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Civic
Society**

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This Society exists to develop a worthwhile environment in Nottingham. To achieve this it encourages good architecture in all its forms, planning, and the preservation of the desirable aspects of the heritage of the city. The Society likewise will discourage, criticise and even fight bad planning, destruction of amenities and vulgarity in design.

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LETTER

**Nottingham
Civic Society**

85

April 1991



The Nottingham Super Tram on Wilkinson Street, with Shipstone's Brewery in the distance. (An artist's impression, reproduced by permission of Nottingham Development Enterprise)

60p

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Members will have been shocked and saddened to hear of the sudden and unexpected death of our Vice-Chairman, Tony Mitchell. Tony's many achievements in the medical world have been recorded and lauded elsewhere. He was, of course, J.R.A. Mitchell Foundation Professor of Medicine at the University of Nottingham, but to us he was always Tony.

Tony was one of the Society's most loyal and staunchest supporters. He was generous with his time. When the Society was trying to establish itself in the Gatehouse at the Castle Tony was usually there when he was wanted. In the years since then he has always been about helping the Society in so many ways. Tony has taken guided walks around the city, sorted out the projector for visiting speakers, handled meetings and ably deputised for several chairmen. We had for a long time the benefit of his wisdom in committee. He was the author of 'Nottingham's Hospitals' in the Society's Get To Know Nottingham series.

Only last January, Tony gave us a stimulating talk "Rivers that Run Uphill" which cleverly juxtaposed personal experience of canals and narrow boats with facets of canal history.

Tony was a polymath, a rare breed. We will miss his shrewd observations, his commonsense. Many members will have their own memories of Tony, members of the executive committee are only too well aware of a gap around the table that will be very difficult to fill.

Ken Brand

It was with great sadness that the Society heard of the death of John Severn's wife, Faith after a long illness. Over the years many members met her and got to know her. We give John our deepest sympathy at this time.

VIVE LE TRAM

All around the world in Edmonton, Calgary, San Diego, Portland, Santa Clara, Sacramento, Buffalo, St Louis, Minneapolis, Utrecht, Manila, Tunis, Los Angeles, Grenoble and elsewhere, the electric tram has been re-discovered and then re-invented. Thus in choosing the tram to be basis of its rapid transit system Nottingham joins a very impressive list. Grenoble, whose methods of solving its traffic problems has attracted the Nottingham planners, did itself refine the expertise acquired through the design and construction of the Lyons subway and the light rail line in Nantes.

The Grenoble experience, the thoroughness of the planning and construction of its first two lines of an intended tram network, and the design of its rolling stock, must represent the current state of the art in light electric transport systems. Recently the B.B.C. repeated two French language programmes "A Vous La France" and "France Actuelle" on Sunday mornings. The programmes were made between 1982-84 and much of both series was filmed in the centre of the City of Grenoble.

Trolley buses and buses are seen but not a hint of a light railway system, "le tram" was mentioned. In the six or so years since the series were completed, Grenoble has radically improved and integrated its transport system. On September 5th 1987, the much lauded and envied sleek tramway system TAGF started operations. The second line of this highly successful enterprise opened on November 26th 1990. Buses and trolley buses continue to form an essential part of their integrated network. The reduction by two thirds of the buses needed in the city centre allows these vehicles to provide an improved service in the suburbs of Grenoble. An innovative computer assisted management system makes it possible to keep the whole integrated transport system moving by reacting quickly to events as they occur and contacting drivers, by radio telephone. It is worth noting that many drivers divide their time between trams and buses.

The way in which the idea of a tramway was "sold" to the people of Grenoble and then brought to fruition is well worth examining, if only to ensure that similar meticulous planning and implementation is employed in Nottingham.

A preliminary study of Grenoble's future transport needs was undertaken between 1979-81. In 1983 after a government backed feasibility study had been completed the electorate of Grenoble were given the opportunity to express their opinion on the idea of a tramway system through a referendum. There was a narrow majority vote in favour of the project. In September 1984, following the completion of agreements for financing the initial route, construction work started. By the end of the year Metram had been appointed to supply rolling stock.

During the three years of construction the townspeople were subjected to some eighteen months of acute disruption. However, in the three years since the opening of the first line the rather flimsy "oui" from 53% of one third of the electorate has increased to something like 95% acceptance. In hard numbers this means an extra 65,000 daily passengers.

* TAG: Tramway de L'Agglomération Grenobloise

The city centre traders experienced sizeable difficulties during the construction period but their marketing strategies changed to encompass special promotions and specific targeting of potential and existing customers. After this ordeal by noise, dust and general inconvenience the city centre trade has not only held firm but partly increased against a national trend of decline.

The alignment of this first route was based on the acceptable proposition that a tramway will attract users living up to 400 metres from a stop. This meant that 20% of Grenoble's 400,000 population would be within easy reach of the tram. The first line served 23% of all workplaces and 30% of jobs in the service sector, the opening of the second line has increased these figures to 32% and 43% respectively. The first line serves over 400 shops in the main shopping district and has enhanced access and hence trade to formerly less popular areas.

From the beginning a permanent highly efficient information service was considered essential to smooth out the economic and social consequences of the development. Newsletters, meetings, discussions, consultations, travelling exhibitions were all used to ensure those involved were kept well informed, in advance, at every stage. 400 local inhabitants were taken on a guided visit to the Zurich tram system. The effectiveness of the public relations operation was decisive in the ultimate success. It played a major part in the efforts of the operating company to keep disturbance to a minimum and to ensure the traffic flowed.

The information service evolved into three sections:

1. Information about the benefits of the tram
2. Information about starting and completion dates of work in specific areas
3. Information about traffic movement, temporary and permanent modifications of routes including bus routes.

To arouse attention to all matters about "le tram" the Grenoble authorities created a cartoon character the Blue Fox - Renard Bleu. There was a Blue Fox hotline, Blue Fox announcements on the local radio, Blue Fox information news sheets, Blue Fox diversion signs and Blue Fox signposts for pedestrians.

Shopkeepers were informed individually of progress on the line and of work likely to be of particular nuisance to them. To stimulate business and off-set potential loss of trade special promotional events were organised locally. For exceptional circumstances the SMTG* set up a system to ensure the rapid payment of reasonable compensation to any business which suffered loss of trade.

Construction of the tramway brought about changes all along the route. As the city authorities now proclaim the tramway is not only an efficient and agreeable means of transport but it has in addition provided opportunities to renovate the city centre. This renovation is as diverse as the construction of a new coach station, the provision of 1,240 new car parking spaces and the chance to renew 31km of public utilities. An unexpected bonus came when work on the second line uncovered remains of a third century baptistry.

* SMTG: Syndicat Mixte des Transports en Common de L'Agglomération Grenobloise.



Two Views of the Grenoble Tram, single and double line working.
(Photographs supplied by PR Principles Ltd, Barker Gate.)

The striking appearance of the blue and silver trams with their rounded form, tapered sides, panoramic windscreens and large windows with smoked glass certainly conveys the feeling that here is the attainable solution for congested cities. By installing all electrical equipment in the roof the floor is only 35cm above the ground. At stations a retractable ramp bridges the gap between tram and platform thus ensuring one of the original essentials for the network, easy access for everyone, is achieved.

The interior of the tram combines capacity, comfort, service and security. Normal loading is 174 passengers with 54 seated and 120 standing. Maximum loading increases the standing to 198 giving an overall total of 252*. In off peak running, folding seats increase seating capacity. A quiet smooth ride is achieved by the use of so called elastic wheels, double suspension and special track insulation. Good ventilation is provided whilst the heating system responds to climatic variation. Traffic and travel information, continually updated is broadcast throughout the tram. The claim that the tram could go anywhere is probably true in Grenoble but although a 25 metre turning circle is impressive, a near maximum climbing ability of 1 in 17 would influence the choice of routes in an undulating area like Nottingham.

The first line in Grenoble is 8.8km long and has 22 stations, the second is 5.8km overall but part of the line, including five stations, is shared with the first line. It has nine new stations. At peak times the frequency of trams is about four minutes. In order to ensure a service that was both regular and rapid it was necessary to keep traffic off tramlines. This was achieved by protecting lines usually by a non-continuous barrier, tubs of plants in some places, or by raising the level of the track by a few inches. The surface of the track is usually paved with reddish concrete paving stones making it clearly defined. The interference between trams and buses is limited to two lengths of about 400 metres. Unless they are gaining access to pedestrian precincts all private vehicles are forbidden to use the line. For safety sake all cycle tracks cross the tramlines at right angles. At many crossroads the tram has right of way.

What then can Nottingham learn from the Grenoble experience? Grenoble is proud of its tram and by thorough maintenance of its immaculate appearance and performance keeps its profile high. From the outset Nottingham must demand high standards and stick to them. It will mean a commitment to public transport greater than almost anything previously known in this country. Anything less could be doomed to failure. Besides simply and effectively providing the means to relieve traffic congestion at peak times the tram must also serve as an extensively used access to leisure pursuits of all kinds at all times for all people. The car owner has to feel the tram is a safe comfortable alternative to use for a night out with the family in town. Buses serving the interchanges must also exhibit a standard of maintenance, especially interior and exterior cleanliness, so far seemingly beyond the capabilities of some local operators. A successful outcome to the Safer of some local operators. A successful outcome to the Safer of the Cities Project would appear to be a prerequisite for the effective launch of the tramway solution. Interference by the job element in our midst must be anticipated and strong moves made to minimize if not eradicate it.

* Very exceptionally 239 passengers can squeeze into the standing area pushing the capacity to 293.

A public information service must be established to work closely with all groups involved, to cut bureaucracy to a minimum, to dispense hard fact sympathetically and offer financial compensation for those suffering genuine loss of income through construction work.

If one assumes the track will be laid on the left of one way streets, ie Noel Street, and the rest of the roadway given over to motor traffic, some provision must be made for those formerly enjoying on-street parking. Designating and later constructing safe parking lots close to the stations near the outskirts of the city and beyond should be an early consideration.

Prefabrication of lengths of track might be a possibility. As far as possible working long hours and at weekends on track construction should be encouraged in order to avoid inconveniencing individuals longer than necessary.

Much of the media build up of the tram has featured the Grenoble rolling stock. The selection of anything less elegant could seriously damage, if not endanger, the acceptance of the project. There is no need to go for the rugged look that appears to be favoured by other English Cities.

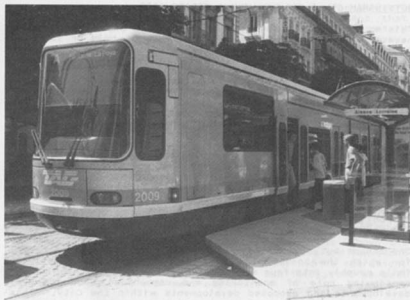
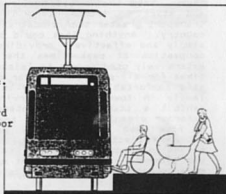
One could go on dealing with the minutiae of installing such an all embracing transport system. A solution to traffic chaos is needed in Nottingham. A surface electric tram network is clean, quiet, fast, safe and effective. Subterranean or elevated railways are too expensive and not user friendly being somewhat inaccessible. Bus-only lanes merely divert traffic elsewhere. New or widened roads destroy the hearts of cities and just encourage more of the same. The construction periods will be tough and rough particularly for those along the routes. Their short term sacrifice will ensure a good free flowing future. Remember your beleaguered trader.

Ken Brand

[Much of the information used here has been taken from material provided by C.I. Baret, Technical Director of SMTG, Grenoble, and by the Semitag main office in Grenoble. In Nottingham P.R. Principles of Gothic House, Barker Gate, and Roger Newman of the Nottingham Development Enterprise were very helpful particularly with illustrations. Grateful thanks is offered to them all.]

Easy Access: The choice of rolling stock was guided by considerations of comfort, security, and appearance.

A notable advantage: easy access. The TAG represents a big step forward in this respect, as the carriage floor is only 35 cm off the ground, and a retractable ramp is available for wheelchairs and prams. (SEMITAG Grenoble).



Grenoble TAG 2009 on route A, Fontaine - La Poya, at the Alsace Lorraine stop. Notice the ease of access. (Photograph supplied by PR Principles Ltd, Barker Gate).

ACCES AUX COMMERCES



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 meubres RUMILLAT
 snack bar LALCAZAR
 assurance JP JANIN
 patisserie PECHE MIGNON
 INTERTAPS JALLON
 CHAMPS-ELISEES chaussures et vêtements
 LIGNE ROSET
 hotel GALLIA

Public Information supplied during construction work by the Blue Fox (Renard Bleu). (SEMITAG Grenoble).



- Permanence téléphonique Renard Bleu.
- bulletins radios Renard Bleu.
- journal "Renard Bleu Info".
- déviations Renard Bleu.
- signalisation pictoris Renard Bleu.

NOTTINGHAM CIVIC SOCIETY ANNUAL REPORT 1990

This is the text of the Secretary's Annual Report which would have been presented at the A.G.M. due to be held on Tuesday, February 12th but which was cancelled because of the adverse weather conditions.

The presentation of the Wollaton Hall Architectural Interpretation Project by Professor Barley, Dr Philip Dixon and Mrs Pamela Marshall, which was scheduled to follow the A.G.M., will now take place on Tuesday, May 14th at 7.30pm in the Cathedral Hall. This is an additional meeting. [Editor]

Writing the Annual Report has always presented a problem of deciding where to begin and end, in that our financial year-end is October 31st and the accounts presented to the A.G.M. recognise that. But this Report is presented to you in February and a great deal has happened since October. So this year, I shall do deliberately what I have previously allowed to happen and let this be a Report at least up to the end of January.

One cannot but be amazed at the breadth and amount of activity for which the Society has been responsible. This activity falls roughly into four main categories. Firstly, there is our continuing role of monitoring and commenting upon planning developments and proposed developments within the City. This is the primary reason for our existence and we must never forget that. This role includes, importantly, the formulation and publication of planning and environmental policies with the aim of influencing the City Council and other bodies. Within this role, too, we have the very positive function performed by our 'Mark of the Month', which gives us the opportunity of congratulating and publicly recognising those architects and others whose work has enhanced the street scene and the environment.

Secondly, there is our educational role, operating through our range of publications and through our guided walks.

Thirdly, there is our 'promotional' function, made possible by the profits so splendidly provided by our Shop. This money has enabled us to sponsor many worthwhile projects over the years and to make possible so many schemes for the improvement of our City.

Fourthly, there are the 'amenity' services for members, the meetings with important guest speakers and the visits and tours which we organise to places of interest throughout the country.

Our membership has now officially passed the magic figure of 1,000, making us one of the largest Amenity Societies in the land. We recognised our 1,000th member at a ceremony held in conjunction with the Christmas function at the Shop. Unfortunately, only a very small proportion of our membership is active in the work of the Society. The whole of the work of organising and running the Society is carried on the shoulders of less than 10% of our members. And this includes Committee

Members, Shop Helpers, Guides, Recording and Special Events Groups, the lot! Further cause for concern is our failure, very largely, to recruit and bring along younger members. We are not unique in this, of course, but it is a question that needs to be addressed urgently.

Every year, we recognise with gratitude and admiration the work of all those involved in running the Shop. Without that operation we would be very much poorer not only in monetary terms but in what we are able to do as a Society. It makes us a source of respect and admiration by so many other Amenity Societies. Our congratulations must never become, or seem, automatic. We are indeed fortunate in the devotion of that, quite small, band of helpers who keep it going, together with Thoresby Bradley and Mollie Hayes, day after day, week upon week, year by year.

Our guided walks and tours continued to be very popular. Last year was again very successful, under the leadership of David Newham. The Shire Hall tours proved particularly popular and Stan Saunders has made these his particular responsibility.

The Recording Group, under Julian Owen, though small in numbers, has continued its valuable work of recording Churches and other buildings under potential threat. They have latterly turned their attention to the General Hospital, soon to be redeveloped.

The Special Events Group, led by Ann Mitchell, has "shown the flag" in a very positive way at a number of shows and functions in and around the City. This is a very worthwhile operation, from which we not only derive valuable publicity, but we sell our publications and even make new members.

Ken Brand continues to publish - and very substantially to write - our 'Newsletter' and to do it in a way which has made it something very special. He is also responsible for our publications and this year launched the very excellent book on the Shire Hall. He is at present nursing a book on the Lace Market, which is being written by Geoff Oldfield and in which the Lace Market Development Company has an interest. He also continues to organise - single handed - the 'Mark of the Month' commendations. Publicity for these is spasmodic but nevertheless they are highly esteemed by their recipients. We regard the 'Lord Mayor's Award' scheme, run by the City, as complementary and in no way as a rival.

Whilst we are talking about Awards, we may remark that the Society put forward the Terrace Royal in Clarendon Street for a Civic Trust Award. It was not placed, but it must be remembered that the standard is extremely high. It suffered because the back of the building did not live up to the promise of the front.

This year saw the publication of the final Report on the Castle Excavations. It had been a long time in coming and its accomplishment has not been without problems, but it was worth waiting for. The result, 'A Place Full Royal' is a credit to all concerned. Its publication was the work of the Thoroton Society, with whom we have shared the cost on an agreed basis, taking into account that it has been produced as a special volume of that Society's Transactions. Our share was some £5,400, but this included an allowance for an increased print-run at our request. All our members have received a copy free of charge and we may mention that the distribution was effected by Cliff Deane at very small cost to the Society. It was officially launched in a ceremony at the Castle Museum in July, attended by about 100 invited guests. It has been highly praised in a number of reviews. It is now on sale to the public.

Our special theme for Environment Week in April/May was concerned with the erosion of green space and open areas in the City and a map was produced to illustrate this. We also drew attention to 'good' and 'bad' buildings and developments. Exhibitions were staged in the County Library and the Exchange Arcade, together with a publicity stall in Bridlesmith Gate on a Saturday. There was also a public meeting on the subject 'Nottingham's Green Legacy: What of Tomorrow?' addressed by David Wheatcroft, Landscape Architect. Several walks were also arranged. In 1991 we shall have an exhibition in the Victoria Centre and our subject will be broadly 'The Street Scene', including flyposting, advertisements, shop fascias, street signs and furniture, graffiti and the condition of pavements.

We have continued our close association with the Civic Trust. Your Secretary was a member of LASAC and he has been elected to its successor, the democratically elected National Council of Civic Trust Societies, which has just held its first meeting (in January). We are also members of the Midlands Amenity Societies Association (MASA).

We were represented at the Annual Conference of MASA in June, in Moseley, and at the Heritage Co-ordination Group Conference in May, in London.

We have shown serious concern for the maintenance, recording and public display of the many important cave systems under the City and we have made representations on property planning safeguards. The British Geological Survey drew attention to financial problems in the servicing of the Survey of Nottingham Caves and we offered financial assistance to the City Council in respect of one of the options put forward. Other arrangements were preferred and our assistance was not required. The Guided Walks Sub-committee has responded to the public interest by including the Salutation Inn in their ambit and considering also the Bell Inn and the Trip to Jerusalem. We entered into negotiations with the Nottingham Historical and Archaeological Society with a view to closer association. They were not in favour of a merger with us, but we have invited them to nominate an Affiliate Member to sit on our Executive Committee.

Our association with the Thoroton Society, the Sneinton Environmental Society and the Wollaton Hall and Park Conservation Society has continued and each of them has a co-opted member on our Executive Committee.

We are represented on the Wollaton Park Working Party, the City Council Anti-Litter Committee, the City Council Consultative Committee on Environmental Issues and the Lord Mayor's Award Judging panel. Our Chairman represents us on the Conservation Areas Advisory Committee.

We have continued to support the plans for a Light Rapid Transport System for the City.

The Wollaton Hall Architectural Interpretation Project, which was put forward by Professor Barley and supported by a grant of £5,000, has now completed the first phase of its works and has produced a great deal of extremely interesting and valuable information. We have had a preliminary assessment of the work in a report to the Executive Committee by Professor Barley and Mrs Pamela Marshall and this will be amplified in a presentation at the A.G.M. Much more remains to be done and further support will be necessary, but possible involvement of the public in an appeal now that we have something to show is being actively explored.

We have received a number of appeals for financial assistance during the year, some of which we have had to reject for various reasons. Donations made or promised include - Bulwell Dovecote (£300), Basford Hall, feasibility study (£500), British Trust for Conservation Volunteers (£100), Sir Richard Willoughby Memorial in St Leonard's Church, Wollaton, (£500), Town Wall Plaque (£150), Sneinton Environmental Society (£100) and T.C. Hine Commemoration, Beaminstor Museum (£25), Arboretum, replacement of storm damaged trees (£1,600).

We have also agreed to expenditure (not yet quantified) on a landscaping study for the Castle grounds and a preliminary £1,000 for a design study on the General Hospital site.

We were horrified by the collapse of Lambert's Factory building in the storm at the beginning of February. We remain sceptical about the circumstances of the collapse of the tower which caused such a sensation. It does appear that in the interim work on the building support for the tower had been fatally weakened. However, the fabric was reinstated and has been occupied by the Driving Standards Agency (the national body which controls driving test examiners). Your Secretary attended the official opening and Society members were subsequently given the opportunity to look over the building. The adaptation of the building has been carried out to a high standard and we must be very pleased that after so many years there has been a happy conclusion to all our years of campaigning to save it. The stone-cladding of the tower has not yet been carried out, however, and we must remain vigilant about this.

A solution to the long-drawn arguments about the Sneinton Railway Lands now appears to be in sight, with the signing of an agreement with British Rail. We even venture to hope that we may see the transfer of the Industrial Museum from Wollaton Park as a part of a wider Heritage Centre scheme.

We supported the City Council in their dispute over the development of the Rutland Square Hotel in breach of planning control and we gave evidence at the Public Inquiry in May. We were sorry but not altogether surprised that the Inspector found in favour of the appellant. We can only hope that this decision does not encourage others to flout the law.

A planning disaster which disturbs us greatly is that of the Pearsons site. We have been left with a large unsightly hole in the city centre, with no sign of any solution. It is not necessary to rehearse the circumstances here: members will be familiar with them. It is another instance in which we cannot but be very suspicious of the conduct of the developers.

We secured the listing of the Judges Bakery premises on Mansfield Road. We failed to do so in the case of Shorts Factory on Talbot Street (the original site of one of the first roller-skating rinks in the country) and a by-product of the Lambert's Factory disaster was that the tower debris very largely fell on Shorts Factory adjacent to it and that building has been lost despite our efforts to save it. At the present time a nation-wide survey of listed buildings is taking place and members can help by indicating any additional buildings for listing.

We have dealt with many planning proposals during the year, too many to catalogue here. Major plans on which we have focussed special attention include the Boots Island Street site. This is still in outline stage and we shall keep it very much in mind. The General Hospital site is one for particular attention if we are to ensure a development with proper regard to the general layout and the important historic buildings on the site. We have initiated a design study to complement the work of the City Planning Department and directed in particular to questioning the future of the Trent Building which dominates the site. We have expressed our dissatisfaction with the architecture of the proposed Victoria Centre extensions and have also commented on the traffic problems which may arise from the development.

The City Council recently commissioned a wide-ranging report on the Castle and its environs. This made a number of radical recommendations which we have discussed with the Arts Director. Some of the ideas we would accept, but there are others to which we have expressed our strong opposition. The overall package would be extremely expensive, even if phased over a number of years, and the City has made no decision on it. We have felt that a great improvement could be effected by a sympathetic and creative re-landscaping of the grounds, which could give prominence to the early history of the Castle (pre-Cromwell). We are hoping to select a landscape architect very shortly to carry out a study and make recommendations.

We have an on-going interest and concern with the traffic problems of the city centre and how best to ameliorate them. A policy statement will be put out very soon. Earlier in the year our committee met Jim Taylor, Bill Skellern and Malcolm Swift to discuss this matter in depth.

There was a full and varied programme of meetings and visits, which it would take far too long to detail. A similarly varied menu is provided for this present year. We hope this will meet with your approval.

The 1990 Christmas Party was held in our Chairman's premises in Kayes Walk. He undertook the organisation of the buffet and refreshments and did it most excellently. The event was fully booked and the result was a very enjoyable informal evening.

Finally, as your Secretary, may I thank most sincerely the Chairman, Bob Cullen, the Officers and Committee and everyone who has done so much to make a very onerous position tolerable - and even enjoyable!

February 1991

Ray Banks
Hon. Secretary

MARK OF THE MONTH

Members may have seen an article in the Evening Post February 15 under the headline 'Little people praised.' Nine previous recipients of the Mark of the Month award were presented with their certificates by your Chairman Bob Cullen in a ceremony at the Council House on February 13.

In the list of finalists in this year's Lord Mayor's Award a number of our Mark of the Month winners can be found.
Category B: Refurbishment: Two out of three
Category D: New Shop Front: Two out of three
Category E: Small Scale Works: Three out of three.

YOUR CHANCE TO INFLUENCE NOTTINGHAM'S APPEARANCE

Members of the City of Nottingham Conservation Advisory Committee have recently been given copies of three planning briefs. These relate to important re-developments in the city, which are likely to be the subject of planning applications. The object of giving these to members of amenity societies, who represent their bodies on the committee, is to enable them to be discussed as widely as possible. The briefs will serve as guide-lines for developers who may wish to submit applications. This should be helpful in preventing schemes for re-development, which may be the subject of planning applications and which are unlikely to be approved.

The first of these is the General Hospital site. The District Health Authority intend to close the General Hospital in 1992 and to put it on the market soon. The Planning Committee of the City Council has approved the planning brief and the Health Authority, in consultation with the City Planning Officer, has issued guide-lines to prospective developers.

Members of the Civic Society will not need reminding of the historic importance of this site and its close proximity to the Castle. There have been hospital buildings erected from time-to-time over the last 200 years and any development in the future could provide unique opportunities for archaeological investigation.

The buildings and the site are also an important feature of the townscape and the effect of any future changes in appearance must be considered. There is considerable scope in any re-development to enhance this part of Nottingham commercially, as a tourist attraction and for leisure, hotel or residential use.

The City Council recognises that it is necessary for a broad agreement to be reached on the mix of uses of this site so that prospective developers have scope for interpretation. The guide-lines mention which buildings should be retained, including the Jubilee Wing, the Tower House, Broxtowe House and Standard House. Whether some of the other buildings will be retained or demolished will depend on what alternative uses are proposed. One of the most important buildings in the latter category is the Trent Wing, the multi-storey block erected in the 1960s.

The Civic Society has been invited to submit its views on the brief, so if you wish to express your views on the future of this site, or wish to know more about the proposals, please contact the Secretary of the Society.

Preliminary proposals for the re-development of the Island Street site, at present owned and occupied by Boots Plc, have already been received by the Planning Department. Although this site does not have the same historic interest as the General Hospital site, it does include an early Trent Navigation building on London Road which the Planning Committee say should be retained.

The re-development of the rest of the site, together with the complementary Snetton Railway lands to the south of Island Street provides an opportunity to create an entirely new aspect of this somewhat unattractive part of Nottingham. One opportunity which will arise is the enhancing of the waterside along the Nottingham Canal.

The Planning Committee would like to see a comprehensive development with a mixture of uses, which could include offices, leisure and entertainment, hotel and conference facilities and residential. However, large scale retailing is not thought appropriate. Any development will also have to be related to the overall strategy of the city, because of the proximity of the city centre and the Lace Market. The townscape characteristics, views of the site, pedestrian routes, public spaces, transportation and access are also matters for determination.

As with the General Hospital site, the Planning Committee seeks the views of anyone interested.

The third scheme is known as the George Street Development and involves a rather smaller site than the other two mentioned above. It extends along the west side of George Street between the bank and Watson Fothergill's office through to Pelham Street via Excise, Cobden and Deerham Chambers. These latter enclaves, with no through access, are probably little known or seen, but the brief envisages that their re-development should have regard to their existing fabric, which are reminders of the way in which much of central Nottingham developed in the 19th century. A major part of the scheme is the intention to provide a large multi-storey car park on the sites now used as a surface car park and as a warehouse and shops.

Any planning application will be expected to include facilities for an investigation of any caves in the area.

Geoffrey Oldfield

LETTERS TO THE EDITOR

Dear Sir

The Hull Civic Society's criticism, mentioned in the January Newsletter, of American style shopping malls, which continue to grow in size and number, is well founded.

Large areas of Nottingham have already been roofed over, privatised, and are guarded by a private police force accountable to no democratic or representative body. No individual, civic, or political activity not enjoying the landowner's approval is permitted and the normal freedom of the citizen, even to walk the streets, has been severely curtailed.

Provision of free public facilities within these malls may sometime extend to a lavatory, but visitors are denied access to the naturally occurring benefits of fresh air and daylight - at least until a way is found of exploiting nature's gifts commercially!

Privatisation of public streets can only be defended in narrow, commercial terms and any attempt to extend the practice should be resisted, even if the latest versions are tarted-up to appear less offensive architecturally than the visual disaster of the 1970s.

Dave Ablett

GRAHAM GREENE, 1904-1991.

Obituaries of Graham Greene, who died on 3 April, have focussed on the presence in his works of the combination of revelation and darkness: or to put it another way, of seediness and Catholicism.

We can thank Nottingham for that. Even though he was only here for a year (1925-6) while earning his spurs as a journalist at the Express Building in Upper Parliament Street, it was a momentous time which sowed the seeds both of his faith and his doubts.

It was all far removed from the world in which he had been brought up, the world of public school (Berkhamstead) and Balliol College, Oxford. It was at school however that he felt he did not "belong": he began to rebel, he attempted suicide, and he began to feel sympathy with any sort of underdog. At Oxford he once contrived to stay drunk for an entire term, and periodically, it seems, played Russian roulette.

While tutoring at Ashover he walked over the fields to Chesterfield where he described the symptoms of an abscess to a dentist who thereupon extracted a perfectly good tooth: Greene had gone to all this trouble to enjoy a brief period under anaesthetic.

The Catholicism began as a matter of convenience. His fiancée belonged to that religion, and it made matters far easier in those days if both partners shared the faith, so Greene approached Fr George Trollope, the Administrator (priest-in-charge) of St. Barnabus's Cathedral, for instruction. Fr Trollope had come from a theatrical family and after Greene's time would spend the few years remaining to him as a Redemptorist monk. It might be tempting to see him as a prototype for the clerical "failures" in several of the novels: at any rate Greene came to regard him as a saint, even if the faith he taught did not "stick".

Greene celebrated Nottingham in his autobiography A Sort Of Life and in the novel A Gun For Sale where he refers to the City as Nottwich. He saw the place as fogbound, filthy, rundown, uncared-for, the haunt of strange characters: just the place for a novel.

Ian Wells

In 1981 the population of Horsham in West Sussex was 100,647. In 1991 the Horsham Society, founded in 1955, announced the enrolment of its 1,000th member. As Ron Bernard, the Horsham Society's Membership Secretary, announced in the Society's Newsletter for March 1991:

"During our 1,000th member celebrations it was noted that we must be one of the largest amenity societies in the country. What a feather in Horsham's cap if we were to be the **THE LARGEST!**"
The population of Nottingham in 1981 was 271,080. Many Nottingham Civic Society members live outside of the town. So without exhibiting too much arithmetical skill it is fairly obvious the kind of membership numbers we should be achieving if we are to justify our self awarded title of the best amenity society in the country!

T.C. HINE - FURTHER INSIGHT INTO A VICTORIAN LIFE

Thomas Chambers Hine was perhaps the most influential architect practising in the Nottingham area in the 19th century. Certainly his work in Nottingham during the 1850s in the Lace Market, in and around the Park Estate and his public buildings helped to shape modern Nottingham. For more details refer to the Society's booklet 'Thomas Chambers Hine, Architect of Victorian Nottingham'.

If the following account appears to be too liberally sprinkled with dates this is because the dates concerned are confirmed for the first time.

Several months ago the Manuscript Department of the University of Nottingham received an unexpected deposition, akin to a permanent loan, from a Mrs Henson of three documents formerly belonging to her great grandfather, the Nottingham architect T.C. Hine (1813-1899).

One was a bound printed copy of his award winning design for two labourers' cottages in the competition organised by the Society of Arts in 1837. Two versions of this publication have been available in the Local Studies Library, Nottingham, and make interesting reading along side the report of the competition in the Illustrated London News (June 17 1848).

The other two items are priceless - one of them literally. This is Hine's collection of autographs. In a book, a large format homemade album of some 138 pages, only six autographs are facsimiles. The signatures of a wide range of eminent 19th century figures are here together with some from earlier times. No doubt this volume will be examined at length elsewhere.

The third volume is Hine's scrapbook cum journal, put together it would appear in his old age with notes and recollections from a variety of sources being written up in some chronological order. Some years have a number of entries, others have hardly any. However, a number of significant facts are revealed for the first time, a few doubts are substantiated and rather more can be written about the public aspects of his private life, viz

"4 December 1867. Private visit of W.E. Gladstone to Nottingham. Took him to visit the Adams and Page warehouse, Nottingham Manufacturing, St Mary's Church, and the Park Estate. Dined here (25 Regent Street) with Mayor and Town Clerk. He left on 3 o'clock train;"

and

"27 September 1877, Mr and Mrs Gladstone had tea."

Hine notes that on August 4 1834, he entered into a partnership with William Patterson, a venture which lasted legally until March 31 1849, when he formally signed the dissolution of the partnership known as 'Patterson and Hine, builders, architects, and surveyors, St James's Street'. He adds his former partner was Matthew Habershon from whom and in conjunction with Ewan Christian he acquired his knowledge of architecture.

Hine's own house on South Circus Street, now known as 25 Regent Street, was completed by October 1846 at a cost of £1,053. The previous autumn on September 19 1845, he had paid a deposit on the land in Regent Street which he bought off Messrs Parsons for £218.

Hine recalls some of his early work carried out whilst in the partnership with Patterson.

7 December 1837: Made design for Whatton Hall
19 June 1844: Designed Shirebrook Church, my first church. Built by C. Lindley. Consecrated 9 October 1844
December 1844: Design for Chesterfield Grammar School, my first school. Built by Rollinson
Autumn 1846: Plans for Fleeceley Mill, my first factory
October 1847: Fire at Broughton Hall which with Whatton Manor was my first mansion.
Car Colston, my first paragonage.

On June 29 1848 Hine went to London to secure the prize from the Society of Arts for the Model Cottage which was to have been given by the Prince Consort. On April 7 1849, he made the first of several visits to Clumber to discuss with the 4th Duke of Newcastle about the Bentinck Memorial in Mansfield's Market Place. There is a hint of a competition being involved.

Mention is made of the consecration of Gunthorpe Church (February 14 1850), the opening of Morton Church (January 1 1851), and the 'Grand Soiree' which celebrated the opening of the family firm, Hine and Mandell's Factory and Warehouse on Station Street (October 3 1851). For the autumn of 1853 Hine writes: "Suggest and Cutting of Stamford Street (off Castle Gate) and Broadway", (linking Stoney Street and St Mary's Gate).

Now, having made his mark in changing the face of old Nottingham, Hine went to London on January 12 1854, to see Mr Hardwick, the architect and an advisor to the Duke of Newcastle. Before returning two days later he accepted the Surveyship of the Park Estate. On July 3 that year he "Started Loversed on the Park Tunnel." Further references to the Park Estate occur at regular intervals in the rest of the journal:

23 January 1856: With the Duke of Newcastle and W. Ouyver (a trustee of the Park Estate) inspected the Park work
17 April 1857: Duke of Newcastle to lunch, inspect the Park
9 December 1867: William Ewart Gladstone (another Park trustee) and F. Ouyver agreed to the formation of Pleasure Grounds in the Park, lunched with them at the George
August 1871: Bought ground rent in Park Valley ex John Bradley £480
11 May 1875: To Wollaton with W.E. Gladstone and Ouyver. W.E. Gladstone cut down tree in the Park
August 1875: Laid up for five days from fall in Park.

Several other entries recall visits to the Castle with a variety of notables including on April 16 1878 "With Miss Hope and the five young Clintons to the Castle." Earlier in October 1876 he wrote, almost casually, "Published my book on the Castle."

Back to the 1850-60s Hine lists some of his achievements, often in an oblique manner.

26 October 1854: Bishop of Lincoln laid foundation stone of General Hospital Chapel

- 30 November 1854: Suggest and Cutting (of) a new street through old waterwheel buildings
 2 May 1855: Duke of Newcastle laid foundation stone of Cinderhill Church
 15 July 1855: Opening ceremony of Adams and Page
 19/20 March 1856: Visited Clumber about Domestic Chapel
 30 October 1857: Duke of Newcastle laid foundation stone of Lunatic Hospital
 1861: Assisted Prince of Wales lay foundation stone of Shireoak Church (Prince and Duke of Newcastle gave me their signatures on a drawing of the church)
 1 July 1869: Opening of Children's Hospital

Certain significant occasions in Hine's life and career are pin-pointed. On February 16 1837 he married Mary Betts. Their eight day honeymoon took in Leicester, Leamington, Birmingham and Ashby. He travelled to the continent for the first time in August 1850 and during a fortnight's holiday he visited Dieppe, Rouen, Paris, Amiens, Brussels, Antwerp and Ostend. In the summer of 1851 he went to London four times for the Great Exhibition.

He attended the wedding of his pupil, and subsequently his partner, Robert Evans at Stamford February 11 1838. Later, when Evans left to start his own practice, Hine entered into partnership with his son George Thomas on August 4 1867. Not long after he felt the need to move the practice from the family home on Regent Street. For this new office he bought land in Victoria Street in September 1871 for £701. The following month he was appointed Diocesan Surveyor at Lincoln.

Hine appears to have developed a strong friendship with the Borough Surveyor, Marriott Ogle Tarbotton, a friendship which probably grew out of their working relationship. On October 6 1864, they travelled together to Leamington then on to Bath and elsewhere to examine sewage disposal. In 1869 Hine recorded "Self and M.O.T. to Venice etc.". In November 1873 he took a 17 day trip on the Continent with Tarbotton. On July 12 1875, he went to London with the Town Clerk and Tarbotton and they dined at Mundella's (A.J. Mundella then a Member of Parliament, but earlier was a partner with Hine's brother in Hine and Mundella's hosiery business). From October 3-8 1878, he accompanied M.O. Tarbotton and the Castle Committee to Paris, an early municipal jaunt no doubt!

A number of business visits to London for various reasons are set down. 4-5 December 1861...with Mr Close about Lord Lincoln's election; 16-18 May 1865...about drainage of Park and Leen; 4-11 July 1865...and attended meeting of Architectural Alliance; 14-17 March 1877...with W.G. Ware and Town Clerk about Park annexation.

A few set backs are noted. On February 1 1859, Hine's buildings for the hosiers Hine and Mundella were destroyed by fire. Then on March 10 1870, there was a second fire at the rebuilt premises, now known as Nottingham Manufacturing, once again the factory portion was burnt out. His proposal on May 13 1856, for a local memorial to the Crimean War does not appear to have been taken up by any authority.

There are a number of references to entertaining at 25 Regent Street, guests besides those mentioned, include the architects Philip Hardwick and Charles Barry, John Bromley of Derby, agent of the Duke of Newcastle and a Trustee of the Park Estate, and

Lords Ordstone and de Tabley, the latter a trustee of the Will of the Duke of Newcastle.

Aspects of the Hine family's history are set down with dates, not surprising when one recalls Hine's unusual family genealogical wheel. (Newsletter 83 p.25). His father, born July 9 1780, came to Nottingham on February 22 1795, and was married to Mary Chambers on December 27 1803, by Dr Wild at St Nicholas' Church, Nottingham. He died on February 25 1862. His mother had died suddenly, although in ill health, on June 28 1845. Births, deaths and marriages of other close relatives are also set down in the book. Sometimes some mention is made of their achievements. Hine even put down the completion of his own career "1890 Retired from Practice".

There is trivia, on December 22 1896, Hine aged almost 84 years, sent 180 Christmas cards. There is unintentional humour. From July 16 to August 13 1858, Hine took his family to Filey. Mr Pegg, an architectural assistant in Hine's office, called on him "Met Mr Pegg and made designs of Ormanston Road Chapel on the sands with my walking stick and subsequently carried it into execution." Brief details of other holidays are listed. The last entry in the 'diary' is November 23-25 1897.

Finally, some observation must be made of the press cuttings in Hine's scrapbook. Many report events, especially formal openings, of buildings designed by Hine. There are some accounts of lectures and speeches given by Hine and there are cuttings of letters to newspapers and journals written by Hine. A few relate to events and topics of personal interest. One letter worth quoting was written by the contractor John Loverseed when he was excavating for the foundations of the new clubhouse, the County Club, on Bottle Lane about 1866. He reported finding an original street or track surface about 11 feet down.

This combined scrapbook and journal does help to fill in some of the missing details of the life and work of Thomas Chambers Hine. So much of his career falls outside the start of official planning applications, in the town of Nottingham this was September 1874. (Fortunately, Hine's proposal for his new office on Victoria Street was voluntarily submitted in October 1871, see Newsletter 76, p.19). The knowledge that such a volume existed, survived and is now available for public access is one of those exciting disclosures that one so often hopes for but so seldom happens. One does not mind being corrected by the man himself.

Ken Brand



A MUSICAL LINK

On Saturday February 13 1836 the Nottingham and Newark Mercury carried the following item:

The remains of the Rev Clement Dobeler (whose death is recorded this day) were on Wednesday morning last interred in the vault of the Roman Catholic Chapel of this town, according to the ceremonial of that Church. Mass was celebrated by the Rev R.W. Willson. The 'Benedictus' from Mozart's Requiem, Kent's anthem 'Hear my prayer, O Lord,' and other pieces were effectively sung by the choir, and the Rev J. Waterworth, of Newark, delivered a very impressive sermon from 2 Samuel XIV 14. The Chapel was very crowded and the congregation appeared deeply affected with the solemnity of the services.

The Chapel mentioned is St John's, George Street, which was the principal place of worship for Roman Catholics in Nottingham from its completion in 1828 until 1844 or thereabouts when the Cathedral was opened. The building by Edward Willson of Lincoln, brother of Bishop R.W. Willson, still stands. In recent years, altered, it has been used by wholesale newsagents. There is no knowledge of a grave beneath the building and there is no knowledge of transference to the Cathedral.

Why all this fuss? Well Dobeler, was the Abbé Clement Dobeler who fled from Bonn in 1794 when the French invaded the Rhineland. He was Chaplain to the Elector Maximilian Franz. Rapidly changing circumstances brought him to England, in his violin case he carried the first work of Beethoven to reach this country, the String Trio in E flat op.3. Dobeler settled briefly in Leicester before moving to the Hall at Old Dalby.

For the full story, with intriguing details, see Geoffrey Syer's articles in Musical Times May 1987 pp256-258 and September 1988 p.461.

Ken Brand

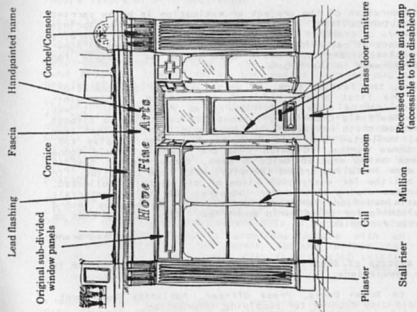
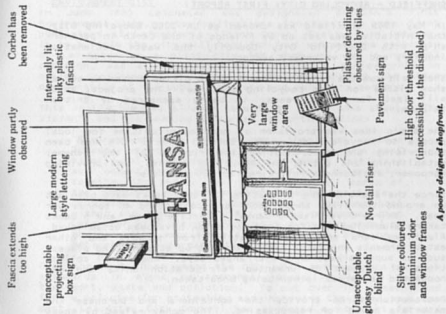
Thanks to Geoffrey Syer whose anxious 'phone call about the future of the old Roman Catholic Chapel started this article.

"Immediately adjoining this chapel, (The Particular Baptist Chapel), and facing George Street, the new Roman Catholic Chapel is now building. It bids fair to be one of the most elegant structures in the town; it is of the Grecian order, with a handsome stone front, and is built throughout with most substantial materials. It is 83 feet long, by 41 broad".
(The Strangers Guide to Nottingham, 1827 p.73).



ROMAN CATHOLIC CHAPEL

This building is now on the market.



SHOPFRONTS IN CONSERVATION AREAS : Good and Bad Practice.
(Reproduced with the permission of Hove Borough Council).

SHEFFIELD - RECYCLING CITY: FIRST REPORT

In May 1989 Sheffield was chosen as UK 2000 Recycling City. The initiative was set up by Friends of the Earth in partnership with Sheffield City Council, the waste reclamation industry and the voluntary sector.

Sheffield was the first of four British Cities chosen to act as show places for good recycling practice. The project, which will last for three years, is being sponsored by British Telecom.

The basic idea was provision of more opportunities for local people to recycle waste. The Council's main role has been supervising and co-ordinating the running of the scheme; establishing and siting the Recycling Centres, and providing manpower, including a full-time Recycling Officer.

Since the start of the initiative 72 Paper Banks have been set up around the city, these banks are collecting 40 tonnes per week. Thirty-five Plastic Banks; 4 Textile Banks, and 5 Banks taking aluminium cans for food and drink have been established. Aluminium cans are also collected from schools and other establishments and three Alcan Vans set up at permitted places, such as supermarkets on pre-arranged days. Additional collections of disused or unwanted refrigeration units and old household batteries is now being undertaken.

Reclamation firms provide the containers and purchase the materials saved for reprocessing. The money raised by these recycling 'banks' goes to a specially formed group SCRAP, Sheffield Community Recycling Action Programme, which then gives it back to local community projects and as support for other recycling initiatives in the city.

For the duration of the project an evaluation is being carried out by Luton College, Midland Environment and Warren Springs Laboratory. In-depth studies will be carried out regarding every aspect of recycling. These results will be used by other local councils and government departments as a basis for further schemes in the future.

One bank, the Textile Bank, is worth a longer consideration. Before the first bright red bank was set up in the mini-recycling centre outside Sainsburys at Meadowhall, it was costing Sheffield City Council about £38 per tonne to dispose of unwanted cloth collected with household rubbish. That same amount, collected and sold for recycling, would raise £50. After three months, in which time the Meadowhall half tonne bank was being emptied twice a week, three further textile banks were installed around the city, with more to follow. In broad outline for every 1000 kilos of old clothing collected, 3% becomes wiping clothes for industry; 22% filling material; 17% reclaimed fibre for new textiles, and 16% becomes second hand clothing for third world countries. Thus only 6% ends up as absolute rubbish.

Ken Brand

Other aspects of Sheffield Recycling City will be examined in future Newsletters.

Thanks to Susan Davis, Press Officer, Publicity Department, Sheffield City Council for supplying information.

ENVIRONMENT CITY

In June 1990 Leicester was designated Britain's first Environment City. Its implications for the city were first publicised at Leicester's 'Think Green' Festival in October. It is a title the city will hold for four years. The selection of Leicester as a pilot city for what will be a national campaign, was a recognition of Leicester's achievements in making considerable environmental progress through the close co-operation of its public, private and voluntary sectors.

This initiative has already issued its first news sheet, 'The Vision', and its opening paragraph is worth quoting:

"Environment City is much more than just another 'green' project. Quite simply, it is the most significant and wide-ranging environment initiative ever undertaken in the UK. It will work by bringing together the skills and resources of all parts of the community to develop environmental projects - providing solutions to environmental problems both within and beyond the city. It is envisaged that Leicester will ultimately provide a working model of environmental excellence for all cities, both on a national and international basis."

Over the next three years the city will endeavour to set new standards in eight environmental areas, including energy, transport, waste and pollution. To put over its present and future policies for protecting and improving the local environment, Leicester City Council has produced a straight forward easily comprehensible 30 page document "An A-Z of Environmental Action." Two of the eight Specialist Working Groups, those dealing with Waste and Pollution, and the Built Environment, have already met. It is hoped to chart their progress in future issues of this Newsletter.

Since the launch of the initiative Environment City has been established as a company with charitable status. Links with Business in the Community have been made. Money given to Environment City from businesses and other sources goes into an 'Environment Chest'. Grants can be made from the 'Chest' to fund projects identified by the audits carried out by the Specialist Working Groups.

The principal backers of Environment City are the Royal Society for Nature Conservation and the Civic Trust, both of whom have donated money as have Leicester City Council, Leicestershire County Council and the World Wildlife Fund. Secretarial services have been provided by another major supporter Leicester Ecology Trust. Prince Charles and the well known local personality Sir David Attenborough have shown more than passing interest.

To close this brief introduction to what will become a major discussion topic, the statement of intent from Ian Roberts the Director of Leicester Environment City is worth repeating:

"We are committed to providing people with an understanding of how their actions effect the environment. Environment City is a crucial initiative and will require the support of the whole community."

I would like to thank Central Services Department, Leicester City Council and the P.R.O. Leicester Environment City for information.

Ken Brand

THE NOTTINGHAM CAVE REGISTER

In 1987 the British Geological Survey (BGS) was commissioned by the Department of the Environment to compile a register of Nottingham's caves. This was undertaken by Ms J.F. Owen and Ms J.C. Walsby with some contributions from D.J. Lowe. The results were published in three volumes during 1990. The aim of the project was to collect and interpret geological information relevant to land use, planning and development. Caves were identified as causing foundation problems and/or being of historical interest.

No field surveys were carried out, all information was gathered together from archival sources. These were held by Brewhouse Yard Museum, the Department of Archaeology, University of Nottingham, the County Archives Office and Nottingham City Council. The register, as produced, provides only a general indication of location and dimensions which, of course, is no real substitute for site investigations and ground surveys. To add substantially to the register something akin to an appeal for information, using a door-to-door leaflet delivery would need to be carried out in the Nottingham area.

Through publicity in the media, data on hundreds of rock-cut pits, some up to 6 metres deep, was received but much was too late to enter on the register. This information is now logged at the Field Archaeology Section at Brewhouse Yard. These caves, or pits, are man made, cut out of the Bunter Sandstone deposit known as 'The Nottingham Castle Sandstone Formation' which is widespread in Nottingham and beyond. Associated is the softer layer beneath known as 'The Lenton Sandstone Formation'.

Four hundred and eighteen separate cave systems were located, recorded on O.S. 1:2500 scale plans and fully indexed. Past and present uses were identified. Former uses included tannery, ice-house, malt-kiln, cellar, air-raid shelter, cock-pit, sand working mine, shop, house, rifle range, cobbler's workshop, butchers, herbalist, dungeon, grotto, and chapel. Current uses include tourist attraction, storage, reservoir, cellar and bar.

A meeting was arranged in September 1990 when funding was sought to continue the work. The British Geological Survey workers concerned called the meeting to which representatives from local government departments, higher educational establishments and local amenity societies were invited. Rita Cooper represented the Civic Society.

The need for external financing to keep the Cave Register up-to-date was emphasised. This was costed at about £2,000 for two working weeks per year at current rates. No more resources were available from government departments. The cave data was then being digitally transferred to an Oracle database on the BGS mainframe computer. This would allow any enquirer to have easy and varied access to stored information.

The BGS staff involved with the Cave Register felt that it was an important source for planners, builders and developers working in the Greater Nottingham area and of great interest for local historians and archaeologists. Thus it would be a great shame if this project was allowed to become outdated. If funding for a contract to continue the work became available from outside organisations staff within BGS would be available to carry it out.

Only two logical options were available, either the City Council or the County Council could take over the financial burden of continuing the Cave Register. Of the two options the Civic Society supported the City Council. However, funding was unlikely to be available from the City Council as its money was allocated well in advance, usually on a departmental basis. Even if the city as a whole could make money available this would not happen for some 12-18 months ahead.

The County Council archaeologists were in the process of creating a database as part of the National Sites and Monuments Survey and it was possible that the caves database could be incorporated within it. There was some feeling against this. Worries were expressed that a County held database might not be as generally accessible as the BGS database, especially for enquiries. If charging was introduced those that had put information in freely would be charged for that information out. If the County took over the cave database careful negotiation would be needed so that all parties involved would not be put to any expense or inconvenience.

Alan MacCormick, representing Nottingham Museums, suggested that from a planning and historical point of view it would be helpful to have cave data stored with other local data. It is important to know all the underground historical facts in order to act correctly. This was supported by Rita Cooper who felt this would be useful to local history groups as well as planners.

Rita Cooper later commented that funding could be available in the short term from bodies such as the Civic Society, provided long term funding became available from the City or the County for the database to be continued by the BGS. However, the Council and BGS representatives felt that these conditions could, in no way, be guaranteed.

Some concern was expressed that cases had occurred in the past where, when caves had been found, developers had been advised to fill them in, unrecorded and unsurveilled. In future it should be arranged for Alan MacCormick to be called in to check historical and archaeological features and Tony Waltham and a team from the Polytechnic to carry out a survey at no cost. This was an essential move in order that the Register was kept as up-to-date and as useful as possible.

The County Council option seemed the most viable and Ms Walsby said she would follow this up. After the meeting your Secretary wrote to the City Planning Officer offering short term funding to keep the project going until the City Council could make other arrangements. The Planning Officer in reply reiterated a statement made at the meeting that the city did not have the manpower or the resources to take on the continuation of the project. A city option was no longer a possibility and support was now being given to the county. Thus the offer of financial help from your Society was politely turned down.

Since then, November 1990, the Society has received no direct news about the progress of the caves database.

Rita Cooper/Ken Brand

At the time of writing, the future of the Shire Hall itself is in doubt, thus creating an extremely large question mark over the Society's tours of the building. We do not know whether we will be able to continue as usual this year and can only await developments. For the latest information on the Shire Hall tours, please ring Stan Saunders on Nottingham 231335.

The Sunday afternoon tours of Mortimer's Hole and David's Dungeon will continue with increased frequency this year. The tours will be held on the first and third Sunday of June, July and August, between the hours of 2pm and 4pm.

The Heritage Walks will this year be offering four walks during June, July and August. These are: The Park, The Lace Market, Victorian Nottingham and, fourthly, a brand new walk entitled "Royal Castle/Ducal Palace". Derived from the Society's recent publication "A Place Full Royal", this walk aims to explain the medieval fortress layout and the original appearance of the Duke of Newcastle's mansion, plus many other interesting features.

If any member wishes to become a guide, please contact me on Nottingham 607819, or just turn up and see what it all entails. David A. Newham
Walks Organiser

MORE ABOUT THE RAGGED SCHOOL

Having read Mr Wells' informative article about this building I am prompted to add a few comments of my own.

It may interest your readers to know that from 1949 to 1961 the building was again used as a school. At that time the Secondary Technical School for Textile Trades, of which I was Head Teacher, was accommodated in the Bath Street School and the Ragged School premises were used as our Textile Workshops where the necessary machinery was installed for teaching the principles of Weaving, Hosiery, Knitwear and Garment Manufacture.

During that time I acquired an interesting portrait of a Ragged School pupil. Painted in 1869 it depicts a bare-footed boy, obviously falling asleep as he sits, the reason being, of course, that he was a half-timer who had already done several hours hard work before coming to school.

The founders of such schools were, of course, the pioneers of education for all and I feel the preservation of the Nottingham Ragged School would not only be a tribute to their efforts but hopefully might encourage present and future generations to appreciate the opportunities and facilities available to them.

E.A. Norris

Geoffrey Oldfield's booklet for the Society entitled "The Lace Market Nottingham" is with the printers and should be available in the early summer. It will have 48 pages plus fold out map and cost about £2.00.

The Society has arranged a programme of events to celebrate this year's Environment Week.

- MONDAY, MAY 13 Walk around Nottingham : South Prospect Buildings and Skylines (Leader Bob Cullen). Meet outside the Council House at 6.30pm.
- TUESDAY, MAY 14 Members meeting Cathedral Hall 7.30pm. (Presentation on Wollaton Hall).
- WEDNESDAY, MAY 15 Bus Tour of the Outskirts of the City : Some Lesser Known Views (Leaders Ian Wells and Bob Cullen). Meet at 6.30pm. outside the Salutation Inn. Charge £1 payable on the bus.
- THURSDAY, MAY 16 An Evening with Watson Fothergill. A walk to celebrate the 150th anniversary of his birth. (Leader Ken Brand). Meet outside the Council House at 6.30pm.
- ***
- FRIDAY, MAY 17 High Buildings : New Views of the City (Including St. Mary's Church Tower). Meet at St. Mary's Church at 6.30pm. (Leaders Ian Wells and Dudley Walker). Sensible footwear please, this is not suitable for the infirm.
- SATURDAY, MAY 18 Free
- SUNDAY, MAY 19 Wild Life Walk (Notts Wild Life Trust). Meet at 2.30pm. at the Castle Gatehouse. 'Gardens in the Park'. A number of Park gardens will be open to the public from 2pm-6pm. Tickets £2, in aid of NSPC, will be on sale at the entrances to the Park.
- *** Thursday, May 16 has been designated 'Car Free Day' by the Nottinghamshire Transport 2000 Group.
- The Society's public display will be in the VICTORIA CENTRE from MONDAY, 20 MAY to SATURDAY, 25 MAY. The theme this year is 'Vistas of Nottingham' : Protecting the City's Skyline.

MARK OF THE MONTH (41).

The recent recipients of the Society's Mark of the Month award have been:

- February Refurbishment of 2 Kayes Walk, Lace Market (Rothera's Solicitors) for Spenbeck Ltd. Architect: Sutherland Craig Partnership Consultants: Project Consultancy Group.
- March Refurbishment - Conversion of Water Court, Canal Street for Centrefill Ltd. Architect: Cullen, Carter and Hill. Quantity Surveyors: Geoffrey Nicholls Associates Builders: D.E. Clegg Ltd.

Details of these projects will appear in the next Newsletter.

FORTHCOMING EVENTS.

Lectures

Tuesday, May 14 'Fresh Discoveries at Wollaton Hall'
A presentation by Professor Maurice
Barley, Dr Philip Dixon and Mrs Pamela
Marshall.

Tuesday, September 10 'Safety and the Environment'
Alison Hancock
(Courtaulds - Chem. Ind. Association)

Lectures at Cathedral Hall, College Street, Nottingham,
commencing at 7.30pm.

Visits

Saturday, June 8

Bath

Saturday, July 6

Shrewsbury

Saturday, July 20

Nottingham Evening Post

(Morning Visit)

Saturday, August 17

Flag Fen (Peterborough) and
Boughton House (Kettering)

Saturday, September 7

London (Docklands development)

Full details of the above visits appeared in the January
Newsletter. Booking forms are enclosed with this Newsletter.

MEMBERSHIP

By this time of the year I always hope that all outstanding
subscriptions will have been paid, as according to Para. 4 of
the Constitution "membership shall lapse if they are still
unpaid by March 31st". With the increase in numbers this rule
must be applied, as to ignore it is too expensive in time,
telephone calls, and reminders. I am sorry to say that there
are still 150 unpaid, representing 21% of our membership. So,
if YOUR subscription is still outstanding (reminder enclosed)
please pay it no later than mid-April, after all it costs you
less than 1p a day.

Since the beginning of the Society year (November 1st)) there
have been 26 new members and 6 resignations. A firm figure
cannot be given as explained above but I assume a membership of
about 1,035, which is over half-way to 2,000 -
the NEXT TARGET!!

Cliff Deane
Membership Secretary

Just A Thought.

Our Secretary noted that we do not appear to be attracting
younger members. Except for help with G.C.S.E. or 'A' Level
History of Art projects, what do we offer that appeals to
young people? Their involvement with the environment they
can find in more practical societies.