

**AGENDA FOR PEDALS MONTHLY MEETING: 7.30 p.m. on Monday 18 February 2013
at The Vat and Fiddle, 12-14 Queensbridge Road, Nottingham NG2 1NB**

(Andrew Martin to chair)

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

Including apologies from Mara Ozolins and Hugh McClintock

2. Accuracy of the minutes of the previous Pedals Meeting (21 Jan), reproduced below

3. Minutes of the previous Pedals Meeting (21 Jan) and matters arising / update including:-

- discussions with Jon Avis and Arti Sharman (Experian) about options for improving Pedals publicity and promotion material
- discussions with CTC about a possible 'Cyclist-friendly cafes and shops, etc. project'
- A453 M1 to Clifton dualling proposals: need for toucan crossing at the new Mill Hill roundabout and letter to Right Hon Ken Clarke MP (and Lilian Greenwood MP)
- Ring Road Major proposals
- City Council Rights of Way Improvement Plan revision consultation
- [Cyclenation Forum December message] Progress for victims of road crimes? suggested item for CDG next meeting on 19 March, including response from Gary Smerdon-White of 23 Jan re this and the Nottingham Future Cycling Vision document and revised Cycling Action Plan (2012)
- NET extensions consultation: revised plans for High Road by Central College (Chilwell)

4. Report on recent meetings by people who have attended on behalf of Pedals.

5. Finance and Membership Issues (David Easley and Pete Elderton to report)

6. Forthcoming events / meetings

- Pedals meetings and chairing arrangements including

AGM and Ride on Sat 23 March
Invitation to Cllr. Jane Urquhart

- Other meetings / events

7. Forthcoming Pedals stall invitations, arrangements and volunteers to coordinate these

8. Cycle facility and traffic management matters including:

- Abbey Street – Leengate cycle path: exchange of messages between Roland Backhouse and Keith Morgan, City Council.
- proposed HS2 station at Toton Sidings and impact on local cycle routes / rights of way

9. Next newsletter (Spring / summer 2013)

(request for contributions for issue due to go to press in late April)

10. Miscellaneous items

- Draft Police and Crime Plan (DPCP) and Road Safety: mentioned by Brian Goss in his email of 27 Jan:
see www.nottinghamshire.pcc.police.uk/Home.aspx

11. Any other business

**Minutes of the Pedals Monthly meeting held on Monday 21 January 2013 at The Vat and Fiddle PH,
Queensbridge Road, Nottingham, chaired by Arthur Williams and with minutes taken by Hugh McClintock
(with one revision to the version circulated on 24 Jan)**

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

Present:

Hugh McClintock, Andrew Martin, Arthur Williams, Jonathan Avis (Experian Community Groups Involvement Volunteer) David Easley, Terry Scott, Roy Wilson, Susan Young, Andrew Househam, and Peter Briggs (after 9pm)

Apologies for absence from

Mara Ozolins and Arti Sharma (Experian Community Groups Involvement Volunteer)

2. Minutes of the previous Pedals Meeting (18 December 2012) and matters arising / update not otherwise on the agenda

Rural Rides and Cyclist-friendly cafes and shops etc.

Peter Briggs had suggested that there was scope for cooperation on this with the CTC, nationally and locally, and perhaps to make some new bid for Lottery funding, since we were now getting fresh encouragement to do this, with the rules having changed. However, Terry Scott was doubtful of the potential for this, given the local CTC's continuing problems in finding volunteers to lead rides.

SY commented on the experience of the various pub-based Facebook Rides groups which, she said, very much tended to depend on one person or a core group of friends. She thought that the key task was to help make other interested participants aware of these groups and their programme of rides, with a centrally accessible contact point, and contact details (mobile phone numbers) of the ride leaders.

Later, on Peter Briggs suggested that there could also be scope of collaborating with the CTC on a scheme to encourage and publicise bike-friendly cafes, shops and employers. It was agreed that he should discuss this further with Terry and the local CTC and then report back at our next meeting.

Feedback from December walking tour of cycle routes in Lenton and Dunkirk, organised by Iffat Iqbal, City Council

Arthur Williams agreed to approach Iffat Iqbal to find out if a further meeting this month was still proposed and, if so, when.

A453 widening and link to Clifton NET terminal site at the new Mill Hill roundabout

Agreed that Hugh should write to the two local MPs, Ken Clarke and Lilian Greenwood, as the site in question straddles their two constituency boundaries. It seemed that the Highways Agency were categorically refusing to provide a toucan crossing (on the north side of the new Mill Hill roundabout).

City Wide ASLs

Andrew Martin proposed that we should oppose any further ASLs in the City unless they included a proper approach cycle lane. Often these were not provided even where there appeared to be space. We must be able to get to ASLs easily and safely, he said.

However, others including Susan Young and David Easley, said that ASLs could still be useful without a full approach lane in that you could often ride around waiting motor vehicles to reach the head of the queue, provided that you had some basic lessons on how to avoid being trapped when the lights suddenly changed, etc.

Hugh said that sometimes ASLs had been introduced as part of general resurfacing and renewal of road markings and in these cases we were not consulted as we were in other cases including now, many of the new NET road layout proposals.

He also commented on the problem of many ASL markings being badly eroded and then even more poorly respected, e.g. on the northbound approach to the junction of Arkwright Street with Queen's Bridge Road and Queen's Road. We should do more to get these renewed as they were supposed to be every 2 years, but not apparently in practice. Other examples would be welcome please, for us to take up with the City Council.

This matter could also be discussed at a future meeting with Cllr Jane Urquhart, it was agreed.

Ring Road Major proposals:

Andrew Martin said that these now after all appeared to extend to Mansfield Road, contrary to the impression we were given at the time of the public consultation in the autumn that it would only extend to Edwards Lane or Hucknall Road.

Hugh said he would resend Andrew a copy of the comments he submitted last autumn, for Andrew to follow up with Keith Morgan, etc. This could also be raised at the next Cycling Development Group meeting, on 19 March and also if Cllr. Jane Urquhart takes up Andrew's agreed invitation to invite her to a Pedals meeting soon.

3. Pedals involvement with social media and discussion with Jon Avis of the Experian Community Groups Support scheme on the potential for improving Pedals publicity material, written and electronic.

Jon Avis was warmly welcomed to the meeting. Hugh produced examples of our various items of written promotional material.

Jon introduced himself and said that as well as offering up to 3 working days under the Experian scheme he was willing to put in more time off his own bat.

Andrew Martin said that it was very useful to have someone from outside Pedals who could offer a fresh perspective on our promotional efforts, both paper and electronic-based.

Jon agreed to produce various options and he would then come along and discuss these next month. It was agreed that having a new up to date poster was a priority and that anew efforts should be carefully coordinated with Larry Neylon's ideas for revamping our website this year.

Agreed that our website would remain the key focus of our (electronic) promotion, a key message coming out of the recent social media for community groups workshops at NCVS which David Easley had attended on behalf of Pedals. Hugh therefore recommended that Jon arrange to meet Larry at their convenience.

Hugh mentioned that he had also had an approach from another Experian volunteer, Arti Sharma, who was also interested in helping but who could not come to this meeting. He was still hoping to meet Arti before he went away next week. He would then suggest that he and Jon liaise to avoid duplication of effort and overlap. (PS to meeting: the meeting with Arti duly took place on 23 Jan and she is keen to work with us and Jon, as well as to liaise with Larry Neylon and Julian Bentley, who were not at our meeting on 21 Jan) to discuss their ideas on the major website redesign Larry plans, and Julian's ideas for Pedals to make much more use of Facebook and other social media).

4. Report on recent meetings by people who have attended on behalf of Pedals including

9 Jan Nottingham Local Access Forum and Rights of Way Improvement Plans revision consultation

Agreed that Hugh would now contact John Lee to ask him to let Larry Neylon know as soon as this consultation document was available for consultation (due out on 4 Feb) for Larry to put on the website and draw to the attention of all those Pedals members for whom we have valid email addresses.

Hugh also recommended that this be discussed at the next meeting, in February and that we make every effort to encourage a good response from Pedals members as well as to produce a possible general response from Pedals. If this could be drafted while he was away he might just be in time to finalise and submit it on his return.

15 Jan Greater Nottm Cycling Development Group meeting

Detailed notes from Gary S-W still to be circulated.

Meeting of 21 Jan to discuss the cycling issues on the High Road / Chilwell Road section of the NET route to Chilwell and Toton and general update on plans for cycling provision in the new NET extension route plans

Hugh McClintock and Peter Briggs said that this had been a very useful meeting, with clear evidence of many of our comments being listened to and taken on board, e.g. the need for toucan crossings and not just pelican crossings where the greenway alongside the tram crossed Cator Lane and Bramcote Lane in the Chilwell area. There had also been an attempt to simplify layouts and have more consistent types of provision. Herve Morvan of the Beeston Cycling Club had unfortunately not been able to make this meeting.

The position on proposed shared paths alongside the tram routes was still uncertain, at least in terms of their legal status rather than just their width, for various reasons. We still needed to lobby further on this, however.

The major issue still to be resolved was the potential shallow-angled tram tracks crossing in front of Central FE College on the High Road in Chilwell. Mark Weaver from Vinci Construction (and a cyclist!) was working on revised drawings which should be ready in February and which he would then send to Peter Briggs and Adrian Juffs for comments (in Hugh's absence). A further meeting might then be held.

5. Finance and Membership (David Easley, Susan Young and Pete Elderton to report)

David Easley said he proposed to keep open the Lloyds TSB account as moneys were still being paid into it. However, he suggested that he could now be the main signatory and contact for this account while Susan Young and Andrew Martin would continue to be cosignatories. This was agreed.

Triodos Bank application: Triodos had pointed out that our Constitution said that cheques for amounts greater than £50 should be signed by the Chairman as well. We might wish to consider updating this figure, but defer a decision on this until the AGM in March. The Triodos application was otherwise now going ahead, David reported.

David said that he had started drafting his Treasurer's Annual Report and noted that we still had a 'restricted funds' item. This was started some years ago to provide for funding possible new editions of our Pedals Pushers Guide and City County Forest books, which in fact we have not undertaken, nor or we now likely to do so, it was agreed. It was also agreed that we could therefore now remove this restriction.

New membership and encouraging members to opt for electronic versions of the newsletter. Agreed that we should now change the default for new members so that they would have to opt in to receive printed copies in future. Hugh suggested that David discuss the exact wording of this proposal with Pete Elderton as Membership Secretary, since it would need a change in the welcome letter to new members.

Susan Young suggested that we might soon wish to go back to having a lower quality newsletter, with no colour photos and thinner paper.

6. Forthcoming events / meetings

Pedals meetings including

18 March including discussions with Cllr. Kevin Greaves, Labour Spokesman on Transport, Notts County Council. Hugh would soon write and confirm this draft invitation.

Other meetings / events,

Sheila McKechnie Foundation Introduction to Campaigning workshop in Nottingham, Fri 1 February

No interest.

Broxtowe Transport Sub Group Next Meeting: 5 March at 2pm

Peter Briggs to attend.

Pedals AGM on Sat 23 March.

Hugh to send out notice to all members asap before he goes away. This would mention the proposed ride in the afternoon and a decision could be taken later on the route and who would lead it (to be discussed at the Feb meeting)

Cyclenation AGM, Birmingham, Sat 28 April

Peter Briggs willing to go and possibly also Susan Young.

Possible Pedals stalls at spring / summer events including the West Bridgford Summer Gathering on Sat. 18 May and Cycle Live on Sat. 22 June

Agreed that these two events, plus the Nottingham Green Festival (date not yet known), were the most important ones to which we should bring our display.

Hugh would approach Pete Elderton about coordinating our WBSG display this year, as he would be away that day. He would however volunteer to do the same for Cycle Live, in June. Andrew agreed to do this for the Green Festival.

Velo-City 2013 Conference (11-14 June, Vienna) <http://velo-city2013.com/>

Anyone from Pedals interested in going should let Andrew Martin know asap.

7. Cycle facility and traffic management matters including

Cycle path winter maintenance

Hugh said that we still had not been consulted on the City Council's proposed new winter maintenance regime, as promised at the CDG meeting in September. He had written to Chris Carter to chase this.

Arthur Williams commented that the canal paths had been surprisingly well kept free of snow recently.

Sustrans Code of conduct for shared paths (Dec 2012)

Susan Young said that it was important that this was aimed at other path users not just cyclists (and dog-owners, as Peter Briggs had commented) but also people with headphones etc.

8 Next meetings (Mon 18 Feb, 18 March and 15 April) – request for volunteers to chair the meetings

18 Feb: Andrew Martin to chair and David Easley to liaise with pub re booking and heating etc.

18 March: Susan Young to chair and liaise with pub.

15 April. Hugh McClintock to chair and liaise with pub,

Andrew Martin suggested that, at the start of each meeting, we formally agree the minutes as a true and accurate record of the previous meeting. Hugh said that he would in future include this at the start of each agenda, to act as a reminder/

9. Miscellaneous items

Proposals for handling of Pedals emails etc. during my absence in New Zealand from 28.1.13-15.3.13

Hugh now to put these arrangements in place, in coordination with Larry Neylon etc.

Progress for victims of road crimes? Message of 21 Dec from Simon Geller (Secretary, Cyclenation) to Cyclenation Forum:

Suggested that we raise this at the next CDG meeting, on 19 March. Hugh agreed to propose this to Gary S-W as CDG Chair.

Petition addressing dangerous overtaking of cyclists – message of 12 Jan from Julian Bentley and forwarded on 13th Jan to all Pedals members for whom we have valid email addresses:

<http://epetitions.direct.gov.uk/petitions/44059>

Agreed that this was a very useful and well-worded petition and that we should all encourage other cyclists to support it.

Poor driving and RoadSafe type schemes: message of 15 Jan from James Collins to the Pedals website:

Gary S-W had suggested that Hugh mention the Respect scheme which GNTP (Greater Nottm Transport Partnership / The Big Wheel) are as planning to launch in March to James and put him in direct contact. This would encourage companies with HGV, bus and van fleets to get SAFED instruction for their drivers.

10. Any other business

Nottingham Future Cycling Vision:

Susan Young said that she was concerned at some part of the recently suggested 'Nottingham future Cycling Vision', tabled by Gary S-W at the recent CDG meeting, e.g. it seemed too much to emphasise the vulnerability of cyclists and to be against the idea of portraying 'normal' cyclists.

We should reject any implication that cycling was a dangerous activity, she said and follow the ideas discussed at the special Cyclenation seminar in Birmingham last April on improving the image of cycling as a positive and healthy normal activity.

Final version (24 Jan) of the notes of the 21 January 2013 meeting at the Vinci Construction Offices at Toton to discuss the most recent changes with regard to cycling in the NET extension plans and particularly the proposed detailed alignment of the Chilwell line in the High Road and Chilwell Road area.

Present:-

- Richard Hand, NET Extensions Project Team, (RH)
- Mark Weaver, Vinci Construction (MW)
- Hugh McClintock, Pedals (HMCC)
- Peter Briggs, Pedals (PB)
- Adrian Juffs, Ridewise (AJ)
- Mark Osbourne, Mott McDonald (MO)
- Rob Park, Mott McDonald (RP)
- John Delaney, Broxtowe Borough Council (JD)
- Mitch Stevens, Nottinghamshire County Council (MS)

Apologies for absence from

- Cllr. Steve Barber, Broxtowe Borough Council,
- Gary Smerdon-White, Greater Nottingham Transport Partnership
- Dr. Herve Morvan, Beeston Cycling Club
- Briony Cheeseman, Sustrans
- Joanna Ward, Sustrans

Mark Weaver (MW) introduced the proposed agenda for the meeting:-

- Overview of recent developments
- Changes to cycle facilities in Phase 2
- Questions and comments
- Developing a system-wide routing system and signing strategy
- Discussion

Overview of recent developments and changes in proposed cycling provision.

RP said that most of these have been introduced to ensure simpler layouts and more consistency in the type of provision, as far as local circumstances / constraints permitted, and taking account of the attitudes of the two local highway authorities, the City and County Councils, as well as comments from Pedals.

University Boulevard:

Now to be combined footway/cycleway rather than segregated mostly still with 3m width

Lenton Lane / Gregory Street:

Change from cycle lanes (on road) to shared paths because of lack of room for adequate cycle lanes at some points. This would also permit easier integration with the canal path access and also the path connecting the toucan crossing with Grove Road / Alderney Street, etc.

AJ commented on the need to think further about the situation for westbound cyclists on Gregory Street wishing to continue towards the Abbey Street junction and Leengate and not going left via the 'cut-through' (Priory St / Old Church St)

Meadows Way / Enterprise Way (ng2)

There would now be a shared footway / cycleway west of the Queen's Drive junction, on the north side of Enterprise Way, connecting to the existing shared paths through the 'ng2' Business Park and helping to form continuous provision alongside the new tram line in this area.

Meadows Way;

Meadows Way and Queen's Drive and Waterway Street often ran very close together and there was pressure from local residents to retain some vegetation to help reduce noise from Queen's Drive. It was therefore proposed to provide some screening alongside the shared path on Meadows Way.

HMcC mentioned the need he had mentioned to Chris Carter and Keith Morgan of the City Council for the opportunity to be taken with the major changes to layout at the Queen's Drive / Castle Bridge Road junction (by Homebase) for a proper safe toucan crossing to connect across the tram tracks between Meadows Way and Castle Bridge Road, upgrading the informal (pelican) crossing used by cyclists since Castle Bridge Road was completed in the mid-1980s. It was also important to think about the informal route linking Gritley Mews (and Wilford toll bridge etc., further south) to Queen's Drive / Wilford Road at the junction with Waterway Street and the existing provision for cyclists at this junction, to ensure continuity and coherence as well as safety.

RP said that there would now be continuous shared path provision on the north side of the Meadow Way tram route right through to Arkwright Street. This would be of particular benefit to eastbound cyclists.

In discussion it was pointed out that the situation might be a little trickier for westbound cyclists keeping on road although they would have options to divert via the new toucan crossing near the north end of Queen's Walk, linking to the shared paths alongside Queen's Walk by the Clifton tram route.

Clifton route:

Queen's Walk

There would be continuous shared path provision alongside the tram and connecting to Wilford Toll Bridge realigned path as well as to the two toucan crossing where this route crossed Victoria Embankment near the north end of Wilford Toll Bridge.

Ruddington Lane – Farnborough Road

An asphalt path, mostly of 3m width, would be provided but designated as a footpath not shared path. HMcC asked if this could at least be a footpath with permissive access for cyclists.

Farnborough Road (north end) – Southchurch Drive junction

Again the layouts had been simplified and made more consistent

Southchurch Drive: mostly on-road provision (cycle lanes), though there were some complications with the need for car parking bays which prevented full consistency.

Farnborough Road (south end by Holy Trinity Church)– Southchurch Drive

Here also the layouts had been simplified and made more consistent and to permit safer right turns, into Southchurch Drive. There was space for a shared path behind the tram platform.

Clifton route terminal park and ride site.

There had been a small change to the proposed location of the secure bike parking. This would have CCTV and lighting coverage. There would also be a Citycard docking station.

Plans for the link road to and from the new Mill Hill roundabout on the new A453 included plans for a shared path but this would only go as far as the new junction (NET boundary) as the Highways Agency were unwilling to provide a toucan crossing on the north (Clifton) side of the new junction to connect safely with the old A453 being retained for local traffic and NMU trips to and from Barton Fabis and Thrumpton etc.

HMcC said that Pedals were very concerned at this omission which they had several times discussed with A-One Plus and the Highways Agency. The route via Barton Lane which the HA were suggesting as an alternative was on balance less suitable because it would involve cyclists having to mix with fast traffic on Nottingham Road, between Gotham and Clifton.

Chilwell route:

Toton to Chilwell

JD said that it had not been possible yet to reach agreement between Broxtowe Borough Council and Vinci on the provision of a complete shared path alongside the tram between Inham Road and the Toton Park and Ride site, with a 120m section that would still be only 2m wide, though connecting to wider paths at both ends. Finding a solution to this might now have to wait until after the new tram route was complete, and would require the cooperation of Broxtowe BC and the County Council Rights of Way section. JD also said that there was also a short section of existing bridleway upgrade which Broxtowe is hoping to do in the future.

RP said that, apart from this 120m section, there would now be continuous shared path provision alongside the Greenway and that, in response to Pedals requests, the two signalled crossings, at Cator Lane and Bramcote Lane, would now be toucan crossings and not pelican crossings.

Lower Road – Fletcher Road, Beeston

Deterrent paving would be provided near Neville Sadler Court to prevent motor vehicles trying to drive through alongside the tram but there should be space for a shared path 'bypass' for cyclists wishing to use this direct route rather than deviating via the new toucan crossing site near Salisbury Street.

Chilwell Road / High Road

The two tram platforms had now been relocated and would be opposite each other. This would have the advantage of making it easier for cyclists to make safe right turns into Wilmot Street and the 'back-street' alternative route away from the tram tracks.

There was still some uncertainty, MS said, over the County Council's attitude as Local Highway Authority to the proposed raised surface 'entry treatment' at the Wilmot Lane / High Road junction.

There was some discussion about eastbound cyclists wishing to continue on Chilwell Road beyond the tram stop and how much space they would have between the kerb and the nearest tram track. It was agreed that the narrow width of the footways, and the number of pedestrians in the area, precluded any shared path behind the tram stop etc. At the same time cyclists would benefit from the parking restrictions in this stretch.

Central College (FE) area, High Road

MW and RH said that it was now very unlikely that Velostrail track filler would be used, partly because it had not yet been authorised for use in the highway in the UK and partly because its installation might still result in a small but dangerous upstand which might trip cyclists. There were also maintenance issues.

At the same it was agreed that this was still potentially the most problematic location for cyclists on all of both of the new NET routes and that it was therefore very important to give further consideration to other ways of helping cyclists not cross the tram tracks at a shallow angle and then slip. It was also important to consider other local constraints such as the retaining wall and height difference by the College.

RP said he hoped soon to produce revised drawings which he would send for comment to PB and AD, in HMcC's absence.

In general both PB and HMcC said that they much valued the work that had recently gone into improving cycling provision in the plans for both routes and that the views of Pedals had clearly been listened to.

General NET extensions cycling waymarking and proposed signing scheme:

RP said that he would value detailed comments from cyclists on the proposed signing scheme including destinations to be shown. Mark Osbourne of Mott Macdonald is heading up the waymarking and will contact 'Pedals' representatives directly for their views.

HMcC stressed some relevant general considerations in cycle signing:-

- Consistency with signing and destinations on signs in both the City and County area
- The need to concentrate mostly on nearby destinations but with more distant destinations shown at some points
- The need for signs to be securely fixed and vandal resistant as far as possible
- The need for integration with other local signing such as that for the Erewash Valley Trail.
- The need to learn from detailed local cyclists' knowledge e.g. from Adrian Juffs (Broxtowe Ridewise) and Keith Morgan and John Lee (Nottingham City Council) in particular.
- Cycle parking and storage at tram stops should also be well-signed and the best safe and convenient approach routes.

HMcC, 24.1.13