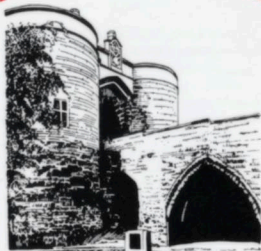


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**Nottingham
Civic
Society**

President: Ray Banks

Chair: Robert Cullen

Secretary: Ruth Hardiman

Editor of Newsletter: Ken Brand

☎ (0115) 910 7798

☎ (0115) 985 8821

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.

We need your support. We invite you to join.

Annual Subscription: Individual £9 Family £14

Unwaged/Senior Citizens: Individual £7.50 Family £11.50

Further details: Lynn Irvine, Membership Secretary

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April 2000

**Nottingham
Civic Society**

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NEWSLETTER



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Victoria Baths: Future Uncertain?

(Architect: Arthur Brown)

Photographed not long after the opening on 15 June 1896

80p

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Please add the following names to the list of Society officers, which appears on the current membership card:

Outings Organiser: Ken Roberts Ph: (0115) 932 5769
for queries, bookings etc regarding Society outings.

Environment Secretary: Hilary Silvester Ph: (0115) 950 2444
for queries and concerns regarding planning, conservation, etc.

CAPTURING THE YOUNG VOTE

Michael Hammerson, Chairman of the Highgate Society

Many Civic Societies, bastions of community representation, are finding it increasingly hard to attract new members.

"Why aren't we the 'most join' society?", writes the retiring chairman of one of our active societies. As chairman of another large, active and (I hope) well-regarded society, I constantly wonder the same thing. Helping part-time at the Civic Trust, I am aware that finding new blood to take over from those who walk under buses or retire to the Bahamas, or simply pop their clogs, is among the main problems facing civic societies today.

Hard work

Our committee comprises architects, surveyors, lawyers, planners, environmentalists, engineers, civil servants, historians, marketing people, as well as "ordinary folk", whose collective workload might have killed Henry Ford - and justified his salary too. Our last committee meeting had 43 agenda items, and its transport sub-committee had 27, many of them items of strategic rather than local significance. Our membership is stable, at just under 1000; but that is only 2pc of our local population, some of whom have never heard of us, or have an image of us as elitist nonagenarian nimbys who object to any change.

Variety

The work is essential and endlessly fascinating, both in its variety in the experience it provides and for the people we meet in all walks of life. Yet, like the chairman quoted above, I know that a Churchillian appeal in one's magazine for people to come forward rarely brings a response sufficient to justify the ink used. Most disappointing of all - where are the younger people, who are supposed to be so much more environmentally aware than older generations? Most of them are away telling Third World countries how to save their wildlife habitats, while on their own doorstep it disappears with hardly a murmur from them. Perhaps the reality is that older people, especially the retired, have more time for such matters.

Effective

The civic society movement has proved itself to local and national government, it has saved local authorities vast amounts of taxpayers' money in terms of professional expertise and voluntary effort. I believe that the greatest enemy today is not the ravaging developer or the blinkered borough employee or misguided government policy, but public indifference. Why are we facing the spectacle of local authorities claiming a mandate to do what

they want on the basis of a 30pc electoral turnout and less than 25pc of the vote? What can we do about it?

Call for help

There are no easy solutions - I certainly do not have any. Society has changed, and perhaps the reality is that the civic societies must too. Some societies are doubtless tackling the problem satisfactorily - and this is an invitation to them to share their experience with us. What works for Hampstead or Bath may not work for Langton Maltravers, Osmotherley or Milton Keynes - but everyone should have a role in controlling and improving their own environment, and the civic societies are among those best placed to take the lead.

Membership drive

What has not changed is the fact that there is no alternative to hard work, especially for getting new members. Regular membership leaflet drops will help, but there is no substitute for speaking directly to people. Have a display in a local shop, or run a table in the High street at weekends. Make sure the local press covers your activities as much as possible - not always easy, unless there is sex, violence or corruption involved. (You'd have no problem in filling an Immorality and Corruption Sub-Committee).

Motivation

Persuade potential volunteers that

- you are normal, rational beings like themselves, who simply have an interest in improving their surroundings and their government, and make the time to pursue this;
- not to have such an interest will rebound on them at some time;
- you are not out to capture their souls, enslave their bodies, or prevent them from watching "Countdown", and that reporting litter, keeping an eye on trees, writing to councils in support of their civic society, or just persuading their friends and neighbours to join, is an invaluable contribution.

Periodic review

Examine your own approaches. Like many of you, we do things the way we have always done them; but a periodic review of what you do, and how you do it, can do no harm and might even be a good way of getting the input of younger people.

This article is reproduced by kind permission of the author, who also gives two days a week of his time to the Civic Trust.

ANNUAL GENERAL MEETING, 14th March, 2000 PRESIDENT'S REMARKS

This is the first opportunity I have had to address you formally since you honoured me by asking me to become your President and I welcome that opportunity. I am following in the footsteps of Maurice Barley and Jack Garner, both of whom made tremendous contributions to the work of the Society. I assure you that I shall do my best to emulate them, but it is a very different role from that of Secretary. I am no longer "at the sharp end", making decisions and advising the Committee. I do not intend to be a "back-seat driver".

I thought long and hard before deciding to resign, because I realised that this must create problems for the Committee. I was influenced by the feeling, rightly or wrongly, that I was no longer in complete accord with the views and approach of the Committee.

I wished to make the transition as smooth and easy as possible and with this in mind I made the date of my resignation to some extent flexible. In particular, I decided to prolong my work in certain fields, notably the tax recovery on the covenanted subscriptions, the covenanted profits of the Company and the loan interest. Incidentally, the Inland Revenue has just very considerably simplified this operation, so my successor will have a very much easier task.

I was recruited by Maurice Barley in 1964, because of my experience in planning and my activities in related fields, notably the National Housing and Town Planning Council. I have been a member of the Executive Committee ever since. I became your Secretary in 1983 and shortly after that I took over the organisation of the members' meetings and visits. Other additions followed. You made me the Keeper of the Archives many years ago, the main result of which is that my backroom is completely taken up by filing cabinets and storage cupboards! This will be another problem for you when I eventually depart permanently. I hope that this will not be for a long time to come.

This brings me to a matter, which gives me serious concern. It has been truly said - I forget by whom - that a nation that forgets its past has no future and the same applies, I feel sure, in our humbler sphere. It appears to me that the Committee has, since my resignation, tended to distrust many of the difficult decisions taken on my initiative and to seek to overturn them without proper

knowledge of the background. I must deplore this. The information is there if you care to ask for it. I am very ready to assist and advise in every way.

The Society has a record of which we should be proud. The Civic Trust, for instance, has held us up as a model. Very soon after our formation, we were making important contributions to planning issues in the, with reports on the Lace Market, Saint Anne's and the Meadows. We have fought and won a number of Public Inquiries. The defeat of the horrendous road proposals in the early '70s and the way in which we saved Lambert's Factory, for instance. We have not always agreed. The official policy was to campaign against the Theatre Royal extensions, involving the demolition of the historic County Hotel. Your Chairman emphatically disagreed. In the event, I think he was right. The improvements to the Theatre Royal have been a great success. I cannot understand why we did not take a stand against the Broadmarsh Centre plans and try to save Drury Hill. All we did was to lodge a formal objection at the hearing for the closure of Drury Hill, by which time it was too late.

More recently, we have had several disappointments. Despite every effort, we were unable to save the *Evening Post* building. We could not even get it listed. We were strongly opposed to the plans for the new building on the site, both for its sheer size and for its nondescript design. I think that now that building works are well advanced, members will agree with us. It towers above the surrounding buildings and dominates and dwarfs the historic buildings in the vicinity. The quite inappropriate *Waterstones* development on the corner of Bridlesmith Gate and Bottle Lane went ahead despite our protestations and the support of English Heritage. The proposed redevelopment of the *ABC Cinema* site on Chapel Bar has also given us grave concern. The design for the massive extensions to the Broadmarsh Centre still hangs in the balance. We feel that the design should be put out to public competition, as was done so successfully in the case of the Inland Revenue development. There is considerable support for this approach, including that of the eminent Architect Lord Richard Rogers, when on a recent visit to Nottingham.

The historic core of the city faces strong commercial threats. Most recently we have the decision of the Natwest Bank to close its Thurland Street branch. This is possibly the best example of Watson Fothergill's work. It may well end up as yet another leisure centre cum nightclub, restaurant and public house. We must be constantly vigilant and alert to combat inappropriate proposals, particularly if they threaten the very existence of treasured historic buildings. The City Council has floated interesting proposals for major

developments to the east of the City, in line with recent development of the Boots Island site and the Low Level Station, taking in the Grantham Canal area and down to the Trent Riverside, where important proposals have already been made. All this is still in the formative stage, but it has great potential, which we would welcome. Particularly since it would possibly reduce the threat to the City Centre.

Nearly ten years ago, we had to accept that the Gatehouse Shop was trading illegally, under the terms of our Constitution. We were faced with a demand from the Inland Revenue for around £31,000. John Severn was our Chairman and we entered into prolonged negotiations with the Inland Revenue, which involved us in two visits to their headquarters in Bootle, following which they sent representatives to Nottingham to inspect the Shop and carry out further searching discussions. They were eventually persuaded to accept a mitigated penalty of £ 5,000, much to our relief. We regularised the position by setting up the Company, which would pay tax, but which covenanted its profits, less tax, to the Society. The Society was then able to recover the tax.

In setting up the Company, it was necessary to make a loan of £ 12,000 from the Society to provide initial running expenses. In addition

The stock was transferred to the Company at valuation. This also had to be regarded as part of the loan, making a total indebtedness of some £27,000. The Charity Commissioners stated that the Company paid a commercial rate of interest, which we fixed at one percent above base rate as at the beginning of the financial year. This was paid less tax, which the Society recovered. Our troubles were still not over, however. The Charity Commissioners pointed out that the loan was not secured. The Company has no assets to cover the loan. We were eventually able to satisfy them by the execution of an appropriately worded Debenture, as a Deed under the common seal of the Company. This is registered at Companies House. I am very grateful to David Hand for suggesting this course of action and guiding me in the preparation of the document.

With hindsight, which is never very helpful, it is a pity that the opportunity was not taken to incorporate our outside sales of publications into the Company. These also can be held to be illegal trading. There were good reasons at the time for not interfering with this aspect of our activities. The position has changed with the decision of Cliff Deane to give up this operation. I am happy to note that your Committee has now decided to do this. I feel sure that the change will ensure greater efficiency and better control.

We played an important role in the City's Centenary celebrations. Ken Brand was a very active member of the Committee, which put together the Centenary History of Nottingham. He actually had a part in the writing of the publication. We were able to help also in affording the City the facilities of our charitable status. We undertook on their behalf the tax recovery on Gift Aid Donations received by the City. We insured their travelling exhibition, though, they of course, reimbursed us for the insurance premium. This insurance cover has since been transferred to the Recording Group's exhibitions.

I am very pleased to see that your Committee is now fulfilling effectively most of the functions, which I previously performed. The programme came out on time. The speakers and visits were arranged. Committee affairs are in order. So there is a great deal for me to applaud. The strictures, which I made earlier in this report, still apply, however. New brooms may sweep very clean, but, if used too vigorously, can inflict great damage to the furnishings and carpets!

Controls are necessary, but they must always be exercised with great restraint and sensitivity. We are a voluntary body, entirely dependent on the goodwill and dedication of volunteer members, both inside and beyond the Committee. They work for the Society because they believe in what it is doing. If they lose that sense of dedication for whatever reason, the future of the Society is bleak. I am told that things may be better this year. I sincerely hope so.

Ray Banks,
President

Membership Secretary's Report — 1999

During 1999 there were 44 new memberships and 3 resignations. There are now 412 memberships. May I take this opportunity of welcoming the following new members to the Society:

Sept-Dec 1999 Stephen Byrne, Mrs Pauline Cooke, Daniel Emerson, Peter Featherby, Miss S R F Finch, Mr R Gibson, Mr & Mrs A Goodinson, Mr & Mrs R Hammond, Ruth Hardiman (our new secretary), Mr & Mrs J Makin, John & Beverley Manson, Mrs A Norman, Mrs P S Rosenbaum, Ms F Thimann, Vera Todorovich, Margaret Trueman, Mrs Louise Turner, Jo-Ann Wilkinson

Jan-Mar 2000 Mr M Adam, Mr M Bayes, Miss J F Fountain, Mr M Lefkels, Michael Payne, Mrs O E R Peutrell, Mrs S A Selfe, Mr J A Tarrant

WE ARE NOT ALONE

Your Society has constantly pressed for the re-establishment of the Conservation Areas Advisory Committee (CAAC) in Nottingham. Whilst that in Derby is still functioning, all is not well.

"Another concern is that the number of recommendations from the Conservation Area Advisory Committee ignored or over-ridden by the planning committee has increased dramatically over the last two years. It is an authoritarian trend predicted in general terms by the editorials of the Evening Telegraph in the autumn, and displays a certain arrogance and contempt for the CAAC which seems wholly regrettable.

The heeding of expert advice by the most senior planning officers, and by elected members too seems to be something to which a most cavalier attitude is maintained. This was highlighted in a front-page story in the Derby Evening Telegraph in January, on which more is said elsewhere in this issue. One problem is that there seems to be no elected ruling party member (with one honorable exception) who really takes an interest in or understands our historic environments or historic building conservation. Combine that with senior officers who might be perceived as over-anxious to please, and the present situation inevitably follows. It is something that needs to be put right. I might suggest that councillors who have influence in these areas might be encouraged to attend conferences (reached, of course, by standard class rail travel!) organised by Amenity Societies and other public bodies. Also that a qualified person give a short series of talks about Derby's history as it is revealed by the surviving historic environments. The latter is something, surely that the Civic Society might be pleased to organise for the Council.

The Council's Annual Review, published in December, also seems to have omitted any review of building conservation or related planning matters, which seems a significant factor in all this. I might add, too, that there is no report whatsoever on our excellent Museums; a telling comment on the Council's stance if ever there was one, surely."

Taken from the Editorial of the Derby Civic Society Newsletter No. 74, Winter/Spring 2000 and reproduced with the permission of the Editor.

Ken Brand

NEWS FROM THE ENVIRONMENT COMMITTEE

The tendency for developers to seek approval for massive new commercial and residential buildings continues, bringing with it ongoing concerns regarding the impact these buildings will have on the townscape and in particular on the skyline.

Derby Road: As I said in my last report, this major city centre thoroughfare is a prime target for the current spate of high-rise proposals. It is encouraging that our comments, together with those of other interested parties and the City's planning officers, do appear to have had some effect in mitigating the impact of certain designs. For instance, although the Hooley's Garage building will be replaced by a considerably taller structure, the architects have been instructed to revise the massing and upper storey design so that its impact on the streetscape is lessened. Similarly, increasing the height of College House has been limited to one rather than two storeys to reduced its impact on Derby Road.

However, the most recent news on the Chapel Bar/Maid Marian Way proposals, for the former ABC cinema site, is not encouraging. The revised design (now for hotel only, not leisure use) still obscures the views of Derby Road and St Barnabas' Cathedral and its height and use of materials are far from being an improvement on the former, rejected design.

The Committee has also been busy in commenting, campaigning and researching a number of other planning and environmental concerns. Details of some of these follow.

Mapperley Hospital Site: As you may be aware, this site, together with its buildings, has been acquired by David Wilson Homes. The planning application submitted by them for a residential development shows a re-use of some of the original buildings, but the loss of others. The plan includes two inappropriate apartment blocks and a rather cramped and uninspiring housing estate. This important site deserves better design; it also needs a design, which will enable it to retain its distinctive silhouette: a silhouette, which is visible from many city vantage points. We must do our utmost to see that justice is done to this historically and visually important site at one of the city's outer gateways.

Capital One, Station Street: The Committee has been consulted regarding the proposal to add two wings to the Capital One Trent House (the former Boots Printing Works). The Committee feel that this development, which will not impact detrimentally on the southern aspect of the city and which will re-

use and tidy up an unsightly brownfield area, is to be welcomed; particularly so as it will create a substantial number of jobs in Nottingham.

Castle Grounds: The Committee is objecting to the proposal to tether an tourist attraction observation balloon in the Castle grounds as being an inappropriate use of this historic site in the curtilage of the listed building. English Heritage is also opposed to the scheme.

Victoria Baths: The Society has been involved in the campaign to save local leisure amenities, and a recent public meeting concerning the future of Victoria Baths was chaired by Ian Wells, a member of this Committee. The Society is also concerned about the future of the building itself, which is an integral and focal point in the Sneinton Market townscape.

War Memorials: The Committee is keen to know the whereabouts of any war memorial plaques, etc., which may have been removed from their original sites. If any members are aware of removed memorials or their present location, could they please let me know.

Riverside Strategy Boat Trip: An evening boat trip is being organised by John Rhodes, a member of this Committee. This is scheduled to take place on 18 May and will combine a social occasion with an opportunity to study and discuss the proposed leisure, business and residential potential of what is probably our most under-used and under-valued asset - the River Trent. Booking details are circulated with this Newsletter.

Lord Mayor's Award for Urban Design: Late last year I was a member of the Panel which selected finalists for the annual Lord Mayor's Awards for architecture and design. There are several categories which include new buildings, conversions and re-use, conservation projects and so on. Photographs of the finalists will be displayed in Exchange Arcade (behind the Council House) in the week commencing 27th March, and in Angel Row Library, in the week commencing 20th March.

All members of the public are invited to vote, and although this Newsletter will come too late to remind you to cast your votes this year, do remember that this is an annual event. So please do go along next year and make your own choice known. Our interest and opinions are important in supporting good design and in reinforcing the voice of the people of Nottingham in the appearance of their city.

Finally, if you have any concerns regarding environmental or development issues please let me know on 0115 950 2444 (Tel and Fax). We all need to be alert to what is happening so that we can have an influence on our city's present and future.

Hilary Silvester
Secretary, Environment Committee

REFURBISHMENT OF CHURCHYARD LAMP STANDARDS, St. MARY THE VIRGIN, HIGH PAVEMENT

Mark of the Month, February 2000

Donations to St. Mary's Church in memory of the former Vicar, Canon Michael Jackson, enabled the Parochial Church Council to restore the lamp standards in the churchyard. The existing four standards have been re-equipped with new lanterns, and a new lamp standard has been inserted between the south porch and the war memorial entrance to the churchyard.

The church archivist discovered old photographs of St. Mary's taken sometime between 1880 and 1914 in the library on Angel Row. The original lanterns were six-sided and lit by gas, and the decision was taken to restore the lanterns with something as similar as possible in shape but with modern low-voltage electrical bulbs. The 21" Westminster lanterns by Sugg Lighting Limited were selected as they most closely matched those in the photographs. The choice of the new standard was hampered by the fact that all four existing ones are different. The one purchased is similar in style to one nearby.

The work was undertaken by Finney Electrics of Canal Street, Nottingham. The City Council Archeologist closely supervised the work of digging trenches for cabling in the churchyard.

Andrew Abbott
Hon. Archivist to St. Mary's Church.

MARK OF THE MONTH JANUARY-MARCH 2000

Recent recipients of the Society's Mark of the Month commendation have been:

JANUARY New Conservatory, 11B Lenton Avenue, The Park
Client: N. Shadbolt & B. Saunders
Architects: Marsh and Grochowski

FEBRUARY Refurbishment of Churchyard Lamp Standards,
St. Mary the Virgin, High Pavement
Client: St. Mary's PCC
Contractor: Finney Electrics, Canal Street, Nottingham

MARCH Modernisation of the Waverley Building,
Nottingham Trent University
Client: Nottingham Trent University
Architects: Evans Vettori (Matlock)
Contractor: Bodill Construction

REISS, BYARD LANE, NOTTINGHAM

Mark of the Month, November 1999

Reiss is a nationwide menswear chain: Lever Hopley Architecture having designed all eighteen stores. Rather than plump for safe sites in shopping malls and on the high street, Reiss has a more adventurous approach to location, sometimes "off pitch" often in older buildings requiring renovation or substantial conversion works. The Nottingham store is located in narrow Byard Lane opposite the original Paul Smith shop (a native of the City and another very well known menswear retailer).

The building, formerly a dining hall for the lace workers in the nineteenth century, and more recently an auction house, was in very poor condition and required extensive refurbishment. As well as the main hall and lower ceiled entrance space, there are three upper floors to the rear running parallel to the hall, and two upper floors fronting Byard Lane. Two years before, work had started to convert the building to a bar and restaurant after it had lain empty for several years. This had come to a stop for whatever reason. Thus we inherited a building where act hoc additions had been built

throughout the last 30 years, the recent discontinued wine bar conversion being preceded by the auction house/office use years before.

"Enabling" works brought the building shell and fabric up to standards necessary for the shop function, the intention being to restore the original nature of the building whilst converting it for its new role. The purpose was to open out the spaces, revealing their inherent beauty and make them useful at the same time. These works included extensive repairs to the roof and renewal of the glazed section running the length of the main hall, stripping out all unnecessary staircases, partitions etc. and structural alterations to open up the entrance at either end so that windows were visible from both ends of Byard Lane. The broken part of the existing arched openings were brought back to their original state by a specialist plaster company.

The upper floors were simply made good and left. Unfortunately our client does not own the building and therefore the opportunity to invest in turning these floors into apartments was not available although for a future owner it would be an excellent idea. The basement, extending under the entire footprint of the building was damp proofed ready for possible future use as an extension to the new shop.

After all the enabling works were done the remaining walls were sandblasted and left raw ready for decoration in that condition and the carefully integrated modern systems (air conditioning, plumbing, and lighting) brought into use. Three 21 metre linear lighting "wings" traverse and connect the two spaces. Internal arched openings were illuminated with concealed lighting to emphasis their form and the Byard Lane elevation illuminated at night.

Minimal scale shopfittings of rails and tables were geometrically set within the large room, with seating and displays.

The contrast of the old and new reflects the more urban Reiss package of the "rough with the smooth", sandblasted walls set against smooth steel, a bright blue cube incorporating the cashdesk and four metre long steel tables.

But Reiss does not stand still, new ideas are to insert a staircase into the main body of the hall, to use the lower floor, and to introduce a small coffee bar at the entrance to widen the appeal of the store, and make for more satisfying shopping.

Stuart Lever
Lever Hopley Architects

CONSERVATORY AT HARDWICK VIEW, 11B LENTON AVENUE, THE PARK,

Mark of the Month, January 2000

The Conservatory is a new extension to a large house designed by Marsh & Grochowski in the mid-1980s. It incorporates the existing patio garden walls and planters, which were built at 45° to the house and uses these diagonals as inspiration for the remainder of the design.

The pitch on the roof glazing had to allow for self-cleaning, and to maintain views out of the first floor living room window over the roof of the conservatory to the garden beyond. To achieve this the roof is effectively two monopitches either side of a central structural valley gutter supported by a steel post at either end. One of the monopitches leans against the house, but the other soars towards a point in the sky which means the sun can get right to the back of the conservatory and through the existing glazed patio doors into the house behind.

The lightweight steel frame also means that the conservatory envelope can be virtually all glass. An aluminium frame was chosen for its thin section and ability to support large areas of double-glazing. A sliding door to the conservatory means that on sunny days the building can become part of the garden by simply leaving it open.

The existing heating system was extended into the conservatory, the copper pipework being hidden in floor ducts below the tiled floor. The radiators chosen were the long, low, 'skirting' type which hide neatly behind the aluminum frame.

The building contractor was William Woodsend Limited and the glass and aluminium was supplied by Bonam & Berry

Mike Askey
Marsh & Grochowski Architects

NEXT TIME

The second part of **Theatre Street?** will appear in the next Newsletter

VICTORIA BATHS

At the request of the Save the Victoria Baths Campaign Group, I took the chair at the public meeting held at the Baths on 22 January 2000. Some 200 people were present to hear submissions on behalf of the City Council and the amenity societies.

Michael Williams, Director of Leisure and Community Services, outlined work which had already been done to upgrade facilities for local people at Clifton and Southglade (Bestwood / Top Valley) leisure centres. However he explained the Council's view that Victoria and Noel Street baths could not be uprated to the same standard and that a new (twelve million-pound) development was called for. A survey had been conducted: the majority of those consulted who did not use these baths would go to a new facility; however we also learned that the vast majority of those who DID use the baths wanted them to be retained.

Cllr David Liversedge explained how in 1993 attempts were made for a vast increase in the Victoria Baths facilities; this however had proved impossible because of the unacceptable amount of demolition that would have been necessary to achieve this. He felt that as a result the baths site was too small to be attractive.

Cllr Leon Unczur, Chair of Leisure Services, compared Nottingham with other major cities where he observed that when major new leisure developments were carried out the use of older facilities decreased. He felt that this was a proper use of resources: not so many pools, but properly used. He declared that Victoria Baths had been modernised fifteen years ago, but this had not been successful.

Leo Keeley, for the Forest Fields Residents Association, assured the City Council that he was not opposed to a new leisure centre but that he WAS opposed to the loss of community facilities and green space. He criticised a lack of investment in such facilities and a lack of publicity for them, which had led to underuse. He called for a more imaginative use of LOCAL facilities and emphasised that just because a building was old this did not mean that it was "past it". He deplored the general disruption of local facilities, and cited as an example the limited supply of leisure facilities for schools and clubs and the transport problems that would ensue if people had to travel long distances to enjoy new facilities.

Mat Anderson from the Save the Victoria Baths Campaign Group first of all declared that Councillors did not have a mandate to carry out the new

development. They had spent £23,000 on a consultation exercise, which was flawed because it had not sufficiently canvassed the views of young people and because it had not given equal weight to both local views and city-wide views. Citing the point already made that local people would be denied local facilities and would be reluctant to travel, he then warned that if the baths closed the other dry leisure facilities in those centres would surely follow. Children's facilities would inevitably be restricted and family use of cars would undoubtedly be increased in using the new facilities, which were to be built on green space, a curious choice when brownfield sites were available. Finally he drew attention to the local users' survey that he himself had conducted regarding the Victoria Baths. He discovered that of 641 consulted users 70 per cent were city dwellers; all wanted improved facilities on the present site, and the City's survey had arrived at a comparable result from both threatened baths. In conclusion he declared that the City Council was not listening to the views of those most affected.

Presenting the case for the Civic Society I reminded the meeting that our policy had always been "local amenities for local people" and I pointed out how the City Council clearly agreed with us in its pre-election Statement of Core Values, one of which stated:

"The City Council will support community life and leisure activity, and support and encourage the involvement of individuals and organisations in safeguarding and regenerating their communities."

Commenting that we all had a shared purpose in rebuilding communities, not dispersing them, I showed how the area we were in was an excellent example of regenerated community compared with ten years before. Long-established plans had clearly come to fruition with the restoration of Victoria Buildings, the rescue of the Ragged School and its appropriate reuse by Notts Wildlife Trust, a city presence for Arnold and Carlton College in Bath Street school premises, and the successful reuse of the Market buildings. The Pretty Windows pub had been restored rather than demolished, as recently seemed likely, finally (in every sense) we had seen the uprating of Lymn's buildings and a new use for the former police station. Adjoining all this was the pleasing environment of park, Promenade and Victorian factory nearby.

I reminded the meeting that the Baths were part of this group: at their centre was a fine building of 1892 by Arthur Brown the Borough Engineer. This replaced Moses Wood's earlier Baths of 1849 and later, which in turn were upgraded by Marriott Ogle Tarbotton, then the Borough Engineer, in 1879.

In the light of the excellent and enlightened conservation policies that had been practised in the immediate locality, what was to happen to the leisure centre building?

Nearby we had the ongoing successful regeneration of the Lace Market, one of whose very pleasing consequences had been the return of residential use to the area, through both conversion of warehouses and new building. Residents would want leisure facilities in their community - such facilities were very much part of our culture, and therefore must be part of a local community's culture.

New hotels were planned for the sorting office site and at Barkergate, which may not have such facilities. Other hotels in the Lace Market either were planned or already existed and which certainly did not have such facilities: guests would expect them, and their availability would increase the numbers who wished to come to this city, whether as visitors or conference participants on day or overnight meetings. Concessions or free entry arrangements could be made for hotel clients.

Our objections, like those already heard, centred on the loss of open, unbuilt-on space on the Forest and the extra cost of travel to the Forest. This would result in extra driving and parking which both central and local government were trying to reduce, added to which there were also the traffic implications of the new Ice Arena.

Could the Forest facility cope with the numbers of customers if local baths were closed, and would it provide fitness facilities like the Victoria Baths or was it just for leisure-swimming? And could it meet schools' swimming needs as prescribed by the National Curriculum, bearing in mind that school transport would be increased, with knock-on effect on other areas of the curriculum, an essential point when timetabling was so tight and there was so much that central government insisted be covered. Could the significant chunk out of the school day be justified, with its implications both for coverage of programmes of study and for final published results?

A major question remained for us all: what would the building look like? (The Ice Arena is not exactly what we were led to expect, especially if one looks at the picture on the existing Ice Stadium.)

I concluded with these words: "The City Council was one of the major partners in the recent Urban Renaissance conference at the East Midlands Conference Centre. The City Council has demonstrated its continuing commitment towards urban regeneration by currently reviewing options for

the riverside and Sneinton hinterland. English Heritage's new director Sir Neil Cossons has publicly stated that English Heritage's commitment is now towards urban regeneration in post-industrial Britain. We ask the City Council to match that commitment by recognising and building on what has been achieved in this area already by keeping Victoria Baths open."

After this there were questions and statements from the floor. The audience had firm views, and expressed them strongly.

Two young people spoke for many of their contemporaries when they called for the Victoria Baths to be updated, citing the need for local facilities and the impossibility (through both cost and the complications of bus routes) of using the Forest facility.

A long list of some twenty schools was read out, those being the schools who currently use Victoria Baths. The Head Teacher of one of those schools said that time allocation was tight at the baths, and pressure on the curriculum meant that no further time could be spared for travel elsewhere. She seemed unconvinced by Cllr Unczur's reply that a flexible approach was needed, saying that her devolved budget was inadequate for transport or for a re-arrangement of the day (her's was a nursery school whose pupils were present only in the morning).

Tom Huggon, taking up a point I had made about the health-giving value of swimming, spoke on behalf of several users who were retired and who had been advised by their doctors to take up swimming. Local people, local workers, all needed this facility in their local community, particularly those who for reasons of health or age could not easily travel far.

One member spoke for local businesses, asking the question: What brings people to this area? He pointed out that local businesses had not been consulted about the future of the Baths, and they had contributed in no small measure to the regeneration of the area.

In conclusion, one was left aware that city Councillors felt themselves responsible for the efficient, effective, attractive and competitive use of the resources for which they had been elected to take responsibility. On the other hand, the whole area was excellently summed up by the final speaker from the floor who said that in that area all cultures and levels of society were represented, families and individuals all mixed together. The community needed its local resources, and if these disappeared the human cost would be high. The price of everything or the value of everything?

Ian Wells

NOTTINGHAM CITY TRANSPORT: THE NEXT FIVE YEARS

Transport is moving up the political agenda as there is now a recognition that one of the most urgent problems affecting our quality of life is the continuing growth of car use and the impact that this has on towns and cities, and the environment. In essence traffic congestion is killing our urban areas. The Confederation of British Industry's own estimate of the cost of congestion is terrifying and the level of air pollution in some of our urban areas regularly exceeds danger levels during peak times. The private car, often with a single occupant, is the major contributory factor to the congestion problem, but building more roads is not a realistic solution. Even if we could build urban roads on the scale required and private parking facilities to match, the effect on the City and its air quality would be totally unacceptable. The only way of achieving any significant increase in the total capacity of the transport system is to make public transport more attractive and the quickest and least expensive solution is to capitalise on what exists already.

People have a perfect right to own and use a car but have to be persuaded to make public transport their first option for urban journeys to provide better management of the road space. In providing public transport, reliability is the critical factor in retaining and attracting passengers and the bus industry has to share its operating track, the road, with other vehicles. Motorists will only transfer to public transport when they perceive an advantage in doing so and therefore bus priority measures such as bus lanes, bus only roads, exemption from Traffic Regulation Orders and priority at traffic signals are essential to give a positive advantage to those travelling by bus.

Nottingham City Transport continues to upgrade its fleet. During the last financial year 57 new vehicles, almost one seventh of the fleet, were delivered -23 low floor double deck buses and 34 low floor midibuses with a total value of over £5 million. All vehicles purchased in the future will have a flat floor to give a stepless entrance and the local authority are progressively improving the quality of bus shelters and raising kerbs to provide level access from the pavement to the bus.

The Company will continue to invest at this rate and when all current orders have been delivered the Company will have 130 of its 435 vehicles of the low floor design.

In the coming weeks Nottingham City Transport will be the first bus company in the country to offer all its customers a contactless smartcard* system and gone will be the days when it is necessary to pay bus fares with

cash each time you travel. This will raise the image of bus travel.

Nottingham City Transport has been involved with the Nottingham Tram Scheme since its inception and acknowledge that if light rail schemes are to succeed they have to be part of an Integrated Transport Policy with transport policies integrated with others, in particular, land use and development. Currently there are some 360-tram operations worldwide, 80 of which have been developed or extended since the 1970s. Strasbourg for example has in recent years built a tram system that now carries 63,000 passengers per day and brought about a 17% reduction in car trips.

The Company is investigating the possibility of providing Real Time Information about bus services available on mobile phones — the technology is there to enable customers to use their mobile phone to identify the next departure on any route.

The Company can play a leading role in transforming urban transport and can provide transport solutions without the need for large public sector funding. Buses have a future so that they are able to attract new passengers and the new customer will be persuaded that the bus is more attractive than his reliability, existing transport providing we can deliver the right combination of comfort, convenience, cost, speed and safety.

John Pope,
Managing Director,
Nottingham City Transport Ltd

Nottingham City Transport Ltd was awarded a Society Mark of the Month Commendation in December 1999 for "Improved Facilities for Passengers." I wish to thank Mr Pope for responding to my invitation to write a short article for the Newsletter. (Editor)

* The Smart Card is loaded with a fixed sum of money. On the bus the card is scanned by a dedicated machine. The driver is told the fare required and this is deducted from the credit total logged on the card. The amount remaining will be indicated. The cards will need to be topped up. Cards will be available from the usual outlets, over the phone and eventually on the Internet. Consideration is being given to selling through local shops.

SOUTHWELL DAC CHURCH HISTORY WEBSITE

The Church Times 25 February 2000 carried the following information and I am grateful to Ray Banks for drawing my attention to it.

SOUTHWELL. The diocese launched a church-history website last Friday at St Helen's Burton Joyce, in memory of John Severn, a member of Diocesan Advisory Committee (DOC) for more than 20 years. Mr Severn, who died in 1998, had collected comprehensive historical information about every church in the diocese for the DAC's use. Stephen Langford, coordinator of the website project, said they couldn't leave Mr Severn's work as a "pile of papers in a cupboard". Work was still in progress, but launching the website now was a way of reaching out into communities, Mr Langford said. It was not just a case of displaying information, but involving others in the research. The message was not "This is our church," but "This is your church: help us to celebrate its history," Mr Langford said.

Professor John Beckett has kindly added some more details.

The Civic Society's former chairman John Severn was a man of numerous parts, one of which was his long and tireless service on the Southwell Diocesan Advisory Committee. He sat on the DAC in his role as a church architect, but partly as a result of his fascination with knowing more about individual buildings he compiled a great deal of historical information about churches the length and breadth of the Southwell Diocese, which is virtually the same as Nottinghamshire.

When John died suddenly in 1998 his work was incomplete, although he had created paper files on many of the 314 churches in the diocese, and these were held at Dunham House, the diocesan headquarters in Southwell. To commemorate his work and, hopefully as a suitable memorial to him, the Southwell DAC has now opened a website at :

<http://southwellchurches.nottingham.ac.uk>

The Internet site, when complete, will include an account of the history and archaeology of each church and church site in the Southwell diocese, including wherever possible information on monuments, graveyards, bells, organs and, of course, the architectural features of the building. Although much of the information is required to aid the work of the DAC, which is in effect the Church of England's planning authority within the Diocese of Southwell, by making much of the data available on the Internet the intention is both to widen access to information about Nottinghamshire's church

buildings, and at the same time to create a significant memorial to John Severn's work in this area.

So far only five churches have been completed, including St Peter's in Nottingham, and a further twenty or so are in active preparation. Volunteers are needed to research and write the entries for other churches, and anyone offering their services is given a full briefing.

Access to a computer is helpful, but by no means essential.

If you would like to know more about the project, and about how to become involved in preparing an entry for the Website, please get in touch with:

Mrs Rosemary Gatie at Dunham House, Southwell: 01636 817 210

BOOK REVIEW

Nottingham Then & Now

Published by Tempus Publishing Limited

Compiled by Douglas Whitworth

(96pp + board covers) £9.99

Available from local bookshops

Receiving yet another collection of photographs of Nottingham places the reviewer in some kind of dilemma. I feel that this latest offering from Douglas will just be competing in the bookshops with his earlier collections.

This volume is attractive and well produced. The photographs throughout the book are arranged in "Then and Now" pairs. The larger "Then" photographs are printed with a sepia tint, which has a strange feel when a number of these date from the 1950s onwards.

In some pairs of views little has changed, the interest level depends on the subject matter. Maybe it is the nature of modern buildings and developments, maybe it is the ubiquitous presence of the motor car but I found most of the older photographs more appealing.

My own preference is for each photograph to have its own caption; here the descriptive piece relates to both photographs. I am also interested in maps and I am sure collections of photographs such as this would have added interest if at least one was provided.

This is a book for those wishing to be reminded of their younger days or those lost places of the city frequented by their grandparents.

Ken Brand

HIS OWN LINE OF COUNTRY (ii)

A Third Railway Memorial in Nottingham

Though it may indeed have been the final work written by Ahrons, it was not to be the last of his writings to be published. Only two months afterwards, the same periodical reviewed another volume, which exemplified the high reputation in which Ahrons was held. This was the first part of L.T. MacDermot's *History of the Great Western Railway*, still regarded at the end of the century as an essential standard work. The prospectus for this book, included as a supplement to *The Railway Magazine* of December 1927, stated that: 'The chapters on the early engines and vehicles written by the late E.L. Ahrons, M.I.Mech.E, a recognised authority on this subject, settle several points in the early history of locomotives which have been the subject of keen controversy.' Ahrons had undoubtedly been the obvious man to make this important contribution to the history, and his name was evidently a strong selling point for the book.

In the light of the very warm reception accorded to *The British Railway Steam Locomotive* in 1927, it is surprising that it was allowed to go out of print for many years. By the end of the 1950s copies were hard to come by, and the transport publisher Ian Allan accordingly decided upon a reprint, which appeared in 1961. This was widely welcomed, demand being sufficient to justify second and third reissues. Nowadays even these Ian Allan reprints are not terribly easy to find in good condition, but a 1987 facsimile reprint by Bracken Books may be less elusive. Seventy years after its first appearance in book form, Professor Jack Simmons, in *The Oxford Companion to British Railway History*, judged that: 'It remains the best general account of its subject.'

The earlier of F.L. Ahrons' two most famous runs of periodical pieces was to remain unavailable in book form for several decades after his death. In 1915 he had begun a series in *The Railway Magazine*, under the comprehensive title: *Locomotive and Train Working in the latter part of the Nineteenth Century*. With 115 articles already published, this series was still appearing in print when Ahrons died, and the three final articles came out posthumously.

The *Railway Magazine* reported Ahrons' passing, regretting that a further series contemplated by him would now never be written. A photograph of the author, accompanying news of his death, shows a gentleman in late middle age with full slightly drooping moustache, and dark hair carefully combed across the crown of his head. Formally dressed in dark coat and starched

collar, he has something of the air of H.G. Wells' Mr Polly in later life. Ernest Leopold Ahrons according to *The Railway Magazine*, had possessed keen observation and a complete knowledge of his subject. Not only that: 'He was able to enliven them [his articles] with many personal reminiscences.'

This last remark touches on the real essence of these pieces. The rather solemn title of the series gives no hint of the pleasure Ahrons took (and gave) in leavening his historical and technical accounts with examples of the eccentricities of the railway companies of his, and earlier days. Though many of his anecdotes were first-hand, it is undeniable that hearsay crept into some of the articles, together with the occasional tall story. These are, however, often splendidly entertaining, bringing to life a period in which over a hundred separate railway companies operated throughout the British Isles.

Confining himself to the main companies still in existence at the time of the Great War, Ahrons wrote articles on thirty-two railways in Great Britain and a further five in Ireland. By the time of his death, the 1923 Grouping had reduced the number of major mainland companies to four. It had created the LMS, LNER, and Southern Railways, and left Ahrons' beloved Great Western unscathed, although permitting it to swallow up a number of smaller lines, mainly in South Wales.

Ahrons' articles were not republished until after the Second World War, when, between 1951 and 1954, Heffer of Cambridge brought them out in book form in six volumes. The first of these was priced at 15 shillings, and there was muttering from cost-conscious reviewers when vol. 2 appeared the following year at 18s. This criticism may have had its effect, as none of the remaining four volumes was to be as expensive as this. While Ahrons' purely engineering writing is unlikely to appeal to the general reader, there is something in each of the six volumes of *Locomotive and Train Working*. . . to engage the non-technical student of railway history. To quote Jack Simmons again: 'They are the best account we have of the daily running of British trains 1870-1900, concentrating on the work that was actually done and on the equipment used by the men who did it.'

Ahrons' wit has, one freely admits, the distinct flavour of a generation brought up on *Vice Versa* and *The Diary of a Nobody*, with a faint echo of Dickens thrown in. To remark, however, that a man born in Victorian England retained a Victorian sense of humour is not to denigrate him. Though Ahrons will not be to everyone's taste, it could be argued that, in his own way, he possessed a lively and recognizable style that few Nottingham writers of his day surpassed.

Like all the railways described by him, those companies, which served Nottingham, came in for their share of brickbats. Of travel on the Great Northern he observed. *'The backs of the seats were somewhat too vertical to be comfortable, the door handles required a pipe-wrench to turn them, and finally but by no means least, they were the 'hardest-riding' coaches in the country... They are still to be found 'grinding' over the branches, and if any reader is desirous of sampling them, he can try the 4. 18 express from Grantham to Nottingham...'*

Turning to the Great Central, Ahrons had gentle fun in describing the 'Bulwell Bus', or 'Dido', the staff train that served the inaccessible locomotive shed at Annesley. *'The 'Dido' consists of one or two very old and extremely shabby-looking six-wheeled coaches employed in making short trips of six miles or so between Annesley shed and Bulwell Common for the convenience of the Great Central Railway drivers and workmen. The gentleman who 'discovered' Annesley as a site for an engine shed, and ought to have been awarded the FRGS for his pains, omitted to discover the ground whereon to build houses, etc., so that the men had to be transported in the 'Dido' backwards and forwards to Bulwell and New Basford on the outskirts of Nottingham.'*

He had no particular local anecdote to recount about the Midland, Nottingham's oldest railway, but painted an irresistible picture of one of its lines in Leicestershire: *'And if any reader likes to travel round the Swadlincote and Woodville loop he will enjoy one of the most remarkable switchback railway journeys in the kingdom, through stacks of drainpipes, for the manufacture of which this district is celebrated.'*

(To be concluded)

Stephen Best

THE KEITH TRAIN MEMORIAL LECTURE

"The Civic Trust in the Next Millennium"

Michael Gwilliam

(Director of the Civic Trust)

Danjology International Centre, Nottingham Trent University,
Clarendon Street

Tuesday, 10 October 2000

Reception with Buffet at 6.30pm, lecture to start at 7.30pm

Mark this date in your diary

(Cost of Buffet £5.00, booking forms available later in the year)

GOOD ARCHITECTURE

The following extract is taken from a talk *Public Art in the Urban Context* given by Chris Smith MP, Secretary of State for Culture, Media and Sport to *Art & Architecture* at Alan Baxter & Associates' Gallery, Cowcross Street, London EC1 on 20 January 2000. Alan Baxter is the speaker at the Society's meeting on 11 April.

So what is 'good architecture'? And indeed, why should we care whether it is good, bad or indifferent? Architecture is an important expression of our culture. It reflects our past and is part of our heritage. And it is the means by which we shape our present and determine the value of our future. It is also the most visible form of artistic activity - it impinges on our everyday lives - it is not hidden away in secret places. One hundred per cent of the population experiences architecture.

Good architecture must first of all produce a building, which serves the client's needs. If it fails that test it is flawed, regardless of its technical and artistic merit. But beyond that, it has both a social and a cultural value. At its best, it is a source of inspiration and delight. Architecture is where art and science meet: it combines technology and function with social and cultural values. A building may give satisfaction in the way it fulfils its purpose and in the skills evident in its assembly: the way it uses form and space, its use of light, texture, materials, colour and the quality of its craftsmanship. Or it may engage us intellectually or emotionally in the way it resonates with symbolism and meaning.

But architecture also has a deeper cultural value. It both shapes and is shaped by the society of the day, and the place in which it is made. The buildings of Britain are a repository of our common culture and heritage. They provide continuity and a sense of history and tradition. The making of buildings, the act of design and the creation of architecture, give us opportunities to connect with this past, but at the same time to assert our present cultural values - to say something about where we live and work today and how this has changed.

Architecture reflects a particular period in terms of a society's taste and technique. Good architecture, however, also reflects that depth of experience that comes from an understanding of local issues and of the timeless qualities of culture and community. Part of the value of architecture lies in its ability to respond to these deeper sensibilities - to connect with, and enhance, the specifics of culture and location. The challenge for our architecture today is

to take the best of our own tradition, set it in the context of an increasingly global civilization, use the scope of new technologies, and marry them in new ways that meet our needs and aspirations.

Government interest

Should Government take an interest in this? I believe so, for a number of reasons. Architecture cuts across many areas of Government responsibility. It is the task of the Government to draw together policy threads on architecture and urban design to create the basis of a national urban design framework. The principal responsibilities lie with the Department for the Environment, Transport and the Regions (DETR), but my department and the Department for Education and Employment (DfEE) both have much to contribute. There is also an important role for the new advisory body, the Commission for Architecture and the Built Environment (CABE). CABE's remit encompasses education and a regional and community agenda, as well as the national design review function inherited from the Royal Fine Arts Commission.

Government has an interest in architecture because it helps to shape our national life and express our civic needs. It plays its part in the vigorous and healthy cultural life, which is vital to the well being and success of a nation. It therefore helps to define our identity and give voice to our values and aspirations. It reflects imagination, creativity and innovation. And a capacity to innovate, to imagine new futures, is essential to our ability to meet the challenges of a changing world. Of all the arts, architecture is the most public and the most enduring. A concern for architecture and for its promotion is properly a part of Government's wider responsibility for a national policy on culture.

Architecture is also one of the key delivery mechanisms for Government policies aimed at improving social development and modernizing the nation's services and infrastructure. The quality of our architecture and built environment can help to achieve success in many policy areas - social inclusion, health, education, housing and sustainable development. It helps to create coherent, humane and sustainable environments. We need the leverage of architectural imagination if we are to meet effectively the social, economic and environmental challenges that face us now and in the future. The basis for sustainable towns and cities of the future lies in a commitment today to quality and creativity in the way we design buildings and public spaces.

The Government wants to encourage a widespread understanding and enthusiasm for good architecture and urban design. Many people in Britain

care deeply about the quality of their built environment, just as they care about their natural environment. They have perhaps felt that they lacked the skills, confidence and opportunity to express their concern and to do so effectively. We want, therefore, to promote better education about architecture, a better public debate and more public participation in the processes, which determine the quality of architecture and urban design.

If we are to ensure good architecture, we must foster a climate in which innovation and good design can flourish. We need to encourage a collaborative approach to the promotion of architecture that makes best use of existing organizations and of individuals. We must encourage, acknowledge and honour excellence in design, and raise the profile of all those involved in the making of good architecture. Our focus tonight is on architects and artists, but we must never forget the structural and service engineers, the constructors and manufacturers who turn the architect's vision into reality. We must encourage designers in all these fields to innovate and, within reason, to take risks.

Government can lay down guidelines, but success lies in the hands of a committed client and a skilled architect. The architect's first duty is to provide a solution, which meets the needs of his or her client. This does not mean slavishly following a detailed list of requirements; indeed the highest accolade is the response from the client 'That is not at all what I had in mind, but it is exactly what I wanted'. Government can help by encouraging, promoting and supporting initiatives that will help good architecture to flourish. In doing so, we provide the opportunity for clients and architects to improve our built environments, the better to serve our communities.

Membership Drive 2000

To celebrate the new century, the Executive Committee have decided to hold a recruitment drive this year and aim to raise the membership to 2000! One way of doing this is to appeal to existing members and ask them to nominate a new member. For your convenience you will find a membership form enclosed with the April Newsletter. The Society has a busy year ahead and the time is ripe to recruit new members. If you have any ideas about recruitment or could help in any way, please contact me.

BOOK REVIEW

Nottingham Lace, Guide to the Museum of Nottingham Lace, The Lace Market by Andrew James, 16pp + card covers £2.25 (including a post card inside the back cover)

Published by The Museum of Nottingham Lace, 3-5 High Pavement

This is a very attractive booklet printed in full colour. Its text covering the rise and development of the lace industry is brief and to the point. The illustrations are well chosen and the maps offer some intriguing details. The centre spread sets out a self-guided walk around the Lace Market. Twelve key buildings are illustrated so that they may be recognised in situ. No description of the buildings is provided, but reference is made to the self-guided audio tour available for hire from the Museum. North on the map by the way is to the right. It is revealing to find Watson Fothergill's office at 15 George Street included in the Lace Market!

This booklet, in a wide A5 format, is extremely pleasant to handle, my only reservation is its price, but if you want quality this is it.

Ken Brand

THE LEEDS LIGHTING AWARD 2000

This is an annual award sponsored by two lighting companies and the Leeds City Council. Nomination forms are widely available around the city.

The aim of the award is to give recognition to good and innovative lighting schemes, and to increase awareness of the contribution that lighting can make to the night-time scene.

In reaching their decision the judges will be asked to consider the following points in relation to each entry:-

1. Appearance of the building or scheme when the lighting is on.
2. Effect on the appearance of the building or area resulting from the lighting installation when the lighting is not on i.e. the location and colour of the fittings.
3. The enhancement of the area.
4. The energy efficiency of the scheme and effects of light pollution.

(The best reason for nominating the winning scheme carries a prize of £200).

Nottingham Civic Society's

RIVER VISION CRUISE

**Aboard the *Nottingham Princess*
6.30-9.30pm Thursday 18 May 2000
Embark at *The Aviary*, Trent Bridge**

Join this Social Event which will also provide an opportunity to hear about the Society's vision for the future of the River Trent-perhaps Nottingham's most under-valued amenity. Our Chairman, Bob Cullen, will explain our vision and will prompt discussion on the future development of the Riverside.

The cruise will also feature:

- a finger buffet included in the price
- live music
- licensed bars
- a river trip up to Stoke Bardolph
- an *Evening Post River Trent Bygones* display
- a brief stop, hopefully, to inspect a collection of low emission urban transport vehicles

These vehicles will also be available from 12.00 noon to 6.00pm on the day for anyone interested in inspecting them and trying them out at: Trent Park Yacht Club, Trent Lane, Daleside Road, Nottingham.

The cost of the event is £12.00 per person, including buffet. Early booking is advised, as numbers are strictly limited to the insurance capacity of the *Princess*.

Please apply on the enclosed form. Tickets will be issued on a first come, first served basis. Send the completed form together with the remittance to:
NCS River Cruise, 57 Woodhedge Drive, Nottingham, NG3 6LW.

Cheques made payable to **Nottingham Civic Society**

Please enclose a stamped addressed envelope