

[Anna.chapman@derbyshire.gov.uk](mailto:Anna.chapman@derbyshire.gov.uk)

Hope this helps. If I think of anyone else, I'll let you know. I won't be able to attend, else I would've mugged up myself and done the spiel. I do try to keep up, especially as the section from Bakewell to Matlock concerns me directly! But it's actually quite difficult to know where things are at present: much planning and discussion going on in the background, but little action visible -



not a criticism, just a necessary fact! There have been things happening in the Hope Valley a few weeks back.  
A bientôt, Clyde

**...and also this message from Clyde:**

Hi Hugh. I'm having problems here in France with communications. I cannot send an email using my TalkTalk address from this iPhone - I don't know why. But I can using this address - although I'd prefer not to! I set this one up for a specific purpose - i don't want folk to get into the habit of sending to it as I rarely monitor it! So daft as it may seem, could U please continue to send to TT! (And I'll reply from this one!)

Right, now to your problem. I'm sure that someone from PCL would like to speak on this subject but I don't know if they would be qualified to talk about the 3 projects which are not the White Peak Loop! Indeed, their major concern even within the WPL is a relatively small section near Buxton. But they could mug up on the rest! So, for courtesy reasons, I suggest the PCL secretary Martin Wragg - email address to follow later. If he cannot speak, he could nominate someone, I'm sure. Alternatively, what about DCC Greenways Officer, Anna Chapman? Although she may not know much about what's happening in Staffs or S Yorkshire. Do U have her email?  
Hope that helps.  
Clyde

**....venue for EMCF meeting: message of 13 Aug from Andrew Martin:**

Hello all (I have deleted the TBI from my reply)  
A friend and Cycling Instructor Tom is within a few weeks opening a Bike Repair business on Forest Road West. I mentioned that Nottingham Pedals will be hosting the EMCF in October and Tom has offered free use of his rented premises where there is ample space for our meeting.

Your comments would be welcome. Please record my apologies as I will be absent from the Pedals meeting on Monday 18th (returning home on the 27th), when this matter could be discussed.  
Andrew

**...and my reply of 13 Aug to Andrew:**

**Andrew**

**Thanks for this** message and passing on this offer. If we are to consider it carefully and compare with the venue we have already booked we do need much more detailed information e.g. on room capacity (for people, folding bikes storage and food), other bike parking, equipment including projector and screen, and catering and refreshments making and serving facilities etc.

Also to bear in mind is the location in relation both to the station and the route of our ride in the afternoon which, it has been suggested, should focus on our campaigning work with the tram. I am inclined to think that the TBI is better located for that.

Let's now see what other people think.

I will indeed give your apologies for Monday.  
Best wishes, Hugh

**Space for Cycling Steering Group meeting on Sat 19th July; report from Roland Backhouse (as discussed at the July meeting) and subsequent developments with regard to Nottm City Council**

Space for Cycling National Steering Group Meeting, Sheffield, 19th July 2014 - (Draft) Report by Roland Backhouse, 21 July 2014.

Pedals was invited to join the national steering group of Space for Cycling on 18th June. The invitation was accepted in subsequent emails and I attended on behalf of Pedals.

The steering group has clearly been in existence for some time but appeared to be restricted to the larger cities (London, Manchester, Newcastle, Birmingham, etc.). This meant that I was less well informed than (all?) other participants. Moreover, the only information I received before the meeting was a draft agenda. During the meeting it appeared that a more detailed agenda had been distributed as well as several documents that were discussed at the meeting. Hopefully this situation will change in the future: I have asked to be allowed to get access to the group's "dropbox" and to be put on the mailing list for other announcements. (At the time of writing, this does not seem to have been implemented.)

The meeting was divided in two parts. In the morning, the discussion was about what had already happened and in the afternoon it was about plans for the future. Robbie Gillett (CTC) took minutes. (Web link to be added when it becomes available.)

1. Reports on how the campaign is progressing.

I mentioned that Pedals has distributed 100 copies of the Making Space for Cycling brochure to 100 local councillors.

Roger Geffen (CTC) announced that 350 councillors had pledged their support, with a Labour/Conservative ratio of 3/1. Some councillors had replied supporting the campaign but not signed up. (Note added, but not mentioned at the meeting: this concurred with my experience. Steve Calvert replied to me but has not signed up.) It is possible to forward reactions to CTC.

(Currently signed up are Jane Urquhart, Jon Collins (City Council), Colleen Harwood (County Council)

A number of cities had organised Space for Cycling rides. London has so far spent £80000 on the campaign of which £20000 was for a ride.

LCC suggested the organisation of "reactive" rides. (An example relevant to Nottingham would be a ride in reaction to the recent death of a cyclist in Nottingham.)

The colouring of the heat map was discussed. White instead of red for areas where noone had responded was considered better.

## 2. Future plans.

Roger Geffen introduced CTC's proposal for a post-election campaign. (Document attached.) The main goal of the campaign would be to persuade one or more MPs to put forward an Active Travel (England) Act similar to the Active Travel (Wales) Act as a private member's bill. (He argued that, because it was unclear who would be in government, it was impossible to rely on this being in the government's manifesto.)

Other discussion points/proposals.

1. Groups to identify their boundaries so as to avoid duplication of emails.
2. Full Council Sign Up. Councils to be asked to sign up to an undertaking to implement Space for Cycling. (Document attached.)
3. Groups to seek to meet with all MPs post-election.
4. The Times is to renew its campaign on cycling. It intends to be present at all pre-election party conferences and to ask leading figures to make statements about cycling (with the reward of a photo-shoot with Chris Boardman).

### **...and message of 28 July from Robbie Gillett, CTC Space for Cycling Campaigner**

Hi Keith, Hugh,

That's great news about the Cycle City Ambition money and that the Council are looking to pass a resolution.

We've had more input from the rest of the Space for Cycling national steering group (made up of cycle campaign groups from around the country). They're keen that the Guidance I mentioned before are actually considered as Requirements.

From the sound of what you've mentioned regarding the Manifesto, it seems like Nottingham are planning to enact all the points anyway. One outstanding question is whether there are any targets planned in the Nottingham Manifesto - such as x% of trips by 2020, or another timescale. I spoke with Hugh McClintock earlier (CCd) who informed me that there were targets in the Cycling Action Plan from 2012 - and that these might be revised in subsequent plans.

Other than that, do you have an approximate idea of timescales, such as the drafting of the Manifesto and the Full Council meeting?

Very exciting to hear about all this progress!  
Kind regards,  
Robbie Gillett, Space for Cycling Campaigner  
CTC - the national cycling charity

**From:** Keith Morgan <[Keith.Morgan@nottinghamcity.gov.uk](mailto:Keith.Morgan@nottinghamcity.gov.uk)>

**Sent:** 22 July 2014 13:33

**To:** Robbie Gillett

**Subject:** RE: draft Council sign up text - Space for Cycling

Hi Robbie,

This text seems fine. I met with our Transport Portfolio Holder yesterday and it is likely that we would go the route of Full Council for approval.

We are also in the process of pulling together a Cycle Manifesto document which will include details of our prioritised route network and a tube style map.

We have also been successful in securing £6.1million (our cycle city bid) via the LEP process so we are gearing up for some major spend on our cycle network. So I would be happy to discuss the next steps in moving forward on the campaign?

Thanks, Keith

**From:** Robbie Gillett [<mailto:robbie.gillett@CTC.ORG.UK>]

**Sent:** 03 July 2014 17:34

**To:** Keith Morgan

**Cc:** Chris Peck

**Subject:** RE: draft Council sign up text - Space for Cycling

Hi Keith,

Apologies, again, for the further delays.

There's been a slight change in our thinking, but it shouldn't affect Nottingham's plans in any significant way.

(Roger is actually away on holiday until Mon 7<sup>th</sup> July, so Chris Peck and I have put this together in consultation with the Space for Cycling steering group. I thought I'd send this your way to gauge your response rather than delay further until Roger returns.)

The ask is slightly easier now. I look forward to discussing it further with you.

Thanks,

Robbie Gillett

### **Space for Cycling – Full Council Sign Up**

a) For a Council to be considered fully signed up to the Space for Cycling campaign, this would require a majority of Councillors in a local authority area to have individually answered YES to the broad question:

*"Will you support space for cycling in your area, and seek the funding needed to make it happen?"*

Councillors can do this quickly online here: [www.space4cycling.org.uk/councillors](http://www.space4cycling.org.uk/councillors)

**b) Alternatively, a resolution could be passed at a Full Council meeting covering the same topic.**

In addition to this, we have created some guidance as to what we would expect from a Council who did sign up in full. However, a council does not need to have completed these points below first - as this will take some time. Signing up to Space for Cycling is effectively a declaration of political will and leadership on the issue - with the guidance below acting as follow up steps.

### **Planning for Space for Cycling**

**1. Set a target** to increase cycle trips as a percentage of all travel by a set date, in line with the Get Britain Cycling report's recommendations (e.g. x % of all trips by 2025)

**2. Prepare a map of a comprehensive cycle network** for the local authority area, along the principles now being followed by Welsh local authorities under the Active Travel (Wales) Act 2013.

This involves identifying where trips could be made by bicycle, identifying where those trips are made to and from and planning for a comprehensive cycle route network.

**3. Identify where this network falls short of best practice** design standards (such as the Wales Active Travel Design Standard or the London Cycle Design Standards).

**4. Prioritise a core route network** for early investment.

**5. Produce estimated costings** for both the core network and the comprehensive network. Both the existing and proposed networks should be included in all future planning documents.

## **References**

Bristol Cycling Manifesto

Guidance on the Active Travel (Wales) Act

London Cycle Design Standards (currently out for consultation)

**From:** Keith Morgan [<mailto:Keith.Morgan@nottinghamcity.gov.uk>]

**Sent:** 26 June 2014 08:41**To:** Robbie Gillett

**Subject:** RE: draft Council sign up text - Space for Cycling

Hi Robbie,

Thanks for this. We can catch up when you are back in the office. From looking at the below, this seems to be the sort of thing our members want us to be doing and that we are currently working on producing, so it ties in with the local need.

Thanks, Keith

**From:** Robbie Gillett [<mailto:robbie.gillett@CTC.ORG.UK>]

**Sent:** 26 June 2014 07:46

**To:** Keith Morgan

**Subject:** draft Council sign up text - Space for Cycling

Hi Keith,

My apologies again that this text is still in its draft form. We are still consulting with the Space for Cycling Steering Group about this. Unfortunately, I am off work now until next Tuesday 1st July.

Nonetheless, I wanted to send you our latest thinking.

Kind regards,  
Robbie Gillett

## **Sign up your whole Council to Space for Cycling**

Whilst individual Councillors can currently sign up as supporters for the Space for Cycling campaign, we would like to offer the opportunity for entire Councils to sign up as a whole.

To do this, we ask that Councils show a long-term commitment to cycling by:

1. Commit to preparing a map of a comprehensive cycle network for your local authority area, along the principles now being followed by Welsh local authorities under the Active Travel (Wales) Act 2013.
2. This involves identifying where trips could be made by bicycle, identifying where those trips are made to and from and planning for a comprehensive cycle route network.
3. Identifying where this network falls short of best practice design standards (such as the Wales Active Travel Design Standard or the London Cycle Design Standards).
4. Prioritising a core route network for early investment.
5. Producing estimated costings for both the core network and the comprehensive network. Both the existing and proposed networks should be included in all future planning documents.

A recent example of this type of visioning exercise is the Bristol Cycling Manifesto, which Bristol City Council is due to discuss this summer 2014. <http://bristolcyclingmanifesto.org.uk/>.

It is appreciated that some local authority areas are far larger than others, and so the costs of planning route networks will vary. Nonetheless, if we are to achieve the step-change in cycle use that is commonly discussed in local government policies, then a long-term vision, followed by the funding, will be needed to implement this.

## **References**

Guidance on the Active Travel (Wales) Act:

<http://wales.gov.uk/consultations/transport/active-travel-delivery-guidance/?lang=en>

London Cycle Design Standards (currently out for consultation):

<https://consultations.tfl.gov.uk/cycling/draft-london-cycling-design-standards>

### **3. Report on recent meetings / events by people who have attended on behalf of Pedals including**

#### **30 July meeting with John Grimshaw re HS2 cycleway feasibility study**

I will give a verbal report of this meeting which involved myself, Gary and Brian Goss to start with and then an extended site meeting involving me and Brian.

#### **Greater Nottingham Cycle Development Group Meeting Notes from 1<sup>st</sup> August 2014 from Gary Smerdon-White**

##### **1. Introductions and Apologies**

Apologies from Chris Carter, Gwyneth McMinn, John Cutler, Helen Ross, Paul Hillier. Joseph was welcomed to the meeting as Jeremy's substitute.

##### **2. Cycling Infrastructure Update**

- a. The last report updated with additional information from the meeting is attached.
- b. A-One Plus reports on A52 schemes were welcomed and details of the work to be done were requested of Joseph

##### **3. Strategic Development of the Cycle Network**

- a. Ambition bid, LSTF and D2N2 Growth Funding (summary paper attached) – Keith presented a summary of all the funding allocated to the City. This success had to be looked at in the light of the fact that LTP funding had been greatly cut. There were few local schemes to be progressed through the county's funding. It was agreed Keith would provide a more detailed plan of what was going to be developed at our next meeting. Keith (and Matt from the design perspective) also undertook to ensure we would be kept updated as plans, consultations and construction progressed.
- b. Building a Better Connected Nottingham – next steps are to update with latest developments including what has been completed, what has now been funded. Events would then be planned for the autumn to explain, discuss and consult.
- c. HS2/SS2 – it was confirmed that John Grimshaw was surveying opportunities for developing the network from Toton. His initial aims seem to mirror that of the city e.g. to have radials from Toton into the NG2 and LEZ, to cross the rail lines in Dunkirk and to link into Leen/NCN6. It was agreed that it would be beneficial for Keith to discuss with John G.
- d. Cycling Action Plan Developments – 2015 onwards
  - i. The Cycle Forum was discussed and there was general agreement that, as outlined in Jo Cleary's presentation, it was important that the city was bold, challenged the status quo and aimed to have top class design in its infrastructure, including high quality on road segregation. Keith confirmed this was the leader's ambition and that Sustrans would be helping with much of the design going forward. Matt confirmed his support for the CDG objectives.
  - ii. Space for Cycling - The City are agreed in principle to the present draft proposal. Keith is working on more detail around the cycle network and it is the intention that the City Executive Board will endorse and actively support the objectives.

##### **4. Joint Cycle Security Proposals**

- a. latest theft statistics – none were available
- b. Sustrans Bid - £5000 was granted and plans are being developed for the project
- c. Future progress – slow progress is being made in moving forward with the police.

##### **5. Cycling events**

- a. Embankment Car Free Sundays – Keith outlined the planned closure to motorised traffic
- b. European Mobility Week – plans are being made for events with a main event in the Creative Quarter

##### **6. Matters outstanding from previous meetings**

- a. Analysis of usage of CityCard bikes – more information would be appreciated from Russ.
- b. Dangers for cyclists in the Abbey St/Dunkirk flyover area by the QMC, including poor visibility with the QMC perimeter wall – Sustrans are involved in redesign and the possible resighting of the wall.
- c. Cycle Statistics 2013/14 - Keith to review the count sites in the near future and Matt offered to provide statistics from other cities so we could compare our growth with others.
- d. Advice for cyclists on coping with on-road tram tracks – Video produced and launched.
- e. Use of Strava apps on cycle paths / greenways – Councils should consider showing shared paths as 'off limits' within the Strava data.

- f. CityCard bikes expansion plans outside Nottingham City - Hubs are planned at West Bridgford, Arnold, Beeston Station and Beeston Town Centre however obtaining rights to land and planning regulations was slowing the programme delivery.
- g. Promotion and signing of safe access routes to and from Nottm Station – Keith will reconsider signing once more work around the station is complete and cycleway branding issues are resolved
- h. Proposed Bike Barometer for Nottingham- It was agreed CDG members would get more information re benefits etc. Keith to consider as part of cycleway branding proposals

#### 7. Date of Next Meetings

- 2.30 Loxley house 30<sup>th</sup> September 2014
- 2.30 Loxley house 27<sup>th</sup> November 2014
- 2.30 Loxley house 29<sup>th</sup> January 2015
- 2.30 Loxley house 26<sup>th</sup> March 2015
- 2.30 Loxley house 28<sup>th</sup> May 2015

#### 8. AOB

- Pedals were concerned that insufficient thought is given to temporary signing around construction sites. It was respected that some areas around tram tracks are changing on an almost hourly basis
- Keith is investigating improvements required for cyclists around the London Road/City link area
- City confirmed they are considering HGV issues
- Matt asked and received support for NCN 20<sup>th</sup> anniversary Celebrations – he also encouraged ideas from CDG to make the Nottingham celebration memorable and also how to expand the Nottingham network. It was suggested that for the latter it might be timely once Keith had provided more detail about the impact of the funding the city have received.

#### 10. Suggestions for future meetings

- a. Cross City Cycling Infrastructure Proposals
- b. Sustrans Network Development
- c. Health Impacts of 20mph zones

#### **PS. 1 Aug CDG meeting; message of 14 Aug from Joseph Barrow, A-One Plus:**

Good morning Hugh,

It was good to meet you the other week and I found the whole meeting extremely interesting. It's encouraging to hear of the level of investment going into cycling provision within the city of Nottingham.

I've attached the Executive Summary for the A52 NMU Briefing Note which I don't believe you have seen yet.

I've asked for further details of the works taking place commencing September. They are currently completing detailed design and I've been assured once this is done I'll be forwarded these so you can have eyes on them also.

Kind regards, Joseph W. Barrow

Assistant Network Guardian. A-one+

Unit 7, Evo Park, Little Oak Drive, Sherwood Business Park

Nottingham, NG15 0EB

Tel: 01623 886634, Internal: 4094, email: [Joseph.Barrow@Aone.uk.com](mailto:Joseph.Barrow@Aone.uk.com)

#### **....and my response of 14 Aug to Joseph Barrow:**

Joseph

Many thanks for sending this which I will read with great interest.

I am very glad that you were able to get to the last CDG meeting and that you found it extremely interesting. I also very much hope that we will see you at future meetings as this would greatly assist liaison with A-One Plus and the Highways Agency over future trunk road cycling issues in the Nottingham area.

I also will now look forward to the further information you have promised to send on works starting in September.

Best wishes, Hugh

for Pedals Nottingham Cycling Campaign)

#### **7 August 2014: Public Health Forum: A Forum on Sustainable Development and Health in Nottingham City - report from Roland Backhouse:**

I attended this event representing Pedals.

The event was very poorly organised; I would not recommend the effort of attending again.

"Visitors" were not allowed beyond the reception area until after the official start time for the event. I was asked to sign for attendance but was not offered any information package. This proved to be important because several of the speakers did not introduce themselves or their topic.

The room was organised inappropriately. There were several tables with chairs on all sides. The speaker faced two of the tables at one end of the room; most seemed to address their speech to just these two tables.

The first speaker, Cllr Alex Norris, remarked that the acoustics were poor and so he would use the microphone. None of the other speakers took his hint and several, in particular the two talking about cycling, were inaudible. Since, as a visitor, I was one of the last to be allowed to enter the room, I had to take a seat at the back of the room where it was also difficult/impossible to read some of the slides. The speakers used many 3-letter abbreviations which had no meaning for me.

I was the only person to ask a question and that didn't seem to be welcomed. Most of the audience looked totally bored by the entire proceedings.

The question I asked of the speaker on Transport Strategy was how far ahead they were planning - the slides mentioned plans for 2013/2014 and 2015/2016 - and someone from the audience said they had plans up to 2026 (but no information was given). I gave as example of long-term planning the bridge costing 24million euros that is currently being built over the river in Utrecht, which was first included in Utrecht's master plan in 1993.

The talks - as much as I could hear - seemed to be largely propaganda.

One positive note for cyclists was that some of the speakers, including the speaker on transport policy, mentioned that many of the issues are regional and don't just involve Nottingham City.

After the talks, I was told by Gary Smerdon White that there is little chance of councils other than Nottingham City signing up to Space for Cycling. Also he said that a bridge for cyclists would be built over the railway line at Beeston to the Boots factory. However there was nowhere I could get further information because it had only just been agreed.

Roland Backhouse  
7th August 2014

#### **14 August meeting with Cathy Lee, Sustrans to discuss potential cooperation with Pedals on local Community Mapping**

Cathy, who works with Clare and Sarah who come to one of our recent meetings, was keen to know more about our experience with cycle mapping over the years, with regard to our early maps, based on local cyclists' views of useful short-cuts and quieter roads, in the 3 editions of the Pedal Pushers Guide to Nottingham (1983, 1989 and 1999), as well as our experiences of the more recent County and City Council maps and our involvement in helping to produce those.

I also filled her in about the recent debates among cycle campaigners nationally on the best format for paper maps, e.g. Facilities –based (as per the Cheltenham Cycle Map) and more facilities-based, as with the Nottingham Cycle Map, and also gave her some ideas on the relations hip between print and digital based mapping, and other forms of support to show people routes, including guided rides, and video-based route guidance systems such as Cyclodeo, as pioneered in several other places such as Copenhagen.

I also gave her some key contacts to follow up including Paul Rea of Lincoln-based Realistic Solutions, John Cutler of Northants CTC, and Dr. Henrietta Sherwin of the University of the West of England who has done research on the value of different forms of cycle mapping.

#### **4. Finance and Membership (David Easley and Hilary Backhouse to report)**

- Including updates on membership renewals and new memberships

#### **5. Forthcoming events / meetings**

##### **Pedals meetings**

**including invitations to visiting speakers, review of the agenda layout, chairing future meetings and the need to contact The Vat and Fiddle for preparing (e.g. heating) the room.**

- Chairing arrangements for September, October and November (discussion with Paddy Tipping, Police and Crime Commissioner)

##### **Pedals 35<sup>th</sup> birthday celebration events:**

update re suggestions and approx. timing and organisations responsibilities  
"Carnival ride";

EMCF meeting in Nottingham, Sat 18 October, – Trent |Bridge Inn – update re first announcement sent out on 26 June and speakers, etc.: details to be discussed in September of catering, charges, bike parking, speakers and equipment needs, afternoon ride, advance registration, etc.

Possible venue for meal: "Antalya"; November.

## Other meetings:

### **Proposed 28 Aug meeting with Sustrans and other interested parties to discuss progressing proposals for a new cycle-pedestrian bridge over the Trent in the Trent Basin - The Hook (Ladybay) area**

This initial meeting would involve Matt Easter of Sustrans, Nick Ebbs of Igloo/Blueprint Regeneration, John Rhodes (Pedals member) of Trent Park developments (responsible for the Riverside Crescent development and riverside path about 7-8 years ago, Keith Morgan from the City Council, and Tom Huggon, Environmental lawyer, Campaigner and local Open Spaces Champion.

It follows up a recent flurry of messages about trying to get new momentum over this longstanding idea, and coordinating the strong support of people such as Nick Ebbs, John Rhodes, both very keen cyclists, by the way, and Tom Huggon with extensive experience as an environmental lawyer and campaigner and Open Spaces Champion.

One of the reasons for suggesting this meeting soon is the conversation I had with Matt Easter (Regional Director of Sustrans) at the end of the recent Greater Nottm Cycling Development Group and the comments he then made (repeated in his email below) about being ready with a portfolio of projects should funding suddenly become available

The other two reasons behind the meeting are the recent granting of planning permission for the first phase of the major new housing development scheme in the Trent Basin area which Nick has been masterminding with the Homes and Communities Agency and his determination to try to link some kind of new pedestrian-cycle bridge to future phases of this development, and my recent circulation to Nick and John of pictures of the very impressive new 'Cycle Snake' bridge which I experienced recently in Copenhagen.

The idea of such a bridge in this general area (or rather between Colwick Park and the NWSC), to be precise was, as some of you with long memories may perhaps recall, first put forward by the City Council about 20 years ago as part of their Emerald Necklaces Open Spaces enhancement project. However, that particular proposal fell foul of the objections from the Nottingham Sailing Club, supported by Rushcliffe BC, who refused planning permission. The decision went to appeal and the appeal was, to some general surprise, allowed by the Inspector. Hence the subsequent search for a new (and less contentious) location for such a bridge, and the suggestion from Nick and John Rhodes that it should be a bit further west, in the area between Trent Lane (Trent Basin) and The Hook (Ladybay).

If we can now at last begin to make some further progress on this longstanding aspiration, it would make a great deal of sense in strategic terms, connecting to existing and proposed riverside paths (and other routes) on both banks of the Trent, and a great boost to the local cycle network and rights of way network in general, as well as a major local landmark and symbol of strong local commitment to promoting active and healthier travel!  
Hugh

### **PS. Comments of 5 Aug from Matt Easter, Regional Director, Sustrans, following my discussion with him at the 1 Aug CDG meeting:**

Hi all,

I am more than happy to attend a meeting in the near future to discuss the potential cycle bridge. From Sustrans point of view, we like to retain a portfolio of projects that we can propose should funding become available at any point from the Dept for Transport. There is no such funding at the moment, apart from potentially further rounds of growth deal funding coming out of D2N2. However we continue to lobby DfT, so need to have "ready to go"™ projects should funding become available.

Regards, Matt,

Matthew Easter,

East Midlands Regional Director, Sustrans

## 6. Cycle facility and traffic management matters including

### **Cycling – Improving Facilities & Take up in the Mapperley and St. Ann's areas and meeting planned for Wed 6 Aug: ..Message of 28 July from City Cllr Emma Dewinton to Phil Keynes and Phil Miller, etc.**

Hi all,

I'm writing to you, either because I know you previously been interested in improving take-up & facilities for cycling in our area – or of course you might know people within your group.

You may have noticed slabs of government funding for infrastructure and other projects recently, including Sustrans smarter travel project & Nottingham bike workshop.

(In case you're not familiar, I've copied correspondence summarising Sustrans, Nottingham bike workshop & our transport strategy people below.)



I picked up on the round robins, they sent out, & asked to discuss effective outreach of workshops – & concerns of people living along Woodborough road, including

- The cycle lane is in poor repair & cars park regularly on it .
- Speed of traffic
- Street lighting impeded by trees. (Work will not be done to improve this situation until the installation of the new lighting) .

They were positive about meeting & also coming to one of our residents Ward public meetings or meeting with interested residents.

I'm due to meet with Tom, Keith & Clare just talk around possibilities on August 6 Wednesday 10:30 AM.

Please let me know if you'd like to join us/any concerns to raise/would attend a public meeting where there was a presentation/would like them to come to a meeting of your group or committee.....  
Best wishes Emma

### 1) **Keith Morgan**

#### **Transport Strategy**

I am currently overseeing various cycle infrastructure schemes around the City as well as working up plans for future improvements.

I would be happy to meet and discuss any concerns you have and I can explain what we are planning for cyclists around the City and we can see if anything can be planned for your area and Woodborough Road.

2) **Sustrans (Clare Collins)** smarter travel project in south locality launched 10th February at St Ann's Valley Centre. ...promotion around 'love your bike, love walking, love the bus' fixing people's bikes, producing smoothies and giving out lots of prizes

Project aims, the Community Hubs project is about working with local people to use the infrastructure that already exists, building confidence, teaching new skills, getting people out on short rides to local place, changing peoples' perceptions on what is an acceptable journey to do without a car etc.

3) **Nottingham Bike Workshop, (Tom Barber)** new community orientated cycle project,

This not-for-profit Community Interest Company will be delivering practical services to cyclists city-wide from a fully equipped bike workshop located in Radford.

We will be offering some outreach work as part of the Bike Workshop's activities- within the Sustrans Central and Southern area Travel Hubs including regular work at the Chase, Woodthorpe Park and Sneinton

Our key objectives are to:

- provide a wide range of bike maintenance courses and training
- supply recycled/ refurbished second hand bikes at minimum cost, targeted at lower income families and job seekers
- offer a drop-in service for members where they can work on their own bikes with help, advice and parts to hand
- act as a focus for general community bike-related activities in the city  
The project will deliver outcomes that support key goals of the City Council:
- Create jobs, apprenticeships and volunteering opportunities
- Establish new business enterprise
- Offer skill development and training opportunities to the citizens of Nottingham with particular focus on disadvantaged groups- excluded school pupils, job seekers, homeless, drug and alcohol rehabilitation, asylum seekers and refugees etc.
- Act as a community focus in a significantly deprived area of the inner city
- Actively support and build on the Council's sustainable transport initiatives
- Improve people's health by encouraging active lifestyles
- Reduce waste by recycling unwanted cycles
- Work in partnership with other organisations including Sustrans, Framework, Travel Right, Central College, Scouts, Refugee forum, Nottingham Partnership Council, City Council etc etc.

#### **Comments of 29 July from Phil Keynes to City Councillor Emma Dewinton:**

A few quick thoughts on improvements in our Alexandra Park locality and surrounds

- Surfacing improvements – Mapperley and Woodborough roads in particular – I have mixed views about merits of cycle lanes, but these are in poor condition on Woodborough
- Ramped access and route signing from Mapperley Road to through 'green way' route via Belle Tout down to Mansfield road (is this coronation oaks or something?), which can then be linked with route through arboretum, and even across into and through cemetery up to Canning Circus, and then beyond – eg to The Park, Ropewalk etc

- Flashing speed warning signs on Woodborough Road, downhill prior to Demark Grove and/or The Crescent
- Extending no parking sections on Mapperley Road back from junction with Mansfield Road (again!)

And here's an idea – pedestrian refuges – how about trying a new design – no time for a picture, sorry - but instead of a design that provides a short refuge at right angles to the road, but which also squeezes cyclist and cars together if passing to the side at the same time, how about a design that provides a refuge at an angle to the direction of traffic, so that:

- The angle may provide a more head on view of what's coming (providing it is constructed with the angled refuge space in the right orientation!)
- The squeezing effect could be reduced if the across road width was less, being compensated by greater in line length
- The amount of refuge space better accommodates the length of a bike, and pedestrians with push chairs etc

Hope you can imagine what I'm getting at!  
Phil

**Ring Road Major Scheme: Hucknall Road roundabout junction: message of 11 August from Iain Lane and my response of 12 Aug:**

**..Message of 11 Aug from Iain Lane:**

Sent: 11 August 2014 18:47

To: [contact@pedals.org.uk](mailto:contact@pedals.org.uk)

Subject: Hucknall Road / Ring Road works

From: Iain Lane

Subject: Hucknall Road / Ring Road works

Message Body:

The transport department at the council has invoked your name

<[https://twitter.com/Transport\\_Nottm/status/498792928584953856](https://twitter.com/Transport_Nottm/status/498792928584953856)> with regard to these plans

<<http://www.nottinghaminsight.org.uk/d/106126>>, which look quite dire in their cycling provision.

If this is true, what representations did you make about this scheme? I hope that you opposed it and that the works have gone ahead regardless.

**....my response to Iain of 12 Aug:**

Iain

Thanks for your message. The twitter message from the City Council may in general be true but certainly does not mean that we have endorsed these particular proposals.

About a year ago we had a meeting with Rachel Jones of the City Council to discuss the Ring Road Major Scheme as a whole and this included an opportunity to see some drawings of the Ring Road / Hucknall Road roundabout scheme including proposals for toucan crossing on all the arms, as far as I recall, which we did in principle welcome. However Rachel did say both that the details of the proposals for this scheme, a later phase, would very probably be revised nearer the time of implementation and also that we would have a further opportunity to make comments before they went ahead.

After that meeting however we heard nothing further from her and it was only about 2 weeks ago, just before I was about to go away for a week that I noticed an item in the Nottm Post saying both that the scheme was due to go ahead soon and that there was to be a public exhibition last week to give an opportunity to make comments. Because I knew I would be away then I did send out an email to Pedals activists asking if anyone else could go along, but unfortunately had no reply so am not sure if anyone in fact did go. I was therefore intending to raise this at our next monthly meeting, next Monday (18th August), to see if anyone did in fact have a chance to attend and get details and, if so, what comments they had.

However, in view of your critical message, and its reminder to me that we were not after all directly consulted about the latest plans I will now contact Rachel Jones again directly to ask her to let us see them asap, as well as asking why she had not contacted us again earlier, so that we at least have some definite information on the proposals to discuss next Monday, along with your comments and any other comments that we might have received by then. Meanwhile, it would be helpful if you could please let us have a few more detailed comments about what you find satisfactory about the latest proposals.

Best wishes

Hugh

for Pedals

**....reply of 13 Aug from Rachel Jones, City Council:**

Hello Hugh  
Thank you for your email.

The detailed design had only just been completed before the drop-in session last week. The design concept has not changed – only minor tweaking of the toucan crossings in relation to frontage access on Valley Road and Hucknall Road south.

This scheme is unique in that it is one of the only highway improvement projects to increase traffic capacity by addressing key problems that will encourage motorists to use the Ring Road for cross-city movements; and in the longer term to accommodate planned housing growth and new business development. As previously discussed the benefits for cyclists provided by the scheme are new and upgraded crossings along the Ring Road with new facilities at the Aspley Lane and Hucknall Road junctions across all four arms. Side-road entry treatments will be introduced by raising the carriageway onto a platform to provide a level running surface.

Attached is a detailed design plan that is available on the dedicated Ring Road website [www.nottinghamcity.gov.uk/ringroad](http://www.nottinghamcity.gov.uk/ringroad) and shows how the off-road cycling facilities will be joined up through the new toucan crossings. We would welcome and appreciate any comments from PEDALS and yourself.

Do not hesitate to contact me if you need any further information.

Kind regards, Rachel Jones

Senior Officer, Traffic and Safety

Development, Nottingham City Council

Loxley House / Station Street / Nottingham / NG2 3NG

Email: [rachel.jones@nottinghamcity.gov.uk](mailto:rachel.jones@nottinghamcity.gov.uk)

Tel: 0115 8765287

**...comments of 13 Aug from Iain Lane:**

Hugh,  
Thanks for your quite detailed replies.

In brief, I have two main concerns

- Two stage toucan crossings are inefficient and unattractive for cyclists.
- The arrangement for rejoining the carriageway seems unpleasant at best (stop and look back up the road) and unsafe at worst (what if you miss a motor coming?).

I think that this arrangement continues the dual network "safe vs. fast" approach, which is never ever going to lead to mass cycling. The improvements, it appears, are basically designed to speed motors around as fast as possible. Rachel talks about side road treatments (doesn't sound like they are accompanied by priority for cyclists/peds, so will still be quite inconvenient) - a bit of an improvement would be if the toucans had the same.

It looks as if I'm free on Monday so I'll try to come along to the meeting to see what others have to say.  
Cheers, Iain

**Route across Chilwell Manor Golf Course between Charlton Grove and Barkers Lane, Beeston: exchange of messages of 29-30 July with Andy Wignell and Andrew Martin**

Hi Andrew,  
Please can I ask for some advice.

There is a tarmacked footpath which runs across Chilwell Manor Golf Club from Charlton Ave Beeston to Barkers Lane Attenborough. Gates have just been installed at each end of the path and signs installed saying that bikes are not allowed. It isn't clear as to whether this has come from the council or the golf club.

I've cycled along this path to work every day for the last 8 years, as have many others. Being a public footpath, I guess we technically shouldn't have been doing so, but it is more convenient and safer than the alternative of continuing to cycle down Meadow Lane. This road is frequently full of queuing traffic, so cyclists will be in danger whilst overtaking in the middle of a fairly narrow road. I suspect some will end up on the footpath, which is clearly illegal and also used by lots of families walking to school.

Cutting across the golf course is also a lot safer for families when cycling between Beeston and Attenborough (including to the nature reserve).

I'd be interested in knowing how this situation can be challenged. Is this something you could help with?

Thanks, Andy.

**...my response of 30 July:**

Andy

Thanks for your message about the path across Chilwell Manor Golf Course as a potential path for upgrading as a cycle route.

It just so happens that I, together with Brian Goss from Pedals, rode that path today, in my case the first time for many years! Brian pointed out the recently installed gates which you mention.

I do remember that in fact the suggestion for upgrading this path was first made at a Pedals meeting many years ago but we never really consistently followed it up, for various reasons. One I think may have been some concerns the rather narrow width on some parts of the path, as well as possible dangers from flying golf balls.

Anyway, I agree that we ought now to reconsider the case for this as a useful safe link, particularly if there is any potential to upgrade it. I will raise it at the next Pedals meeting, on Monday 18<sup>th</sup> August and, if people generally support it, propose that we then raise it at the next meeting of the Broxtowe Transport Partnership Group, where Peter Briggs represents Pedals.

Best wishes, Hugh  
For Pedals

**....further comments from Andy:**

Thanks Hugh.

I would concur that the alleyway path at the Beeston end is quite narrow. That said, it is no narrower than the alleyway on Route 6 in Beeston between Grace Ave and Mona St.

I've never had any problems with golf balls. I always slow down ready to stop if someone is about to take a shot, though in reality most golfers wave you by with a smile (or at least I've never had any grief off them).

Thanks again for your interest and offer to take this further- I really appreciate it. I'll be interested to hear how you get on. Please let me know if you need further information from me.

Thanks, Andy.

**...comments from Brian Goss (30 July)**

Andrew,

Thanks for your email, I'm a pedals member local to Beeston.

Aside from the safety considerations & possible mitigations I have a few comments on the legal situation as I see it

I note that the no cycling signs are fixed on council footpath sign posts, but I'm not clear if it is an official council job or not.

Even if it isn't I suspect for a footpath the owner is entitled to put a gate there, but not sure about the signs.

You could ask the Notts county council rights of way people to confirm.

With regards re-allowing cyclists, I see 2 possibilities, neither being straightforward:

- 1) Informal agreement with the owners to make it a permissive path,
- 2) If someone makes a formal submission to the County Council RoW team saying they have been using it as a bridle-path for 20 years, then the RoW team have to review whether the 'footpath' status on the maps is correct (I can't remember the legal terminology for the form or the process). Problem is they have heaps of these to look at and are understaffed. To stand a chance there would need to be a significant number of people emailing county councillors in support to get it prioritised. We've been trying for some time to do this for the path along the River Trent including the section by the Barton Ferry Cottages but to no avail as yet. Cllr Richard Jackson recently had some success with new paths across Toton sidings, as part of a wider campaign against development.

I hope you will consider joining Pedals, with more people locally we can work together in putting pressure to improve the local cycle network.

Cheers, Brian

**.....comments of 31 July from Gary S-W:**

Hi

Don't know if this helps but when I first started using this footpath Helen Ross and my cycling instructor both pointed out this is only a designated footpath and we should not ride across it. Helen might know about the legal situation – she was pretty firm about our rights as cyclists being zilch. If it is such common knowledge it might be hard to prove it has been used as a bridleway though (one end has always had an obstruction to make cyclists get off their bikes and a horse could not get thru).

I've continued to use it on the basis I should not intrude/trespass on the golf club employees and members and have had no problems. However with the last few days when both ends have been gated, something has gone off and we need to be very careful how the golf club is approached – a conversation about strengthening the route for cyclists might prove to be the exact opposite of what they want.

Having said all that I concur with Brian in that this first needs checking out with the County RoW team – there is of course another such query outstanding on the Trent towpath west of Attenborough.

....comments of 31 July from Helen Ross:

Hi

As Gary said, it is my understanding that it is a public footpath rather than a permitted route for cyclists. However, custom and practice for many cyclists is as described by Andy. It is a safe route and short cut to Beeston that is used by cyclists. The route does however, go right across the middle of the golf course and golfers or cyclists and pedestrians have to show respect for each other's use of the space. It would be great if it became a permissive path.

I agree with Gary that it sounds as though something has happened to make the golfers put no cycling signs up and gates at each end.

It sounds as though it would be a good idea for someone to have a conversation with the Golf Club to find out what their reasons are for doing this and to explore options for the best route for pedestrians, cyclists and golfers.

Happy to help.

best wishes, Helen

**Proposed upgrading of eastside path on Meadow Road, Beeston, bridge over railway by Beeston Station to become shared path: comments from Brian Goss (6 Aug):**

Dear all,

I've just received these layout plans for the proposed cycleway over Beeston Station Bridge.

I believe this project was driven by the need to provide a safe route to a nearby school.

I think in principle this is something Pedals should strongly support, but we may have some comments on the design?

- 1) Cyclists may gather speed descending the bridge, should there be a short section of cobbled surface to discourage fast cycling on approaches to the junctions (this is used in Germany to good effect in avoiding conflicts with pedestrians)?
- 2) Concerns have already been raised about the junction with Lilac Grove, should there be a broken white line to indicate the route across Lilac Grove and encourage caution by motorists (as would be the norm in Germany etc). Should the right of way signs be moved back behind the cycle crossing?
- 3) One of the poles for a double poled cycle route sign is to be removed, this is unfortunate as these solve the ongoing problem of signs being turned round?
- 4) Where possible any new signs should go on square poles.
- 5) Should there be a new route sign at the Technology drive / Lilac grove end indicating the route to NCN 6 (i.e. Chilwell / City centre with 6 in brackets)

Cheers, Brian

**From:** Phil Knight [<mailto:phil.knight@nottscc.gov.uk>]

**Sent:** 06 August 2014 10:24

**To:** Brian Goss

**Subject:** Beeston Railway Bridge – Cycle path Layout Plan

Brian,

In Mike Hawking's' absence I have been asked by Rob Driver to attempt to answer your query regarding the proposed cycleway over Beeston Station Bridge.

Please find attached Drg. No. HD/5502B/03 which shows the General Arrangement (layout) of the cycle facilities to be constructed.

The works will involve the provision of access and crossing points to allow safe access to a shared use cycleway/footway over the East side of the structure. The included plan details the comprehensive signing and white lining improvements to be carried out, along with the widening of the existing central refuge south of the junction with Lilac Grove. The design has been fully audited by Notts County Council's Accident Investigation Unit.

If you require any further information please email or call me on the telephone number below.

Phil Knight, Project Engineer

NCC Highways & Structures Design

T: 0115 977 4469

....(personal) comments of 14 Aug from Brian Goss to Phil Knight, Notts CC:

Dear Phil,

Thanks very much for sending me the plans for the cycle path over station bridge, I see that work is progressing at pace so for expediency I am submitting some comments on a personal basis rather than a Pedals formal response. In principle this is something I strongly support, I'm conscious that Nottinghamshire has the highest rate of serious accidents to cyclists in England outside of London, so in that context every well designed section of new cycle route is a step in the right direction.

1) My primary concern is the crossing over Lilac Grove and I understand that concerns were raised at the Broxtowe Transport Sub Committee. A large proportion of traffic over the bridge turns here including trucks and buses. The drawings don't indicate any changes to the road markings at this location. I would ask if there ought to be some white lines across or a raised table to indicate the correct route for cyclists and encourage caution by motorists (as would be the norm in Germany etc). Should the

right of way signs be moved back behind the cycle crossing? I have attached a few photos of exemplar cases of road markings for this type of crossing both in the UK and abroad.

2) Cyclists may gather speed descending the bridge, we sadly are aware of excessive speeds on other paths nearby, should there be a short section of granite sett surface say 5m from the ends of the path to discourage fast cycling at this point (this is used in Germany to good effect in avoiding conflicts with pedestrians?)

3) I would suggest a new route sign at the Southern (Technology drive / Lilac grove) end indicating the route to NCN 6 (i.e. Attenborough / Chilwell / University / City centre with 6 in brackets). Where possible any new direction signs would go on square or double poles to prevent them being turned.

For any future projects, do you have a mailing list for stakeholder consultation on changes to road layouts & new cycle routes? We would be interested in any significant changes in the greater Nottingham area.

Many thanks, Brian  
Brian Goss MSc MIET

**Proposed extension to the tram network to Kimberley - implications for cyclists: my message of 31 July to Peter Briggs et al:**

This news about the possible further tram extension, to Kimberley and Eastwood, emphasises the need for Pedals etc. to step up vigilance about the implications of these plans for cyclists, particularly the location where the present multi-use path between Hempsill Vale and Watnall passes under the M1, the same route that is suggested for this new tram alignment at this location.

There has been some talk of having only one tram track at this point, leaving room for the path, and it seems to me doubtful if the path could be maintained with two parallel tram tracks at this point.

Sustrans of course also have a strong interest in maintaining this path, as Matt Easter and I discussed some time ago. We have also discussed it with Broxtowe Borough Cllr. Steve Barber, who is supportive of the need to retain the path, as well as of this tram extension proposal.

Another factor now which is relevance is the proposed alignment of the HS2 railway to Leeds which in this area is proposed to follow just east of the M1, and also the current DfT HS2 cycleway feasibility study, on which John Grimshaw (who first proposed the multi-user path, as part of a Nottingham to Derby route via Bennerley viaduct, in the early 1980s) is now working as a consultant, and, by coincidence, with whom Brian Goss and had a meeting and extended site visit today!  
Hugh

**From:** [kentag@yahooogroups.com](mailto:kentag@yahooogroups.com) [<mailto:kentag@yahooogroups.com>]  
**Sent:** 30 July 2014 10:25  
**To:** [kentag@yahooogroups.com](mailto:kentag@yahooogroups.com)  
**Subject:** [kentag] Great news

Broxtowe Borough Council cabinet last night voted 6-4 in favour of supporting production of a feasibility study to consider and appraise a - All votes against were Tories.

This is a significant breakthrough for the campaign. I would like to thank my fellow local councillors (Richard Robinson in particular) Steve Barber, Milan Radulovic and everyone who has supported the campaign.

Broxtowe council have proved once again that they are a forward thinking council. These are truly exciting and challenging times.

**....comments from (local Pedals member) Andy Wickham, 31 July:**

Hi Hugh  
Thanks for copying me in. See below my email to Andy Cooper, for your info.  
Regards, Andy  
Andy Wickham, 8 Station Road  
Kimberley, NOTTINGHAM NG16 2NR  
0115 919 6119 / 07500 044951

**From:** Andrew Wickham  
**Sent:** 31 July 2014 11:04  
**To:** Andy Cooper, Kentag,  
**Subject:** Proposed NET extension

Hi Andy  
Hugh McClintock has just copied me in to your email about the Borough Council's decision - which starts as follows:

*Broxtowe Borough Council cabinet last night voted 6-4 in favour of supporting production of a feasibility study to consider and appraise a -*

Unfortunately it doesn't give any more details of what the study is to look at. Can you throw more light on this? Will it look at options extending to Giltbrook and Eastwood as well as Kimberley? And is all the funding for the study now in place?

In principle I'm strongly in favour - but I am concerned about the following issues:

1. The possible risk to the exiting cycle route, referred-to by Hugh.
2. The strong possibility that if the extension were to be approved, this would be used by the BC as an argument to support a high level of additional housing development in this locality, which concerns me (and many others) very much and could undermine potential public support for the extension.
3. The risk of uncontrolled on-street parking in the vicinity of tram stops (e.g. at the brewery site, which is very close to me). I am not convinced by assurances that the BC would deploy traffic wardens during the middle of the day to deter all-day tram-users from parking illegally. This presupposes that adequate residents-only or time-limited parking restrictions would be introduced and enforced. Also, simply controlling all-day parking would not deal with parking related to part-day tram-trips. The fact that there appears to be no effort to enforce current restrictions around here does not give me confidence; there are frequent instances of inconsiderate &/or dangerous parking at present and this problem could be greatly exacerbated.
4. Possible long-term adverse impacts on the wildlife associated with Kimberley cutting.

I would like to be assured that these points are addressed as appropriate within any feasibility study. Have you any thoughts about this, or do you have any suggestions as to whom within the BC I should take it up with?

Regards, Andy

Andy Wickham

8 Station Road, Kimberley

NOTTINGHAM NG16 2NR

0115 919 6119 / 07500 044951

**Rushcliffe BC Planning Application number: 14/01417/OUT - Land East And West Of Nottingham Road South Of Clifton: Outline application for the development of a sustainable urban extension comprising residential development employment development and retail development**

We have been asked to respond to this major new housing etc. development application before 25 August.

## 7. Miscellaneous items

**The future of Cyclenation – request for views of local members groups: message of 11 Aug from Simon Geller, Secretary**

Dear Cyclenation groups

Following the election of a new Board at the AGM we are now planning for Cyclenation's future. That includes considering our relationship with CTC and other organisations, and how we can work together to facilitate and support local cycle campaigning - Roger will be taking a lead on links with CTC. We are also working to clarify Cyclenation's purpose and core activities.

Continuing the work that started in the discussion sessions at the AGM, we would like to ask member groups for your views. What do you think Cycle nation's priorities should be? What are the priorities for your local group? Would you like to collaborate with other groups on any specific campaigns or activities? And how can we best communicate with you?

Please share your thoughts in this brief online form:

<https://leedscyclingcampaign.wufoo.eu/forms/cyclenation-group-questions/>

This is just the start of a process - we'll be communicating with existing and new groups over the coming months, so we can work towards an effective and representative federation.

Please try to respond by August 15th so we can collate your responses and report back to you at the Autumn conference which will be in London.

**PS.**

We have been asked for comments by 15 August, but I thought it important to put this on the agenda for our meeting and send comments a few days late, Hugh

**Transport for London Safer Lorries consultation: and Nottingham? Message of 31 July from Jonathan Shewell-Cooper, forwarded to Cllr. Jane Urquhart, Transport Portfolio Holder:**

Jane

I briefly mentioned this at this afternoon's Cycling Development Group meeting and Keith Morgan said that the City Council is

well aware of the need for giving more consideration to measures to reduce the risk of accidents between HGVs and cyclists, particularly in view of the recent tragic accident on Lower Parliament Street.

We are very glad to hear this and look forward to hearing more about this in due course and the opportunity to discuss with you the measures proposed.

Best wishes  
Hugh, For Pedals

**From:** Jonathan shewell-cooper  
**Sent:** 30 July 2014 21:44  
**To:** Hugh McClintock (Pedals)  
**Subject:** Fwd: FW: Safer Lorries consultation

Hugh  
Are Nottingham planning a similar program to protect cyclists ?  
Regards, Jonathan

**From:** Transport for London [[mailto:Transport\\_for\\_London@info.tfl.gov.uk](mailto:Transport_for_London@info.tfl.gov.uk)]

**Sent:** Wednesday, July 30, 2014 2:59 PM  
**To:** Jonathan.Shewell-Cooper  
**Subject:** Safer Lorries consultation

Dear Mr Shewell-Cooper,  
We would like your views on the proposed introduction of mandatory safety equipment standards for Heavy Goods Vehicles (HGVs) that operate on London's roads, benefiting cyclists and pedestrians.

The proposal includes a ban on all vehicles over 3.5 tonnes that are not fitted with side guards and extended view mirrors, from driving in London from early 2015.

**For full details and to share your views, please visit [tfl.gov.uk/safer-lorries](http://tfl.gov.uk/safer-lorries)**

This consultation will run until Monday 22 September 2014.

**....comments of 5 August on this from Gary S-W to Andrew Martin:**

Dear Andrew

The recent cyclist road death no matter what the reason for it is tragic and my sympathies are for her family, friends and colleagues.

I'd like to clarify what was said a few years ago, it was regularly discussed at CDG meetings and there was some research done between meetings. I was in my GNTP role advising CDG of the City Council stance which had been that

- Nottingham doing a full on project locally with HGVs drivers was unlikely to be greatly beneficial as the freight industry is both fragmented and international, most HGVs do not come through the City and most HGVs that do come through the city are not local company vehicles
- There had been no major accidents with HGV's in the City

The situation seemed to be accepted but Pedals, like RideWise, were quite at liberty to lobby or deliver projects if they felt more needed to be done. RideWise have done so.

- We have commercially developed what I consider is an important and practical Cycling Awareness module for HGV and regular company drivers, we have promoted it with local companies, delivered to major hauliers and have provided the training to a few local companies. The feedback I get from the courses is that it is an important intervention with those drivers and they gain a greater understanding of the issues for cyclists.
- We have used our experience to provide an advisory document to local companies with active fleets on the public roads and their own sites (this was originally for Boots who were concerned for cyclist safety around their site).
- We are promoting safer driving through the Eco Stars scheme we help promote for the City Council.

From what I have seen in press statements from the City Council they are considering their response to the recent death and I'm sure our charity will be supportive of any actions they take which we believe will help avoid any further deaths on the roads. In the meantime RideWise will continue to instruct people to be safer cyclists and will provide company driver cycling



awareness training, the BigWheel will provide appropriate advice to local companies and we will support the promotion of the EcoStars project.

My views have not changed and I think there is still a big gap in the levels of safe cycling practiced on our roads and what is needed whilst it is clear motorised drivers of all types do not understand the serious impact their behaviour can have on cyclists. My view is that our charity have had an active role in doing something about this potentially tragic situation but it is not an easy one to resolve. However we will continue to ensure our charity works towards a much improved situation.

I'd be happy to discuss what more you and or Pedals thinks should be done by local partners to resolve what is also a national problem  
Gary

**....response of 8 Aug from Andrew to Gary S-W:**

Dear Gary

Thanks for the detailed email with many valid points. I support the various practical contributions made by RideWise and The Big Wheel towards greater awareness for all road users. Furthermore, I believe Pedals members are keen to discuss this matter at a future meeting.

Thanks, Andrew

## **8. Any other business**