

AGENDA FOR PEDALS MEETING:

8.30 p.m. on

Monday 24 April 2006

in the upper room of the Globe PH, Rye Hill Street / 152 London Road, NG2 3BQ (between London Road and Meadows Way just north of north of Trent Bridge) (preceded by mini-ride at 7 p.m, lead by John Parks, departing from top of Queen's Bridge Road)

AGENDA

1. Welcome, and apologies for absence

2. Minutes of Pedals meeting of 21 March and matters arising

- disposal of Trailer
- storage of Pedals display and marquee
- Membership forms; making more copies and distribution
- meeting of 4 April re proposed Sustrans Safe Routes to Healthcare project

3. Finance

4. Spring/summer Newsletter

5. Events / meetings including:-

- QMC Q-Active launch: 24 April (event continues to 26 April)
- Wed 3 May: Moving Forward Together: Sport in Partnership Meeting, Southwell Race Course
- Travelwatch East Midlands meeting, 19 May
- Hemlock Happening, Bramcote Park, 10 June
- Cyclists' Breakfast, 21 June
- GNBR, 25 June

6. Cycle facility and traffic matters including:-

- Carrington Street by Station
- abuse by buses and taxis of ASLs on Carrington St. etc.
- Hockley Pedestrian Priority Route
- Castle Boulevard; details of latest changes
- Old Market Square: Market St etc. proposed Traffic Regulation Order
- Trent basin development (ISIS proposals)
- Collinton Way – Rushcliffe Arena new path, West Bridgford
- improving cycle parking at Trent Bridge

7. Miscellaneous items:

- appeal for help with North Notts. Cycle maps
- Distribution of new Sustrans Lincoln-Newark area routes maps with Rural Rides leaflet:
- proposed Bikers event in Mansfield area: appeal for help from Claire Fleming

8. Any other business

PS: At the last meeting there was much discussion about the value of these notes and their length, which we need anyway to cut soon, for financial reasons. Opinions on the value of the notes differed. As a result I propose from now on:-

a) to send only the agenda and minutes of the last meeting to the minority of people who still receive hard copies by post and

b) to continue sending the full notes to other people, who received the agenda mailings by email, on the basis that they can then pick and choose which bits they look at and which they ignore and which they want to print out. There is no need for everyone to read them from cover to cover, if they do not wish!

(now being sent only to email recipients)

BACKGROUND NOTES

*** means feedback especially wanted please**

**** means help please!**

1. Welcome, and apologies

Apologies for absence from Andrew Martin, Roy Wilson, Bill Istead.

2. Minutes of the Pedals AGM held 21st March 2006 at the Globe.

Present: Hugh McClintock, Susan Young, David Miller, Peter Osborne, Gordon McGowan, Chris Gardner, Roy Wilson, Lawrence Geary and Andrew Martin.

Apologies for absence: Andrew Househan, David Lane, Bill Istead, Mara Ozolins

Future of Pedals.

The AGM began with a discussion on the future of Pedals, particularly with respect to if and/or when Hugh resigns. There was also discussion on what, as a group we can realistically achieve given the resources we have. No nominations were received for the four unfilled posts. Existing post holders remain as before.

Finance:

There was a small overspend for the year, but Pedals remains solvent.

Other Stuff.

- Ben's Bikes (mobile repair service) to be contacted for an article for the next newsletter.
- The Big Wheel is to be contacted to see if big cycle retailers can work with small cycle shops to improve the repair services available to cyclists.
- Newsletter printing: this could be done by Community Print Resource to reduce costs, suggested Andrew Martin.
- To raise money for Pedals, members are going to be invited to donate unwanted stuff for a car boot sale, sometime before June.
- Background notes: it was suggested that these should be dropped for a trial period and to just distribute agendas and minutes.
- An incident form was presented for discussion. This can be publicised in the newsletter, and may be run past the police.
- City Council online highway defects reporting: Hugh to write again to Councillor Grocock about getting prompter responses to defects and Kevin Heathcote from the City Council to be invited to a future meeting. (PS This has now been fixed for a half-hour slot at the start of the May meeting)
- Website. Our webmaster is returning around Easter, so it may get updated soon.
- Roy Wilson has offered to look after the display/marquee.
- Trailer saga. Further attempts will be made to resolve this.
- Membership forms are to be reprinted in a simple A4 design. Dave Miller to action.
- "Improvements" to Carrington Street. Eloquently described in Nick Mosses email. Hugh to write to Councillor Grocock to reinforce these points.
- The Hockley pedestrianisation scheme was discussed and suggested improvements made. Hugh to write to the City Council.

Update

Trailer: message of 5 April from Peter Osborne:

"Hugh - I spoke to David Lane earlier this evening. He is still willing to do some towing, but we need someone who knows about trailers to assess its roadworthiness prior to moving it. Peter"

There has so far been no response from anyone in response to this appeal. Can anyone help at all please?***

Pedals display and marquee.

Although Roy Wilson had offered at the last meeting to take on looking after this he has now decided, on closer inspection, that he cannot manage them so I am once again please looking for offers to remove them from the back of my garage where they have been since last used last September and are rather getting in the way.

If we really cannot find anyone else to take them on we might then have to consider getting rid of them but that would mean a) that we no longer had use of them for the (reduced number of) occasions that we are still likely to want them, e.g. for The Big Day Out in September and b) be an awful waste of the time and effort that Dave Clark put in to organising grant support and getting them only two years ago! **

Membership forms

There are several events coming up where we need at least to be able to send along/have displayed copies of our membership form even if we cannot now manage to organise a proper display.

PS. Susan Young has suggested that we may sometimes be able to manage an appearance at events by combining with Ridewise who also tend to have problems finding people to help.

Newsletter printing: Community Print Resource: Message of 3 April from Andrew Martin and my response

"Andrew
Thanks for this and for your apologies.
I will put this on the agenda for the next Pedals meeting and see if people want to take this up, or just bear it in mind, now that our new print arrangements with Novaprint are working reasonably well.
Have a good time away!
Hugh

>>> "Andrew" <andrew@veggies.org.uk> 03 April 2006 >>>
Good morning Hugh
Would you like to contact CPR and/or The Squat to discuss print matters?
I will be away cycling in Scotland from the 9-22/4, so please accept my apologies for absence from the next Pedals meeting.
Have a good week
Regards
Andrew
----- Forwarded message follows -----
From: Andrew
<andrew@veggies.org.uk>
To: asbo@squat.net
Subject: Community Print Resource
Copies to: cpr-nottm@lists.riseup.net
Send reply to: andrew@veggies.org.uk
Date sent: Wed, 29 Mar 2006 11:44:46 +0100

Dear All
I recently attended the monthly meeting for Pedals (Nottingham Cycling Campaign). We discussed print costs for our newsletter and I mentioned the arrangements for printing at CPR.

I did not have the costs and finer details available, so I offered to get in touch with you.
Please can someone contact the Pedals Chair Hugh McClintock by email, hugh.mcclintock@nottingham.ac.uk to discuss.
Regards
Andrew

Local bikes shops and cycling promotion: copy of my message of 22 March to Gary Smerdon-White of The Big Wheel

"Dear Gary
At the Pedals monthly meeting on Monday there was quite a bit of discussion about the importance of local cycling shops in promoting cycling and especially for newcomers to cycling, or others with little knowledge of basic bike repair and maintenance, who might buy a bike and then give up at the first sign of trouble, if there was nowhere convenient to get it seen to.

Part of the problem is that many people now buy cheap bikes from the likes of Halfords and then find that those outlets have no interest in post-sales service and repair. Local bike shops often struggle financially and their survival is made harder by bike sales being creamed off by the larger outlets, eroding their main source of margins.

Is it at all possible, we therefore wondered, for The Big Wheel either to prevail on the big outlets to cooperate in some way with local bike shops to ensure good back up after sales service or else to find some other way to support the remaining local cycle shops before even more go out of business?

This is also of course very relevant to efforts to encourage local employers to encourage cycling by their employees.

We would be interested in your comments please and also to know whether this important aspect will be addressed at all in your forthcoming Big Wheel cycling promotion strategy.
Hugh"

...response of 24 March from Gary Smerdon-White

"Hugh as I mentioned before - Helen is working with Lynn on this and I think it best they reply. If it is part of the plan I'd be happy to help as appropriate.

...and from Graham Hubbard (Ridewise), 27 March

">>> "Ridewise" <ridewise@hotmail.com> 27 March 2006 >>>
RideWise buys all its bikes from local suppliers and include a servicing package in with our purchase deals. This summer we hope to run some maintenance courses but nothing has been specifically planned. I will enquire as to whether our team would be able to provide a course of training and what the charges would be.

Meeting on 3 April at Nottingham PCT to discuss proposed Nottingham pilot for Sustrans Safe Routes to Healthcare project

This meeting, involving Phil Insall, Sustrans Active Travel Manager, Helen Ross from Nottingham PCT and others showed much interest in this proposed project. Phil Insall is now to prepare a 5-6 page brief to help flesh out ideas for its aims and scope, to be circulated more widely than the relatively small

number who could attend the meeting, including The Big Wheel who could not be represented (Lynn Hanna wanted to come but was away on holiday) and the City and County Councils.

Events

Friday 21 April (10.00): Stapleford Traffic and Transport Group

Can anyone go please? If so please let me know urgently**

Wed 3 May: Moving Forward Together: Sport in Partnership Meeting, Southwell Race Course

Anyone interested in attending this event on behalf of Pedals please?
Hugh

>>> "Starr, Simon" <simon.starr@ntu.ac.uk> 12 April 2006 >>>

Dear Delegate
On behalf of the Nottingham & Nottinghamshire County Sports Partnership I would like to invite you to the above event at Southwell Racecourse on Wednesday 3rd May 2006.

Many of the key players in sport, business, education, health and the voluntary sectors have been invited to attend to help shape the way in which the County Sports Partnership can add real value to the sporting offer across Nottinghamshire.

Similarly, the arrival of the London 2012 Olympic Games and Paralympic Games provides us with a fantastic opportunity to develop sport in the county, both in the run up to the Games and as a legacy for future generations. County Sports Partnerships have been charged with driving this work forward and in Nottinghamshire, we want to grasp this opportunity with both hands.

This event is your chance to influence the strategic direction of the work of the County Sports Partnership, right at the outset. As key partners and stakeholders, your views and thoughts are integral to prioritising and determining the role of the Partnership. It will be about how you and your organisation can contribute to the development of sport and active recreation across the County and the part that you want the Sports Partnership to play. The day will include workshop sessions on a number of key areas that we believe will underpin a successful strategy for sport in Nottinghamshire. Further information will be provided approximately one week before the event, which will hopefully assist you in formulating your thoughts and enable you to contribute fully to the workshops. Detailed below is the outline programme for the day.

1st session	2nd session	
2.00pm	5.00pm	Registration
2.30pm	6.00pm	Welcome by Ted Cantle, Chair, Nottingham & Nottinghamshire County Sports Partnership
2.35pm	6.05pm	Setting the Scene

Simon Starr, Director,
Nottingham & Nottinghamshire County Sports Partnership

2.55pm	6.25pm	Workshops
To determine the strategic direction for the County Sports Partnership and the priority areas in developing Nottinghamshire's Olympic offer		
4.30pm	8.00pm	Prioritisation by Partners and Stakeholders
4.50pm	8.20pm	Moving Forward Together
5.00pm	8.30pm	Finish
5.00pm	----	Networking and Food

This programme may be subject to change

In the meantime, in order to help us make this event a success, I would be grateful if you could fill out the attached booking form and return it to Perfect Motion by 26 April at info@perfectmotion.org, or post to Perfect Motion at 72 Wollaton Road, Beeston, Nottingham, NG9 5GZ. I hope that you are able to attend and if you are, I look forward to seeing you on the day
Simon Starr, Director
Nottingham & Nottinghamshire County Sports Partnership

East Midlands Regional Cycling Event, Derby, Saturday 6th May; Message of 5 April from John Stubbs, Chair, Derby Cycling Group:

"Dear everyone,
With Derby being awarded Cycle Demonstration Town status by Cycle England (Department for Transport), the Derby Cycling Group is holding an East Midlands Regional Cycling Event on Saturday 6th May. The Derby Cycling Group would like to invite your organisation to attend this meeting.

As transport policy and planning is being increasingly made at a regional rather than just local level, the Derby Cycling Group feels it is important to develop contacts with other cycling organisations in the East Midlands. We would also like to be able to share our experiences in implementing the new cycling developments in Derby as widely as possible.

Cycling organisations in Chesterfield, Lincoln, Loughborough, Leicester, Northampton and Nottingham have already indicated their intention to come on the 6th May and we would now like to extend our invitation to some of the more local cycling groups in, and around, Derby.

The following arrangements have been made:

The venue for this event is: The Flowerpot, 25 King Street Derby DE1 3DZ. Location: <http://www.streetmap.co.uk/streetmap.dll?G2M?X=435102&Y=336652&A=Y&Z=1>

There is plentiful, secure cycle parking available there.

Provision programme:
11.30: Introduction and welcome: tea/coffee available at the bar

11.45 - 12.15: Presentation - Derby as a Cycle Demonstration Town and Cycling in the East Midlands
12.15 - 12.45: Discussion, questions, answers
12.45 - 13.30: Lunch (although we cannot provide lunch, the Flowerpot does excellent, very reasonably priced meals)
13.45 - 17.00 (approx): Cycle ride to various locations in Derby. Precise itinerary is still to be decided. We are aware that many of you coming from outside Derby will arrive by train and therefore will be on Brompton's etc. With sufficient prior notice we could provide some bicycles and helmets for those unable to bring their own.
17.00 onwards, light refreshments and informal discussion back at the Flowerpot

Members of the DCG will be at Derby Railway Station to meet the following trains: the 10.56 arrival from Market Harborough, Leicester and Loughborough, the 11.05 arrival from Leicester, the 11.02 from Chesterfield and the 11.00 from Nottingham (09.23 from Lincoln via Nottingham). We will then escort you to the venue.

We will also escort any one back to the railway station at the end of the afternoon and if anyone needs to leave early (i.e. while on the ride) we can also see that you get back to the station in time for your train.

It would be very helpful to our planning if you could let us know, as best you can, how many are likely to be coming in your group. We can then alert the Flowerpot as to the likely catering requirements and make necessary adjustments to the ride itinerary.

We hope this programme seems attractive to you and hope to see you on Saturday 6th May. Please don't hesitate to ask if you have any questions.
Derby Cycling Group:
www.derbycyclinggroup.org.uk
John Stubbs: john.stubbs@derbycyclinggroup.org.uk

PS. Susan Young, Andrew Martin and I hope to go.

Travel Watch East Midlands meeting, Friday 19 May

Half-day seminar from 10.30 in the Talbot Suite of the Crown Plaza Hotel, Wollaton
An important chance to see that cycling issues are included in the debate about the new East Midlands area rail franchises. I hope to attend, and Dave Holladay, CTC Public Transport Campaigner, may also be coming.

Cyclists' Breakfast plans: 21 June: message of 3 April from Jeremy Prince, City Council

"Hi Hugh
This is not confirmed yet but what we are aiming for is to have the event at Castle Wharf (home to Via Fossa, Waterfront, Evening Post etc). Event to start from 7.30 am and will provide free healthy breakfast to all cyclist commuters on Wed 21st June 2006. Watch this space
Jeremy"

...and message of 4 April from Jeremy Prince:
"Dear all
I have just spoken to the manager at the Waterfront Bar at Castle Wharf who is happy, in principle, to host this year's event of the year - namely the Wheelie Big Breakfast. More details will follow but I

envisage involving all neighbouring organisations e.g. Via Fossa, Evening Post, Fitness First, Magistrates Court, Nat West, BT and Capital One etc. The Waterfront can prepare cooked breakfasts from 7-10 am.

I have also provisionally booked the 2nd floor of the Waterfront to host the Cycle Forum but I want to check with everyone that it is still something that we want to do. Can I have thoughts please as soon as possible?

Cheers, Jeremy Prince
Transport Partnership Officer
Nottingham City Council
City Development
Exchange Buildings North
Smithy Row
Nottingham
NG1 2BS
(t) +44 (0)115 9155 141
(m) +44 (0)7973 284 796
(f) +44 (0)115 9155 483

I hope we can help get a very good turnout for this event, please; free food usually helps!*

**request for Pedals stall at Hemlock Happening:
Sat 10 June**

"As last year, we have had a request to provide "a field activity" at the Hemlock Happening taking place in Bramcote Hills Park on Saturday 10 June from 2-10 p.m. In fact this year they have sent us a Contract Agreement to sign.

At the AGM last week we agreed that, with our now much reduced available volunteer person power, we can now respond to appeals for participation in only a very few events (e.g. The Tour of Britain, if that comes again to Nottingham this year, and The Big Day Out event in September). I therefore assume that we will not want to respond to this invitation. If however, any one does want to take it up and organise even a limited appearance such as a Doctor Bike Clinic, please let me know. I will in any case raise the matter at our next meeting, on 24 April.
Hugh"

GNBR06, Sunday 25 June

The registration forms for this year's Great Notts. Bike Ride, on Sunday 25 June are now out (booking deadline: 19 May) and you can also register online at:
<http://www.nottinghamshire.gov.uk/bikeride>

Note that this year there is a new 10-mile option, for families and no doubt also designed to appeal to those people for whom the 18-mile 0(not to say 50-mile) options do not leave enough time in the day for pub stops!

Cycle facility and other traffic matters

recent highway amendments on Carrington Street (by Nottingham Station) (24 March)

"Dear Councillor Grocock
I understand that Nick Moss has written to you to make an official complaint about the lack of adequate consideration for cyclists' needs in the recent changes to the layout of Carrington Street by Nottingham Station.

We discussed Nick's detailed comments at the most recent Pedals meeting this Monday and it was agreed that I should write to you to give strong support to them.

Given the importance of this route as a major corridor for cyclists as well as buses and pedestrians we do consider it very disappointing that many cyclists now feel that the situation has got worse for them not better.

Although we welcomed the inclusion of the two Advance Stop Lines for cyclists, which are a positive feature, we are particularly disappointed that both northbound and southbound cyclists now feel more squeezed by passing motor vehicles, especially large ones like buses.

This could have been avoided if more space had been left for cyclists, e.g. with a narrower pavement build-out on the station side and a less protruding paved area at the top of Queen's Bridge Road on the west side. The approach cycle lane on the station side could easily have been made longer, to improve the value of the ASL.

We are also concerned that there appears to be no attention to ensuring that motor vehicles, including buses, do not intrude into the ASLs, thus reducing their value in making cycling safer.

We know that further changes on this route are likely in the longer term with the implementation of the Station Masterplan. However, that is no reason for the present inadequate arrangements which, we are sure, are already having the effect of discouraging cycling on this route, not encouraging it, especially by less confident cyclists.

With more careful attention to detail it should surely be possible to find a solution that improves the safety of cyclists in all respects, while still accommodating the wish to make improvements for pedestrians and buses. We therefore strongly endorse the appeal from Nick Moss for urgent changes to modify the detailed layout, without waiting for the further longer-term changes once the Station Master plan is implemented.

This experience, and our recent criticisms of the detailed implications for cyclists of The Turning Point scheme, underline once again how vital it is to ensure that there is a much more thorough and systematic assessment of the impact on cyclists of all major traffic management and redevelopment schemes, especially in and near the city centre.
Yours sincerely,
Hugh McClintock,
Chairman, Pedals"

**...response from Paul Williams (City Council) of
29 March and my reply to him:**

"Dear Paul
Thank you for your reply.

I am pleased to know that further alterations are to be made but would very much like to urge, in view of the problems that have arisen, that these are made as soon as possible. Having looked at the situation on site again, as well as heard various peoples' comments, I am even surer that there is a very unsatisfactory and more dangerous situation now for both northbound and southbound cyclists in the

vicinity of the Queen's Road junction. This is compounded by the way that many motor vehicles, including buses, are intruding into the cycle lanes and the advance stop line areas, thus making the situation even more intimidating for cyclists.

If I can be of any help in speeding up this process by giving a more detailed explanation of our comments I will be very happy to do so and to discuss these on a site meeting if you wish.

In any case please keep me closely in touch with the rest of the audit process.
Hugh

>>> "Paul Williams"
<paul.williams@nottinghamcity.gov.uk> 29 March 2006 >>>

Dear Hugh
Thank you for your e-mail dated 24th March 2006 and addressed to Councillor Grocock regarding the above.

As I am the officer investigating Mr Nick Moss' official complaint I have been asked to reply to you with information.

The situation to date is that I have replied to Mr Moss' letter explaining (as you have outlined in your letter) that the current situation is not the final highway layout for Carrington Street; further alterations will follow. Timescales for these works have yet to be confirmed.

With regard to the alterations that have been made, a stage 3 (works completion) safety audit has now been submitted. The findings of this audit, together with Mr Moss' comments and your e-mail will be forwarded to the consultant and client associated with this scheme for them to consider the next course of action.

Once the above process has been completed I will reply to Mr Moss and supply you with a copy of this letter and the associated findings.

In the meantime if you require any further information regarding this issue please do not hesitate to contact me.
Regards, Paul Williams"

Bus (and taxi) abuse of Advance Cycle Stop Lines (On Carrington Street, in particular): copy of my message of 19 April to Andy Gibbons, Public Transport Team, City Council:

"Andy
You may have heard about the criticisms from Pedals and others about the impact on cyclists of the recent changes on Carrington Street near Nottingham Station and, in particular, the new pinchpoints just north of the Queen's Road and Sheriff's Way junction which have resulted, particularly in the peak period, in quite intimidating conditions for both south- and northbound cyclists on this route which is of course very important for both buses and cyclists.

One of the factors that often now makes this area so intimidating for cyclists, in addition to the tight layout, is that there is so much abuse by drivers of the new advance stop lines for cyclists, especially the ASL on the eastside by the station. This, I have noticed, on several occasions, includes a high level of intrusion by both buses and taxis.

Pedals thinks that it is anyway very important to ensure that these facilities are correctly used, if they are to fulfil their potential to help cyclists but, in view of the clear evidence of bus and taxi abuse of ASLs at this location, I am writing to ask if the City Council can please take immediate measures to ensure that both bus and taxi drivers clearly understand and respect these facilities, as a precursor to a more general campaign to ensure their correct and safe use by all concerned.

This need is all the more important, I might mention, in view of the City Council's policy, for aesthetic reasons, not to include red surface markings on ASLs, which, we think, itself tends to give the impression to many drivers that compliance does not need to be taken seriously! Strict enforcement action is therefore all the more important to offset this drawback.
Hugh"

Nottingham Station redevelopment proposals and cycle parking inside the present main entrance

Under the recently published proposals the present entrance will be pedestrians only and the current well-used bike parking will be removed. We need at least to ensure that this loss is more than matched by the provision of groups of cycle stands at several other locations on different sides of the new station building.

...copy of my email of 10 April to Steve Brewer and Richard Wood, City Council

"Richard
Steve
Is it definitely the intention that the present Sheffield stands in the Porte Cochere area would be removed as part of the plans to pedestrianise that area in the new station plans? If so, they would be very much missed by cyclists, as, for all their faults, looking rather neglected and prone to vandalism, they do have the great advantages of being undercover and conveniently located.

I was by the way rather surprised when arriving at the Station last Thursday at about 10.00 a.m. to catch a train to London to find that only one space remained in these stands, with all but one being occupied by two bikes!

If they really will have to go as part of the new station plans it is essential that their loss is more than compensated by the provision of lots more, at a number of different locations around the station, and preferably also undercover and at no less convenient locations! That of course is in addition to providing good well-sited, well-signed and well-managed and maintained cycle lockers, as previously mentioned.
Hugh"

..and reply from Richard Wood (10 April)

"Hugh
Porte Cochere is to be given over to passenger circulation, customer cafe/retail facilities etc. but lots of cycle provision capable of being provided elsewhere. Station planning application submitted today so no doubt you will be responding formally to this in due course.
Regards, Richard"

Hockley PPR: Proposed TROs TMP 6464 (ref. HM/TM/TE/TMP6564): my comments to the City Council (27 March)

"f.a.o. Mrs. Tessa Evans
Senior Officer, Traffic Management
Dear Mrs. Evans

Thank you for your letter of 1 March asking for our comments.

In principle Pedals supports the proposals but subject to being satisfied about the details at these locations:-

- the junction of Carlton Street and George St and the cycle lane approach to this from the west.

We understand that no form of segregation is proposed for the contraflow cycle lane on the south side of Carlton Street but instead there will be reliance on more subtle surface treatment. We know that motor vehicles now, especially buses, entering Carlton Street at the Victoria Street end, are prone to pull over towards the southside kerb before swinging round to enter George Street and we are therefore concerned at the possible danger to cyclists, especially when they are trying to position themselves to pull over to the right to continue downhill and not concentrating on motor vehicles approaching from behind.

In principle we can see that the proposed changes will be safer than the current layout where it is not at all clear to drivers that cyclists may legally be carrying on downhill but the correct approach for such cyclists will need to be carefully marked and signed, with encouragement to pull over in good time and measures to warn drivers at the top end of the street to slow down and watch out for cyclists.

- the road closure between Broad Street and Heathcoat Street.

Even though we appreciate the value of the proposed ramps to slow down drivers in the vicinity of the corner of Broad Street and Carlton Street we are also still concerned at this point that approaching drivers may not be expecting cyclists riding in both directions on the "wrong side" of the road.

We are also concerned that the cut-through for cyclists should be more clearly marked than appears proposed on the cover of your leaflet. We suggest that it should be a slightly lower level and preferably with some differentiation in surface as well as with discrete cycle signs and logos. Without these it will not be clear either to cyclists or pedestrians that cycling through the closure is legal and pedestrians may be more inclined to cross without looking out for cyclists. This would increase the risk of conflict between cyclists and pedestrians.

Finally, we would like to point out the importance at both ends of this route of having signs to make clear that it is legally available for two-way cycling. Lack of such signs is one of the drawbacks of the current arrangements where, because of the poor markings and signs near the George Street junction, we know that many cyclists now think that two-way cycling is no longer permitted throughout.

Getting these detailed points right is vital, we believe. We would therefore be happy to discuss them in more detail at your convenience, should you so wish.
Hugh McClintock,
Chairman, Pedals"

Old Market Square: Market St / Long Row proposed changes

The City Council have asked for comments by 28 April on further changes to the junction of Market Street and Long Row including making Long Row one-way westbound only (with no provision for contraflow cycling) and closing the short access road which gives useful cycle access from Beastmarket Hill to Long Row and the north side of The Council House (though this is currently obstructed the Market Square revamp works). I therefore propose we should object?*

Castle Boulevard changes: new amendments

The City Council have now decided that it not feasible to include the toucan crossing near the junction with Castle Meadow Road in the first phase of this scheme (on which work is due to start shortly, i.e. 19th April) so, at least to start with, cyclists emerging from the north side canal path from Grove Road etc, (and now unable officially to continue on what will soon revert to being just a footway, on the south side of Castle Boulevard) will have rather awkwardly to do a dog leg, left, into a new ASL at the Castle Meadow Road junction and then right into the extended cycle lanes on Castle Boulevard.

...my comments to Craig MacLennan, City Council (10 April)

"Craig
Thanks for your letter with details of the latest amendments.

It is unfortunate that you now do not expect that you will be able to include the toucan crossing at the Castle Bridge Road junction in Phase 1 of the scheme. Even though it will certainly help to have a facility for cyclists approaching Castle Boulevard from the northside canal path to be able to turn left after coming under the bridge and then into an ASL on the Castle Bridge Road approach to the Castle Boulevard junction, and then turn right towards the City Centre, this will seem very tortuous compared with the direct route cyclists now have, using the shared path (and is therefore inconsistent with the important principle of trying to ensure directness in cycle provision, as emphasised for example in the 1996 IHT/CTC Cycle friendly Infrastructure guidelines).

No doubt therefore many cyclists, especially less confident ones, will with this arrangement, be even more likely to continue riding on the southside footway, regardless of its changed status from shared path to footway.

Having said that I am sure that Pedals would welcome the ASL anyway, as a device for enhancing the safety of cyclists turning right into Castle Boulevard from Castle Bridge Road. As mentioned before we would also like to see an ASL for cyclists turning left into Castle Bridge Road from Castle Boulevard, to help cyclists going straight on, and I hope that the outcome of the investigations you mention will decide in favour of this. We would also welcome an ASL on Castle Boulevard on the inbound approach to this junction, particularly to help cyclists turning right into Castle Bridge Road.

We look forward to details of Phase 2 once you have made further progress with these design details including possible extension of the inbound and outbound cycle lanes.
Hugh"

Nottingham Waterfront Trent Basis Public Consultation event, 31 March-1 April

I attended this event and then sent in written proposals, emphasising our agreement with the proposed shared use riverside path on the north bank of the Trent, provided that it was wide enough for safe shared use and well linked to the rest of the development and the wider cycle network.

Fwd: Beeston canal tow path and comprehensive cycle direction signing: message of 22 March from Anne Sladen and my comments in forwarding these to Ed Ducker, Notts CC.

"Ed

You might be interested to see Anne's very positive comments on the upgraded canal path.

Any comments on the particular matters she raises, e.g. signing. As I have mentioned before Pedals is very keen to see comprehensive and consistent signing of the whole length of path between Beeston Lock and Trent Lock, including the local destinations served by the route in both the County and City areas.

Hugh

>>> "Anne Sladen" <anne@sladen.org> 22 March 2006 >>>

Hi Hugh

I used the Beeston canal tow path today and it is just about finished from the city/Brox boundary to the Meadow Lane bridge, and from Beeston Lock to Beeston Marina. Don't know about beyond the marina as I was on my way back from city centre.

I presume that the intention is for cyclists to use the road (Canalside) between these Meadow Lane Bridge and the Lock. Vegetation has been extremely severely cut back even mature trees cut down. Surface quite different from the city section, (more of a tarmac finish, not grit).

Very pleased also to see the section of quality path, and drop curbs indicating that it is designed for cyclists (higher standard I'd say than the tow path, city or Brox section) in WB linking near David Lloyd/Rushcliffe arena to Squires way. However no signs up to indicate where it leads or is shared path. However very useful to me in my journeyings from WB to Beeston.

Best wishes, Anne"

Cycling and NEMA plans: extracts from exchange of messages between me, Patrick Davis (Sustrans East Midlands) and Mary Carswell (Thrumpton Parish Meeting) and including comments from Nick Moss (13 April)

>>> "Nick Moss" <nickmossy@hotmail.com> 12 April 2006 >>>

"Hugh

You have my full support. This will accord with the Highways Agency approach at the public inquiry into the A453 from Clifton to Barton in Fabis in about 1996. They agreed to provide an on line route at the public inquiry - after the inspector told them to agree details with me. they cannot go back on such promises now.

This route will support accessibility planning principles - a cornerstone of LTP2.

PS why not immediately write to Alistair Darling explaining what the problem is and get him to instruct the HA to change their approach.

Nick Moss
21 Brockley Road
West Bridgford
Nottingham
NG2 5JY"

From: "Hugh McClintock"

<Hugh.Mcclintock@nottingham.ac.uk>

Subject: Cycling provision in the A453 dualling scheme

Date: Wed, 12 Apr 2006 16:19:48 +0100

>Dear all

>

>Please see the message below from Patrick Davis of Sustrans East Midlands.

>

>Sustrans' stance very much concurs with that of Pedals and we shall be working closely with them to ensure a good standard of cycling provision as an integral and on-line part of the A453 upgrading scheme and not just 'off-line' in the A453 corridor'.

>

>This is vital if full advantage is to be taken as part of the scheme to maximise its potential as a good commuter route linking a variety of residential and employment areas along it including Clifton, the Ratcliffe on Soar Power Station, the East Midlands Parkway Station, NEMA and the Pegasus Business Park etc., as well as providing for safe access for other local cycle trips between local villages etc. In no way, we consider, can off-road and more tortuous and substandard surface links such as the Trent Valley Way be regarded as adequate substitutes for part of the route, important as they are for leisure use during daylight hours.

>

>We will be raising this issue at the next meeting of the County Council's Highways South Cycle Working Group on 1 June and would much appreciate your support please. We are also raising it in a submission to be made shortly as part of the NEMA Draft Master Plan consultation.

>>Hugh

(message from Patrick Davis, Sustrans, to Mary Carswell)

"Dear Mary

Many thanks. It helps a lot. Please can you advise the date of your meeting with Shifeek.

For our part, we remain keen that good commuting routes from Clifton, Long Eaton, Derby, Shepshed and Loughborough to the burgeoning employment areas at NEMA/Kegworth/ Castle Donington are built into the A453 and M1 projects.

Your news of the intended Thrumpton - Long Lane link is good, the rest is as expected and all the more dispiriting in that pre-Trunk Road Review plans for the A453 did incorporate a properly continuous route all the way from Clifton.

In any event, we shall be very happy to join you in this campaign.

Patrick Davis
Sustrans East Midlands
Tel. 0116 270 2905"

"Dear Patrick

Our Thrumpton Parish Meeting Clerk was told this first by Shifeek Hussain at a meeting set up by the Highways Agency for us and Barton. I then spoke to

him and he confirmed that the intention was that the Trent Valley Way would suffice from Clifton to Barton, the local roads then from Barton to the Power Station, a cycle route along the A453 from the Thrumpton end A453/Power Station junction as far as the Long Lane bridge, then accessing Long Lane to Kegworth. The section along the A453 itself would then be about 1.5 to 2 miles at most. They see this in its whole as being 'a continuous cycle route along the A453 corridor'. The fact that it is rather circuitous to say the least, has an unsuitable surface on the Trent Valley Way section and uses fairly narrow and increasingly busy local roads through Barton and Thrumpton are not as relevant as the fact that it is a cheaper option!

Shifeek Hussain was clear that he did not see this as a commuting route but as a leisure route. If it goes ahead in this way that will probably be true as it will not meet the needs of commuters who otherwise might be persuaded to cycle, or will it open up employment options for those without any other form of transport to the Power Station and the Airport for example - public transport is minimal at present.

They have not confirmed that this is what will happen but it is clearly their preferred option at this stage - hence the need to keep the pressure on.
Hope this helps
Regards, Mary

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

From: "Patrick Davis"
<davis@crowbrook.freeserve.co.uk>
To: "Hugh McClintock"
<Hugh.Mcclintock@nottingham.ac.uk>;
<mary.carswell@ntlworld.com>; <Tom.Dalziel@eon-uk.com>
Sent: Monday, April 10, 2006 3:02 PM
Subject: Re: Cycling and NEMA plans

> Dear Hugh, Mary, Tom
>> Thanks, Hugh, for keeping me in the loop. As you know, Sustrans also wishes to see a commuting route built into the A453 scheme, not least as part of our Three Cities Cycling Route 66 project and I'll shortly be writing to NEMA along similar lines to Mary's. One question, if I may, though. Please can you confirm the source of the HA position reported by Mary that the HA does not intend to include a cycle route alongside the A453 between Clifton and Kegworth?

>
> I wrote to Shifeek Hussain in February and received a reply which included the following "..... we intend to provide some sections of on-line and off-line cycleway within the boundary of the highway scheme; other sections would have to be provided via the local highway and rights of way network by the local authority in order to form a continuous cycle route along the A453 corridor". The rest of his letter ran to the effect that things were still very much at the outline stage and that we'd be consulted further in due course.

>
> When the moment is right, I shall be canvassing all Sustrans supporters in the sub-region to join a letter campaign and possibly in due course to speak at the public inquiry. In the meantime, I should be pleased to be kept informed of your respective progresses and, if you wish, to copy you into mine.

>
> Best wishes, Patrick Davis
> Sustrans East Midlands

> tel. 0116 270 2905
>
> From: "Hugh McClintock"
<Hugh.Mcclintock@nottingham.ac.uk>
> To: <mary.carswell@ntlworld.com>
> Cc: <Jeremy.Dixon@amscott7.com>;
<davis@crowbrook.freeserve.co.uk>;
> <Tom.Dalziel@eon-uk.com>;
<shifeek.hussain@highways.gsi.gov.uk>;
>

> Sent: Monday, April 10, 2006 12:14 PM
> Subject: Re: Cycling and NEMA plans
>>

> Mary
> Thanks for bringing this to my attention. Pedals has not so far made a response to this document but I will now see to that.

> Hugh

>

>>>> "Mary Carswell"
<mary.carswell@ntlworld.com> 08 April 2006 >>>

> Hugh

>> I'm not sure if Pedals is already responding to the Nottingham East Midlands Airport plan
<http://www.nottinghamema.com/en/about/masterplan/>
> but I am planning to include the following in our response:

Cyclists and the bus lane signals opposite County Hall, West Bridgford; message of 5 April from Ed Ducker, Notts. CC, in response to my query as to why the signals in the southbound bus lane on Loughborough Road still do not appear to detect cyclists 4-5 years after they were introduced.

"Edward Ducker <edward.ducker@nottsc.gov.uk>
05 April 2006 >>>

Hugh,

Traffic Signals have sent me the following response, I hope this is of assistance:

"The bus lane has 2 detectors which work as follows. The first detector loop (located between the entry to and exit from B & K Thomas) acts as a bus detector only which requests a hurry call (subject to the status of the signals) for the bus gate. A second detector situated immediately in advance of the stopline detects all vehicles and acts as fall back to demand the bus gate within the normal cycle, i.e. not a hurry call. This detector was placed here to catch any buses not detected at the first loop and also for any other vehicles mistakenly using the bus lane (such as those leaving B & K Thomas) and for cyclists using the lane legitimately. The sensitivity of the loop should be set high to detect the presence of bicycles. I shall check that this is the case and ask for any adjustments to be made as required.

We are currently running an experiment with the latest generation of above ground video detection supplementing the normal loop detection at a couple of other traffic signalled junctions to overcome the sort of problem raised by Hugh. If this experiment is successful and if problems persist at County Hall I shall look into whether this would be a suitable site for such an application.

I hope that this information is satisfactory."

Best wishes,
Ed Ducker
Cycling & Walking Officer

Re: cycle schemes in WB and Sharp Hill housing transport assessment: message of 7 April from

Ed Ducker and my response:

"Ed

Thanks for your response.

In advocating this proposal Pedals had always recognised that some widening of the narrower sections of the path would be needed to make it suitable for safe shared use, and that changes to the layout in the vicinity of the zebra crossing would also have to be made.

Hugh

>>> Edward Ducker
<edward.ducker@nottscc.gov.uk> 07 April 2006 >>>
Hugh,

1) Edward Road-Bridgford Road path:

I have suggested that this might be considered as part of some pedestrian proposals for the town centre as it would make the route out towards Radcliffe Road shorter. However, having discussed this suggestion further there are some concerns that I envisage may well prohibit us from allowing cycles on this path in the foreseeable future:

- The width of the path - this probably would be suitable for an unsegregated shared path in some locations but here there are heavy pedestrian flows and the width is insufficient to allow both modes to mix,
- I have concerns about cyclists' egress straight onto the zebra crossing at Bridgford road and the conflict this would pose with pedestrians and vehicles.

2) ASLs and Sharp Hill development:

At this stage I have not been consulted regarding any proposed removal of ASLs at Melton/ Musters or Melton/ Boundary as part of this scheme. I would be opposed to the removal of ASLs.

Regards,
Ed Ducker
Cycling & Walking Officer
Environment
Nottinghamshire County Council

New cycle path from Collington Way to David Lloyd access road, West Bridgford

This new path has been finished, behind Rushcliffe Arena, providing a through route from Loughborough Road (Chaworth Road) to Compton Acres avoiding Rugby Road. I am trying to find out a) when it will be signed and b) if an extension is to be built, behind the Arena, to join the existing cycle paths more directly.

improving cycle parking at Trent Bridge: copy of my message of 11 April to Ed Ducker and Kate Butler, Notts. CC:

"Ed

I forget to mention to you earlier that the need for improved cycle parking at Trent Bridge was recognised during the recent Big Wheel Travel Plans progress review workshop (in the Derek Randall suite) on 30 March by Derek Brewer, Chief Exec at Trent Bridge and also now Chairman of the Greater Nottingham Transport Partnership.

When opening the workshop he mentioned that a couple of people (I was not in fact one!) had already mentioned to him the problems they had in finding somewhere safe to leave their bikes and he admitted

that this was a problem and that he would do something about it.

I hope therefore please that you and/or Kate Butler (who was present at the workshop) can now please help him to ensure that he does not forget this commitment!

Thanks, Hugh

...and reply of 12 April from Kate Butler, Travel Plans Officer

"Kate Butler <kate.butler@nottscc.gov.uk> 12 April 2006 >>>

Hugh

I am in the process of arranging to meet with Derek in the next few weeks to work on a travel plan for the Cricket Ground and as part of this process I am sure that this will be one of the issues addressed.

Many thanks Kate

Kate Butler
Travel Plan Officer
Environment Department
Nottinghamshire County Council
Tel: 0115 977 4523
Fax: 0115 977 4054

Misc. items

appeal for help with achieving accurate cycle maps for N. Notts (31 March)

"I had a phone call last night from Paul Rea of Cycle Lincs (and, incidentally, the husband of Nicola Jones of Sustrans East Midlands). He has a consultancy doing work on cycle maps called 'Realistic Solutions' and has been commissioned by Notts. CC to prepare a cycle map for N. Notts, the first of 4, I gather, which will cover the county.

He has already done much work on it, including riding about 700 miles to check various details, but would appreciate offers of help please to double check things in the Worksop and Retford areas. These are of course way beyond the normal Pedals area of operation but he would welcome feedback from any cyclists, CTC or otherwise, with good local knowledge of those areas including refreshment stops.

Please contact him by email at:
Paul@realisticsolutions.biz
Many thanks, Hugh"

Distribution of new Sustrans Lincoln-Newark area routes maps with Rural Rides leaflet:

When I was asked recently by the County Council to arrange a supply of labels for them to send out copies of the new Rural Rides leaflet to Pedals members I asked if it would be possible to include copies of the new local Sustrans map leaflets which Nicola Jones had given me to send out with the next Pedals newsletter, thus saving money for Pedals (and Sustrans) and getting the leaflets that much sooner to our members. This was agreed and I then returned the package of Sustrans map to Andrew Oliver at Trent Bridge House.

However, when my copy of the Rural Rides leaflet arrived it was not in fact accompanied by the new Sustrans leaflet which made me wonder if they had after all been forgotten, I spoke to Andrew Oliver and he assured me that this must have been a one-off

mistake as they had indeed sent out both together.
Did other people in fact get both, as intended?*

PS. Sustrans are trying to arrange, I gather from Nicola Jones, to get copies of their new local maps in the goody bags for GNBR participants.

Proposed Bikers event in Mansfield: request for contacts from Claire Fleming

>>> Claire Fleming <claire.fleming@nottscc.gov.uk>
10 April 2006 >>>

Incidentally, I'm hoping to run a Bikers event in Mansfield this year - either the day before or day after. Hugh - Does Pedals have members / contacts that far afield who may want to be involved?

Claire Fleming (0115 9774658)
STEPS Co-ordinator,
Nottinghamshire County Council
Trent Bridge House
Fox Road
West Bridgford
Notts
NG2 6BJ

Hugh, 19.4.06