

AGENDA FOR PEDALS MEETING:

7.30 p.m. on

Monday 20 February 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)

AGENDA

1. Welcome, and apologies for absence

2. Discussion with Torsten Thalman on Sustainable Mobility and Cycling in Hannover.

(7.30-8.30 p.m)

(8.30-9 p.m)

(10-minute break)

3. Minutes of Pedals meeting of 16 January and matters arising

4. Finance

5. Newsletter, including feedback on Winter issue

6. Events / meetings

7. Cycle facility and traffic matters

8. Improving the Pedals website.

9. Miscellaneous items

10. Any other business

BACKGROUND NOTES

* means feedback especially wanted please

** means help please!

1. Welcome and apologies

Apologies for absence from

Bill Istead, Mara Ozolins, John Wilson, Andrew Martin, Lawrence Geary,

2. Discussion with Torsten Thalman

Torsten lives in Nottingham and works as a planner with the East Midlands Development Agency (EMDA) where he is apparently one of the few people who cycles to work there.

Message from Torsten Thalmann about his presentation on Hannover at Pedals 20 Feb. meeting

"My talk is about sustainability of the Hannover transport system as a whole. Cycling is part of that but not the core focus. I will bring along a handout of 4 pages for 15 people and give my talk on this basis. This should maybe take half an hour. I thought it would be interesting to have more time for a discussion about differences in Hannover/ Nottingham after my introduction. Best wishes, Torsten"

3. Minutes of the Pedals Meeting held 16th January 2006 at the Globe.

Present: Hugh McClintock, Susan Young, Peter Osborne, Arthur Williams, Andrew Martin, Steve Brewer, Chris Beattie, David Clark, Elizabeth Kirk, Gordon McGowan, Lawrence Geary, Dave Morris and Ed Ducker

Apologies for absence: Bill Istead, Mara Ozolins, David Miller, John Bannister, John Wilson, David Lane and Roger Codling.

Discussions with Ed Ducker (County Council Cycling and Walking Officer).

Ed went through various schemes, both completed and still in progress including:

- ASL's in Rushcliffe: Wilford Lane, Loughborough Rd and Melton Rd; Trent Boulevard and Radcliffe Road. Proposals for ASLs in Arnold.
- Shared Footpath along A612 Burton Joyce (nearly complete).
- Beeston Broadgate scheme (nearly complete). High Road contraflow (just started).
- Canal towpath – upgrade of surface from the marina to the city due in February.
- Lady Bay Bridge is being improved, cyclists may benefit from this.
- Kimberley to Hempsill Vale railway path.
- An action plan for the next five years with specific targets is being produced.
- The Cycle Design guide update. (First produced in 2004).

Other schemes in the pipeline: upgrade of signing for Wilford Rd, Landmere Lane, Thackeray's Lane, Dovecote Lane. More ASL's where locations are suitable.

As well as reporting faults to the appropriate fault reporting website, cyclists are also encouraged to report faults to Ed Ducker.

Discussions with Steve Brewer (City Council Sustainable Transport Officer).

Steve is responsible for producing the North and South City of Nottingham maps. 30,000 of these are produced each year, and they are reviewed annually. Steve produced a number of maps during the meeting for comment.

- A new base map has been produced which was considered by Pedals to be a big improvement.
- A new city centre map has been produced. This map and the base map will form the basis of the replacement maps for the North and South maps of Nottingham.
- A detailed map of Carrington Street was displayed showing the changes that are taking place in the vicinity of the railway station. The scheme shows improvements for pedestrians and cyclists. Improvements are also aimed at bus users. (This is the major bus route to the Broad Marsh).
- A detailed map of Castle Boulevard was displayed showing the changes that are taking

place. Pedals felt that it was generally an improvement but certain problems remain. For example, the cycle lanes in operation during peak hours are obstructed by parking (a criminal offence). There were also some concerns about the loss of the shared path on the south side which now offers a convenient link between the canal towpath further west and the footbridge to the towpath further along and the quiet route to the Station etc.

Dualling of A453. Pedals (and others) are pushing for a cycling facility to run from Kegworth to Clifton. However, there are fears that cycle provision may be downgraded to contain costs.

Dualling of A46. Widmerpool to Newark. Work on this is due to start in around two years' time. If the current proposals are implemented, there will be many benefits for cyclists. However as with the A453, there is the risk that these benefits could be reduced to contain costs.

With both schemes we needed to coordinate our views and actions closely with Sustrans, Hugh emphasised and he was in touch with Patrick Davies and Nicola Jones about this.

Canning Circus Pedestrianisation Scheme. The City Council has responded to Pedals' comments. A cut through will be available. The Ropewalk will be two way and there will be ASL's.

Finance.

- Admin costs are rising rapidly. There is not much coming in from donations.
- City County Forest (which got a very favourable review in this month's Cycling Plus) is still bring money in.
- Community Accounting are raising their charges to £75 + VAT. Pedals will have to pay this unless someone cheaper can be found.
- The newsletter is going to press imminently. This costs about £1000. If it can be pdf'd and emailed, this could reduce costs. Hugh pointed out that there had been very little response when we had sounded out members about this via the newsletter a year or two ago, however.
- Publication Fund. This will be discussed at the AGM – should it be kept separate?

Pedals Website. An upgrade is due later in the year when our webmaster returns to Nottingham from Edinburgh. Contacts and membership form must be kept up to date.

Pedals Toolkit. Efforts are being made to try and get access to this.

Other Stuff. Possible Pedals social proposed sometime in March or April. Ride to and tour of a brewery in Radford.

Update:

EMPTUF (East Midlands Public Transport Users' Forum) Questionnaire): my message of 23 Jan to Jim Froggatt, representative on EMPTUF of EMTAR (East Midlands Transport Activists' Roundtable):
"Jim

I raised this matter at last week's Pedals monthly meeting and the feeling was very much in agreement with John's comments, with an additional comment on the importance of the quality as well as the quantity of cycle parking, with particular regard to security.
Hugh

...(message on this topic from John Cutler, EMTAR, and CTC Right to Ride Rep for Northants)

>>> John Cutler
<johncutler@ardua88.freeserve.co.uk> 16 January 2006 >>>

Jim,

It seems very surprising to me that in the wish list of thirty improvements there is no reference to carriage of bikes or cycle parking at stations. EMPTUF seems to have a similar blind spot to the TOCs.

For many people the state of the toilet facilities or even punctuality are details. If they cannot get their bikes on the train they go by car. Some who do not have that option have to suffer endless frustrations and indignities by having their bicycles stolen from insecure parking, being refused a place on the train because they have not booked or there are already two bikes on board, or simply foregoing the best public transport option which is getting on your bike at the end station and seamlessly cycling off to your destination.

John

CTC Regional Benchmarking visit to Nottinghamshire, 19 January

The meeting went well, with good organisation of the arrangements by Ed Ducker, and pretty mild weather compared to much we have had since Christmas. Subject to Ed's agreement I hope to include a report on what came out of it in the next Pedals newsletter.

Riverside Path maintenance: Trentside

As suggested at the last meeting I wrote to NNFC about this, asking if they could extend the work they now do on cutting back the grass by the path near their training ground but, not surprisingly, the declined to take on responsibility for all of the path between Trentside and The Hook (Ladybay). I then took this up with County Councillor Cooper:-

Riverside Path maintenance: my message of 31 Jan to County Councillor Cooper, Chair of the West Bridgford Forum

"Dear Councillor Cooper,
Cycleway/Footway - Ladybay Bridge to The Hook, West Bridgford

The surface of this well-used path continues to deteriorate whilst the County and Borough Councils seem to continue denying responsibility for its maintenance.

You will recall that we corresponded last summer about this and as you have a foot in both camps so to speak Pedals wondered if you could please now get proper arrangements finally sorted out.

Currently there are two potholes adjacent to the stretch of trees near the bridge and three near the gate here. Several small ones alongside the Boots Sports Ground are coupled with one where over half the path has disintegrated.

The stretch between The Forest Training Pitch entrance and The Hook suffers from a lack of verge cutback in the summer and fallen leaves adhering to the surface in the winter. The Football Club kindly attend to the verge between the bridge and their gate but are reluctant to deal with the last two hundred yards. Whoever replaced the bollard here perhaps has maintenance responsibility? Could Rushcliffe Streetwise take this under their wing, do you think? Thank you, Yours sincerely,
Hugh McClintock, Chairman, Pedals”

Castle Boulevard cycling provision enhancement proposals:

Following our discussion with Steve Brewer, and several other comments received, I duly sent in a formal response to the City Council which, in essence supported the general principle of extending the on-road cycling provision while also asking that they consider seriously retaining shared use on the south side path which is clearly regarded by many cyclists as a safer, more convenient and more direct route for some trips, including those between the Grove Road direction and the Castle Wharf footbridge which takes you across to the southside canal towpath and on to Castle Meadow Retail Park or the Station etc.

A few days after our meeting I had a phone call from BBCTV, inspired by a complaint about the Castle Boulevard cycle lanes from one of their staff who cycles in this way. This led to a feature including interviews with me and with Steve Brewer, on a very cold day a few days later which was shown that evening. My voice at least came over as rather trembling with cold after all the hanging around we had to do, repeating shots for various reasons.

I only hope that the sight of me on their screens only a few months after the last East Midlands Today feature did not make too many viewers want to hurl a brick at their TV sets or other behaviour to give vent to their hostile feelings at the sight of someone trying to take on what some in the local media have portrayed recently as the absolutely hopeless cause of trying to find a single good word in defence of any cyclists!!

Cycling on Pavements: message of 3 Feb from Paul Hill:

I know we spent quite a bit of time discussing this issue at our last meeting but Paul has asked us to consider it again and pass on complaints to the appropriate authorities. What do people think of his proposal? If we pass on complaints about poor cycling behaviour is it not going to look a bit off unless we do the same with complaints about poor driving?

“Hugh

Further to yesterday's emails I would like to bring to the attention of Pedals there are still a number of cyclists who ride through pedestrian zones and on pavements at top speed without a policeman in sight.

Take for example, Wednesday before last, at around 4 pm whilst I was walking down Exchange Walk on the right hand side, with a group of women walking up on their right, I saw a cyclist ride up from St Peters Square into Exchange Walk weaving around the women at top speed forcing me to jump for my life into a nearby shop doorway. During my journey down to Bunny's to collect my bike I never

saw a policeman to report the idiot. Neither was there one outside the Magistrates Court!

I've also remembered an incident from last year where several cyclists heading down Exchange Walk from South Parade was asked by me that they must get off and walk with the bike down Exchange Walk only to be given a tirade of abuse in return for my efforts. And not a bobby in sight.

Still in the city centre, last Wednesday 1st Feb, walking down Albert Street towards Broadmarsh, a young cyclist came hurtling towards St Peter Sq at full speed weaving around pedestrians.

In that same week on the Friday at around lunchtime when I was walking with a friend along Vernon Road pavement towards David Lane crossing, but south of the Vernon Pub on the narrow pavement an adult cyclist hurtled past us on the pavement and disappeared into Vernon Avenue, he was damn lucky I hadn't stepped over to my left when he passed us on the pavement or else he would have been in the road, then a little later on as we were heading towards Costcutter on David Lane, a cyclist sped towards us on the pavement almost forcing us into the fencing.

I read on Teletext channel 5 this morning that police in Boston Lincs, are now going to tackle cyclists who ride in pedestrian zones after a 65 y.o woman was injured by a cyclist, hitting the cyclist with a £30 penalty. I would like to see the same thing happening here - hang on a minute - there was such a similar scheme proposed years ago for Nottingham - what happened to this scheme? Does anyone know?

I am fed up to the back teeth with these selfish moronic cyclists giving the genuine law abiding cyclists a bad name, and whenever anyone complains in the press they tar every cyclist with the same brush, and something must be done about it. But I won't hold my breath with our police force, as they never seem to do anything about it.

Please pass this on to relevant departments. Looking forward to hearing from you with your comments etc.

Paul Hill “

The Wheel Thing. Guardian, Sat Feb 4 2006: Following our discussion on this matter at our last meeting, and the consequent bad media publicity for cyclists, Dave Morris asked me to pass on this article by Zoe Williams

“There are advantages to not listening to the radio all day long, besides being able to get some work done, and one of the major ones is that you won't, accidentally, hear even a very partial account of the day's business in the House of Lords. Last week, I had the great misfortune to catch Lord Quinton's question about cyclists. I had the even greater misfortune to hear some other - oh, oh, language is a poor tool without swear words! - fella join in. They were audibly indistinguishable, being of a similar age, class and background, and furthermore appearing to share the stertorous lung function of the physically lazy individual who hasn't set arse on a bicycle seat for 50 years. Quinton wanted to know “whether Her Majesty's government would take steps to ensure that bicycle users would abide by the Highway

Code". The other guy wanted to point out that a cyclist had once nearly run over his wife.

I've always been broadly in favour of a second chamber, as a colourful and slightly random foil to the grinding predictability of proper democracy, but this - this showed better than anything what a shameful waste of space these people are. For one, there are already steps to ensure that cyclists abide by the Highway Code. If a copper sees you not abiding by it, you get a 30 quid fine. It's all rather charming and Miss Marpley, not to mention the fact that people who are into that kind of thing would pay the 30 quid just for the thrill of being told off by a policeman. This is very much like standing up and asking, "Would Her Majesty's government take steps to ensure that people don't commit crime?" To which the only answer is, well, we could make up some more laws ... or we could arrest you, for the crime of being totally daft.

There is something about the miscreant cyclist that seems to get people more exercised than they are about the misbehaving motorist. I put it down to the fact of being able to see the flesh and blood (well, hopefully not the blood) of someone on a bike, whereas when people get into cars, their metal encasement turns them into robots in our minds, and we're grateful to them for any act of courtesy. We're grateful that they don't deliberately kill children, then laugh a rasping, metallic laugh.

This is the truth about the cyclist - before they have even decided whether or not to shoot a red light or run over your wife, they are more civic-minded than anyone else travelling in any other manner, bar by foot. If they do run into someone, they at least (like the bee) do their victim the favour of hurting themselves in the process, which is why, if you had any sense, you'd save your hatred for the motorist, who (like the wasp) injures without care. Cyclists are persistently treated like the naughty children of the road, where the SUV driver is the decent, law-abiding adult, when, in fact, the very opposite is the case. And while it's a difficult sum to calculate precisely, I'd estimate that one cyclist is as socially beneficial as 10 lords. Would Her Majesty's government care to take any steps about that?"

Re: Fwd: The Wheel Thing. Guardian, Sat Feb 4, 2006: comments from Paul Hill

"Hello Hugh,

The Wheel Thing which was also discussed in today's Evening Post is a very interesting one, and I thought I would add my experiences to the debate.

Last Monday or Tuesday afternoon around 4 pm when coming up Basford Road from Reydon Drive towards home I spotted two youths in hooded tops with their hoods up, riding on the south side pavement. As I continued to cycle home at a leisurely pace the first youth came off the pavement into the road without even checking for traffic - and his mate then did exactly the same thing, only by this time, he came within inches of my front wheel and I told him to look out, only to be met with a torrent of abuse.

Then a couple of afternoons later approaching the top of Reydon Drive I was met by a guy on a pushbike who had travelled from Nuthall Road and turned the corner at top speed off Basford Road into Reydon Drive, on my side of the road, although he swerved to avoid a collision, I called him an idiot only

to be confronted seconds later further up Basford Road by the same guy who deliberately cut me up and wanted to know why I called him an idiot. I refused to answer that and he left the scene. But I sped off home thinking he might catch up with me.

On the two occasions that I have been met with bully boys and abusive youths on cycles I despair at the general attitude of youth of today when they show no respect for their own lives or for the lives of those around them.

On a totally different day I spotted a black guy riding his pushbike and concentrating on his mobile phone in Basford Road, and weaving all over the road and not concentrating.

My biggest fear is that the stupidity on the road as highlighted may one day cost these young ones their lives should they become involved in an accident with a car, bearing in mind that there are some idiots who cannot drive in accordance with the highway code, and when a cyclist such as those highlighted is injured / maimed for life through no fault of the car driver, it is ultimately the car driver, or myself wean taking due care and attention on the road, we end up being blamed for causing the accident or death of a cyclist who was not looking out for other road users.

I take great exception to the fact that when something like this happens cyclists en-masse, i.e. the law abiding section of society, get tarred with the same old brush from the misguided general public.

And it high time that the cyclists who flout the Highway Code should be dealt with appropriately.

Looking forward to receiving your comments on the above issues raised, and if you can send this on to the relevant departments that would be a great help. If you do this, can you ask them to email me on the address that you received this email.

Thank you for your time. Paul Hill"

Should we pass this on, as Paul suggests, and to whom?*

4. Finance

Susan Young to report.

5. Newsletter, including feedback on Winter issue

Novaprint turned this around much more quickly this time so my efforts to streamline the process, by them and by Derrick Hankey (artwork) paid off. Thanks to John Wilson and as well as to Di (my wife) for help in stuffing and dispatching the copies; as always much appreciated!

To help add variety we could do with more offers of photos as well as other contributions, please. Now that more people have digital cameras it should be easier to get a good variety and to avoid the need to repeat several used before. Any offers, please?***

The next issue will be going to press soon after our April meeting, to come out in May along with the annual subs. renewal reminder, and possibly some Sustrans leaflets about their new routes around Newark.

At the AGM next month I suggest we review various possible options for dealing with the increasing costs of printing and dispatching the newsletter, allowing both for continuation and non-continuation of Nelsons' funding support this year which will take us through to the next issue.

6. Events / meetings

Notts. CC Highways South Cycling Working Group meeting, Trent Bridge House: 9.30 on 2 March.

Anyone (else) interested in attending please?*

Cycling provision in the A453 widening proposals (discussed last month) is one important think to raise, plus the usual long and tedious list of longstanding matters, often quite minor, that are taking ages to get properly sorted!

Any other suggestions please?*

Pedals AGM, 20 March

Nominations, according to our constitution, are supposed to be submitted by the February meeting to our Secretary (it does not say what is to happen if we don't have such a person!) but of course can be accepted on the night, when there will be, as usual, food as an inducement to attendance! (We must remember to book this at our meeting this month)

Friday 21 April: Stapleford Transport and Traffic Group

Meeting at 10.00 at Stapleford Library. Does anyone wish to go please? I have the agenda and minutes of the last meeting.

CCN/CTC Spring Campaigners' Conference, Birmingham, Sat. 20 May

This will be in Birmingham, I understand, i.e. relatively near which might perhaps interest more people in going along.

As I rather expected I have had no further comeback from anyone since, at our November meeting, I reported on my attendance at the last one earlier that month in Warrington, emphasising that we would need at least 10 reliable volunteers to commit themselves to any such event that we might consider running here. Without that support there would be no point in offering!

Rotary Club of Wollaton Park Bike Ride, 21 May

"Hugh
Our sponsored bike ride will take place this year on Sun May 21st. Venue has yet to be confirmed, but we hope to run it again from the Stick and Pitcher on University Boulevard, starting from about 9.30a.m.

Nearer the date, I can be contacted on 9286647, or by e-mail a.taylor54@ntlworld.com

Best regards, Andy Taylor
Rotary Club of Wollaton Park "

7. Cycle facility and traffic management matters:

County Council Online highway maintenance defects reporting system: my message of 23 Jan to Cllr. Stella Smedley, County Council Cabinet

Member for Environment and Sustainability:

"Dear Councillor Smedley,
For some time we have been increasingly concerned at the performance of the County Council's online highway defects reporting system which we have been encouraged by the County Council to get our members to use when encountering problems such as potholes, signing and street lighting defects.

The system is of course intended for anyone to use but it is of particular value to cyclists since many of these detailed maintenance matters can make a big difference to the safety and comfort and ease of a cyclist's trip.

Some times the system does work as intended and matters reported are attended to shortly but at other times months or even years can elapse without anything being done and indeed even without any acknowledgement being given that the report has been received.

One example of particularly bad service which I can quote from my own experience is my repeated attempts to get action taken on replacing the missing cycle route direction sign on Welbeck Road, West Bridgford, on the approach to the Suspension Bridge, a very important link in the local cycle route network. I must first have reported this a couple of years ago when the sign was loose but no action was taken. I have reported it again on several occasions since but not only has no action been taken but, for some time now, the sign has been missing altogether.

Such delays in attending to problems not only means that people using cycle routes are more likely to lose their way (or to suffer falls in the case of potholes not attended to) but also mean that money is wasted because of the extra cost of having to provide a replacement sign rather than just securing an existing one. Some of my repeated reports have resulted in an acknowledgment but many have not and this adds to the feeling that the report has just vanished into thin air.

We do of course understand that not all such reports can be acted on straight away and there will often be good reasons why action cannot be taken for some time. However, in the case of relatively minor matters like signing and road surface defects it surely does not need months and months, let alone years and years, before action is taken! And would it surely not be possible, as a matter of good customer relations, to ensure that everyone making a report receives an acknowledgement, preferably with a number, and also with some indication of when the matter is likely to be attended to, particularly if that is not going to be in the near future, for some particular reason? The present level of service does not seem at all satisfactory and reliable and that results in users feeling that their views are just not being taken seriously.

Pedals would like to ask please that this matter is investigated carefully, with a view to achieving a consistently higher level of service.

We look forward to hearing from you,
Yours sincerely,
Hugh McClintock,
Chairman,
Pedals (Nottingham Cycling Campaign)"

...response of 2 Feb. from Ian Parker, Notts CC, on behalf of Cllr. Smedley:

“Online Highway maintenance defect reporting system

Dear Hugh,
Councillor Smedley has asked I respond to the issue of the missing cycle direction sign aspect of your email of 22nd January on her behalf, and I am of course happy to do this. I understand that you will be receiving a separate response regarding your concerns relating to the defects reporting system in general.

I have not exhaustively checked our records, but for the purpose of my response I have located the most recent correspondence with you on this matter. It seems you reported this missing sign on 26th September via our online system and we responded to you on the same day promising to have this matter investigated and any defect corrected as appropriate. This response was also copied to my colleagues having responsibility for this work.

I am of course embarrassed to learn that this sign has not been replaced and offer you my personal apology for this. I will of course chase this matter personally with a view to making good this situation.

I trust that this is acceptable to you Hugh, and regret that I am only able to make the best of a bad job,
Regards,
Ian Parker.”

...and response of 13 Feb. from Sarah Dolman, Notts. CC:

“Cc: Ian Parker
Sent: Monday, February 13, 2006 3:49 PM
Subject: Online highway maintenance defect reporting system

Dear Mr McClintock
Thank you for your email of 22 January 2006 to which the Customer Services Manager, Ian Parker, has asked me to respond.

I am sorry to hear of the difficulties you have been experiencing using the online defect reporting system. We like for customers to use the online system since it allows us to receive information regarding defects in an organised way, which can then be passed on for further investigation or can be replied to immediately.

I am sure you appreciate that sometimes the technology does not function properly, and it may be that some emails to which customers have not received a reply have simply got lost. However, I am not going to lay the blame entirely at the door of computers, since there is definite room for human error in the system. In our office alone there are 5 people who service the email system, and as such some emails may slip through the net.

Just to outline our usual procedure, with most emails we only provide one response. With some queries, such as a request for information about roadworks, we can respond immediately with the required information. With emails detailing faulty streetlights, potholes or other maintenance defects we respond to the customer along the lines of 'your email has been passed to our street lighting team for attention'. The email will be passed on, and it is then the responsibility of the particular team / inspector to take any necessary action. Given the volume of emails we receive, we are not required to provide a secondary response along the lines of what action has been taken, since if the defect requires

action/remedial work this should be carried out as a matter of course.

Finally, there are some emails to which we will provide a detailed response following investigation / inspection by our team. This obviously takes a longer time, and the weaknesses in the system mean that some of these emails never receive a response. I can only apologise that this had been your experience.

In the coming months our office will be trialling a new Highways Asset Management System, which will allow us to track complaints / defect reports from source through to Operations. This system should eradicate the problems we experience with the online system, in that defect reports will not be 'lost' in the mire, and we will be able to check more easily whether the defect has been reported previously.

I hope that this information is of use to you, and you have a more positive experience with the online reporting system in the future.

Kind regards
Sarah Dolman
Customer Services Officer
Highways South
Ext. 0115 8786095”

Cycle parking at Beeston Station: message of 23 Jan to Ed Ducker after consultation with Anne Sladen and Robin Phillips (local Pedals members):

“Ed
Comments from Anne Sladen, Pedals member in Beeston, when I asked her if my impressions of the well-used cycle parking at Beeston Station on our recent CTC Benchmarking tour were evidence of the need for extra cycle parking there. Seems like it is indeed, please, provided that security issues are also addressed!”

“Hugh
PS. Seems like you might need to make the Wheelies Bike Shop on Broadgate aware of the extra cycle-borne customers that the new cycle lanes on Broadgate and the High Road could help to bring them in view of their concerns about car parking restrictions that Anne also mentions!”

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

Hi Hugh
Usage is always high, though I know that security is a concern I'm sure more would be used, but also the get the cctv coverage as well.

I know from Sue at the Wheelies bike shop on Broadgate that the security issue has been raised at the Beeston Business forum/users (can't remember its exact name) last summer, she is fed up with folks complaining about bikes being nicked/damaged from there, & so come in to get another from her/repared.

She is also affected by the restricted parking with the new cycle scheme on Broadgate, and I'm sure raised some issued with the council.
Anne”

Proposed disused railway path from New Nuthall to Hempsmill Vale: my message of 23 Jan to Debbie Wragg, Notts. CC:

"Dear Debbie Wragg
Thank you for your letter of 12 January 2006 asking for Pedals' comments on the proposed multi-user access track for pedestrians, cyclists and horseriders on the disused railway between New Nuthall and Hempsmill Vale.

The only comments we wish to make are to express our strong support for this project which we have been waiting to see implemented for about 25 years and to underline the importance of good signing to the path and crossing from various directions and for various links to and from it to be developed and improved.

We are very pleased to see that real progress is at last being made.
Yours sincerely
Hugh McClintock
Chairman, Pedals"

Local Trunk Road accident reports: message from Isobel Mulligan, Scott Wilson

"Hello Hugh
I am writing a report for AMScott on Cycling accidents on the Area 7 trunk roads.

We have identified that there are accident cluster sites at the QMC, Sherwin Arms and Dunkirk Roundabouts which we will be investigating but we are interested in any comments from regular trunk road cyclists, if there are any sites were there are near misses or unreported accidents. The main routes being covered in this report are A6514, A453, A46, A52, A1, A38.

Are you aware of time trials that take place on these routes. please call me if you wish to discuss anything in more detail

best regards
Isobel
Isobel Mulligan
Transportation Department, Matlock.
Tel 01629 761766
email isobel.mulligan@scottwilson.com "

The Turning Point; letter of 3 Feb from Liz Hiskens, City Council:

Liz Hiskens has written to me a letter proposing various further changes in response to our concerns and I have passed copies to Arthur Williams and Dave Morris who have shown particular interest in this. We need to finalise our response after this meeting.

They now proposed to put in a new small island cycle gap at the northern end of the central island on Theatre Square with a gap of 1.5m between them to provide a waiting area for cyclists between the flows of traffic, making it easier to turn into Upper Parliament Street via a new ASL at the junction, forming an integral cycle link.

They also now propose an ASL on Shakespeare Street we4rthbound at its junction with Sherwood Street.

Also not possible, they have decided, is to put in any road markings at the junction of Parliament Street with Milton Street to help cyclists turning right feel more comfortable, because this would compromise other roads users.

However, they still say that, for various reasons, including the level difference and the number of pedestrians on the island they cannot do anything to help cyclists wanting a facility through the Theatre Royal central island when travelling from Upper Parliament Street on to South 'Sherwood Street

They also however have agreed to our suggestion at the site meeting last December of another ASL on Milton Street on the south side of the Shakespeare Street junction.

Also because of the number of pedestrian movements at the Sherwood Street/Shakespeare Street junction all they can proposed to help make approaching drivers more aware of the presence of cyclists is to put down a series of cycle logos at the edge of the carriageway, and not put in traffic signals on this arm of the junction.

"PS.
"Hugh,
In addition to the letter, I am preparing a traffic regulation order to revoke the one-way system on Forman Street, this will allow cyclists to enter from South Sherwood Street. I will keep you informed.
Regards,
Liz Hiskens, Major Transport Projects
0115 9156752 "

Any comments, please*

PS. Arthur and Dave have also given me some useful comments on a related matter; the proposed changes to turning movements at the bottom of Market Street in the Old Market Square. As a result we have raised various questions with the City Council on which a response is still awaited.

Carrington Street / Queen's Bridge Road latest changes

In response to complaints from many cyclists that Carrington Street has become much more awkward for cyclists to use since the start of the current work last summer Steve Brewer argued at our last meeting that there would soon be a distinct improvement with the resurfacing and new markings, including an Advance Stop Line outside the Station, due to go ahead on 11-12 February. Early comments on what difference these have made would be very welcome please!*

Carlton Road Cycle lane: copy of message of 13 Feb. from Arthur Williams to Steve Brewer, City Council

"Dear Steve,
Thanks for the new cycle lane on Carlton Road, which has just appeared last week - very clear and practical, nice and wide.

Will there be one on the other side for cyclists coming into the city? Are there any plans to extend it beyond Porchester Road?

One part of the Carlton Road route that still needs attention, in my opinion, is the junction with Handel Street. For those, like myself, that use Handel Street,

there is often a problem with vehicles being poorly positioned, blocking the route from Handel Street into the Bus lane, and making visibility difficult.

If possible, some additional markings at this point would be useful with separate lanes for turning left into Alfred Street, or turning into Carlton Road, and if possible a small cycle lane in between to give a clear exit for cyclists turning onto Carlton Road.

This would encourage vehicles turning out of Handel Street into Carlton Road to approach the junction more carefully and at a correct angle to the white lines, which would also benefit drivers turning into or out of Alfred Street. It might require taking away one on-street parking space to fit in the left turn lane. Let me know what you think.
Regards, Arthur"

Possible 3-cities Cycling Project: my response to message of 1 Feb from Patrick Davis, Sustrans:
Patrick

Thanks for your message and the news of this interesting project.

My off the cuff reaction as far as Nottingham is concerned is that it could be difficult to identify a complete ring of routes, given the nature of the topography and the density of development in different parts of the Nottingham area (or Greater Nottingham if you want to include adjoining suburbs in Gedling, Broxtowe and Rushcliffe). Some pits do however already exist, of varying quality, e.g. the shared paths on the Nottingham Outer Ring Road which generally get worse the further north you go from Clifton Bridge.

There are existing and some possible future extensions in the Gedling area but you would be hard pressed beyond that to find satisfactory routes, whether in terms of quieter roads, cycle lanes on main roads and even off-road paths to complete such a ring all the way back to Sneinton/West Bridgford and Wilford/Clifton. Again, however, there are some bits already existence especially in the flatter area close to the Trent but it soon gets very hilly a bit to the north in the Carlton and Mapperley etc. areas.

If you like I will float this idea at the next Pedals meeting, on Monday 20th, and see what further comments I get. I may have had a few more ideas myself by then. There is certainly some possibility of plugging some of the gaps in a ring, especially if one or two of the suggested ped/cycle bridges across the Trent do in fact materialise.

Hugh

>>> "Patrick Davis"
<davis@crowbrook.freeserve.co.uk> 01 February 2006 >>>

Hugh

This is a brief intro to a project upon which I'd welcome your views.

In Derby and Leicester, orbital cycling routes providing school, work, hospital, park, play and fitness connections are being identified by both Councils for development in the next few years. These are in-the-city, day-to-day ride projects, not outer fringe circuits like Peterborough Wheel. It is also easy to see how both cities may be linked via existing and new routes, meeting at Kegworth, with the A453 corridor giving a prospective connection in your direction.

Please, from Pedals' perspective, how hard would it be to identify a matching ring ride in Nottingham and is it a project you'd like to discuss further?

Patrick Davis
Sustrans East Midlands
Tel. 0116 270 2905"

...and response from Patrick later on 1 Feb:

"Hugh

I'd say that no orbital at all would be better than one that stuck to a ring road. In any case, there's nothing mystic or inexorable about an orbital, per se. A crescent, starburst, or witches broom would do just as well.

Likewise, whatever about the cod-geometry, the Trentside project might serve just as well as a feature / target / destination though I'd be a bit afraid this might undermine the case for the "proper" A453 link which I'd seen as one of the underlying payoffs of the initiative. Another key hope might be to use it to add leverage to some of your long argued-for new river crossings.

Anyway, thanks for your interest. Look forward to hearing what Pedals may think.

Patrick Davis
Sustrans East Midlands
tel. 0116 270 2905"

Possible Nottingham Pilot Safe Routes to Healthcare project; copy of my message of 3 Feb. to Phil Insall, Active Travel Manager, Sustrans

"Phil

Encouraged by Helen Ross, I mentioned the idea of a possible pilot project in Nottingham for your Safe Routes to Healthcare project at the meeting she hosted this morning at Nottingham PCT offices on Transport and Health Accessibility Planning and there was much interest in this, including from Jenny Maybury from Nottingham City Council who is involved both in LTP2 work and in local Accessibility Planning. She seems keen to make reference to this possibility in their Strategy if that is OK with you.

You might also like to contact Helen and Jenny directly about this. Helen will be coming to the conference on 4 April and thought it would be a good idea if she could take advantage of your being in Nottingham then to discuss the idea further. I could also take part if you wish.

It would tie in with a number of other issues including the transport implications of the merger of the two big hospitals in Nottingham (coming into effect on 1 April), the reorganisation of the local PCTs, and the move towards putting more health facilities in the community as well as the new LTP2, the Accessibility Planning Strategy and ongoing Travel Plan work.

Hugh"

PS. The possibility of Nottingham being involved in such a pilot project with Sustrans, building on the same principles as used in their now well-established Safe Routes to School project, is to be discussed in detail by Phil Insall and Helen Ross (from Nottingham PCT) at a meeting on 3 April and, if agreed, I am likely to be involved in some detailed work to follow this up, More information in due course

**Relocation of Trinity Square cycle lockers:
message of 11 Feb from Dave Clark and my
response**

"Hi hugh, I have seen a place that is ideal for the new cycle lockers, that is in the new metro car park off huntington street. Me and liz use it to park the car in while we do the shopping at victorier centre. it is airy light and there is plenty of space near the security office. there is only one point that would need to be adressed and that is getting a card to acces the car park for cyclists.
dave clark"

"Dave

Thanks for your suggestion.
I believe that the City Council have already decided in principle to put the lockers back in the replacement Trinity Square car park, though unfortunately there is now likely to be far more a gap in that being completed than they thought a few months ago.
Hugh"

**Cycling on Nottingham Canal Towpath: message
of 3 Feb from Paul Hill**

"Hugh,
We thought Pedals generally should be aware of the following incident which took place.

Last Monday afternoon my mate and I were heading towards Castle Marina from Carrington Street along the canal towpath taking our time, and as we crossed the recently widened bridge politely asking the pedestrians in front to let us by, we were told by one in the group we had no right to cycle on the towpath, I returned a reply that he should consult the maps as its been legal to ride the towpath for some while now, we were not the only cyclists on the towpath in the afternoon and wondered if the gent had told them they were riding illegally.

This was not the first time that we were told the canal towpath wasn't for riding on - some months back when approaching a group of girls they said that the canal towpath was not for cyclists. I turned around and told them that it was a cycle route for a number of years.

I turned to my mate and said that it proves just how ignorant some pedestrians are towards cyclists, and is not aware of the amount of time spent recently upgrading the towpath all the way to Beeston giving cyclists a traffic free route. This route we have used for a good number of years.

Paul Hill and Robert Spencer
108a Basford Road, Basford

**Cycling on Sustrans Route 6: Bulwell to Basford:
message of 3 Feb from Paul Hill**

"Hugh
Following on from the last message regarding pedestrians and cyclists, some time ago we were riding the route 6 from Bulwell to Basford and on approaching a group of mothers with pushchairs they were very annoyed with us for riding the cycle path, when close by there were blue cycle route signs indicating this as a cycle route. I pointed that it's a cycle path but they were still adamant that we should not be riding the path.

Again, proves how little they know about what goes on in their area regarding provision for cyclists.
Paul Hill, NG6 0JL "

**8. Pedals website update: messages of 5 Feb
from Alistair Morgan and Dave Silvester:**

**Updating Pedals website: message of 23 Jan.
from Alistair Morgan:**

"Hugh,
I finally managed to meet Dave Silvester yesterday for a very pleasant beer and a chat about the Pedals website.

He's a qualified website builder (freelance contractor at the moment) with a background in computer science. So he's more than qualified to help reconstruct the site. He's also keen to get involved from a personal point of view as a means of helping promote cycling in Nottingham. So the work would be done in his spare time and between contracts at no cost to the group.

We've been thinking along the same lines regarding ease of maintenance of information on the site, rationalisation of the rather spaghetti like linking of pages, improved navigability round the site, and, of course, improved visual presentation.

He's going to put together a proposed new site on his web server and send us a link to this once ready for comments/criticism/etc.

In the longer term this may mean moving our site from our existing hosting service, so Dave can better support some technical features of the site. However, we would not have to change our Web address (i.e. www.pedals.org.uk).

I've given him a copy of all the existing HTML and included images/files, so he's got the current information to work from (which will save time rekeying information).

Prior to meeting him, I updated the latest contacts details and added a link in for the EM Passenger Transport Forum.

I've also managed to find a freeware PDF generator on the web, so I don't have to rely upon a colleague to generate PDFs of the minutes. So I've also added all the recent Agenda/Minute documents to the site.
regards, Alistair"

"Hi Dave,
That's excellent, thanks. I had a feeling you'd be aware of accessibility issues and I totally agree with your proposals.

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

From: Dave Silvester
To: MORGAN, Alistair
Cc: 'Hugh McClintock '
Sent: 06/02/06 14:09
Subject: Re: Pedals Website Update

Hi Alistair,
It was indeed very nice to meet you yesterday - seems we think along similar lines over quite a few things, not just cycling!

On Monday 06 Feb 2006 12:58, MORGAN, Alistair wrote:
> We've been thinking along the same lines regarding ease of maintenance of information on the

site, rationalisation of the rather spaghetti like linking of pages, improved navigability round the site, and, of course, improved visual presentation.

It'll probably change a bit from the design I sent you before - I've discovered a new graphics tool since then that's greatly increased the kind of stuff I can do, so will be applying that to the design and seeing what I can come up with. (Looking forward to it - graphics is so relaxing compared to programming!)

He's going to put together a proposed new site on his web server and send us a link to this once ready for comments/criticism/etc.

It will be at... <http://pedals.rentamonkey.com/>

... though this isn't working just yet.

I've given him a copy of all the existing HTML and included images/files, so he's got the current information to work from (which will save time rekeying information).

p.s. Dave,
> Thanks for the meeting yesterday. It was great to meet you at last. One other issue I thought of, but forgot to mention, which I'm sure you're aware of, but which I don't think the current site supports that well is that of disability (visual impairment, etc.). I can increase the font for some of the text in a rudimentary way but to be honest I doubt that it is complying to best practise.

That's one of the things I do best! It's my personal policy that my sites are every bit as usable and comprehensible in a text only browser as they are in a full graphical one. If it works great text-only, that covers it for almost all types of disabilities, since you can't get much better than plain text eg. for screen readers, and even more exotic stuff like Braille screens and so on.

Making it work nicely text-only ensures not only about 95% of the accessibility requirements in one go, but also much better search engine

friendliness (since I strip the body of the mark-up down to the absolute basics, and keep all the appearance stuff for the stylesheets), and even has other benefits such as making the site load faster (since the visual appearance data isn't transmitted with each page load - only once).

It also has the added advantage that although older browsers (eg. Netscape 4) don't see the full graphical layout, they still get a completely useable site. Mobile phone browsers too... the list goes on - it's all about making it work great text-only!!

As for increasing font sizes - I always build (and test) my sites to allow for variable font sizes, and don't use techniques that restrict font resizing (except where it's specifically demanded of me, and I never go down without a battle over that one). Given that you mentioned the average age of your

members being, how shall we say... "a bit older than me"... I'll bear that in mind when choosing the initial size of the text!

So don't worry... this accessibility stuff comes as standard with anything I have a hand in, and I've been doing it since before it was a legal requirement

because it's just a better way to build websites anyway.)

I look forward to showing you some stuff in the coming weeks, as hopefully.

Cycling I'll begin to have some spare time again. Will also try and come to one of your meetings soon.
Cheers, Dave
Dave Silvester
Music Technology Junkie | Rentable Website Monkey
<http://www.mu-sly.co.uk> |
<http://www.rentamonkey.com>
PGP Key: <http://www.mu-sly.co.uk/pgpkey.asc> "

9. Miscellaneous items

Proposed Pedicab scheme in Nottingham

I met Lee Potter who hopes to get this off the ground in the next few months, if the City Council can reach agreement with him on the term of the proposed licence.

Meeting on 10 Feb re future of Critical Mass Rides in Nottingham

On getting home from work on Thursday 10 February, the evening for stuffing and dispatching the Pedals newsletter, I found a rather unclear message on my ansafone from someone called 'George' asking if I or someone else from Pedals could come along to a meeting that evening at the Asbo (?) Centre in Radford to discuss the future of Critical Mass rides in Nottingham and related matters like what to do about drivers, etc. No phone number was left and the exact location of the meeting was not made clear.

There was no way I could get to the meeting or, with such short notice, get anyone else to but it did make me wonder whether anyone at our meetings knew anything about this meeting or the recent CM activities of which I have heard nothing for quite a while. Any comments, please?

Proposed East Midlands regional cycling forum: message of 24 Jan from John Stubbs, Chair, Derby Cycling Group:

"Hello Hugh
First, congratulations on your piece on BBC East Midlands News tonight about the cycle lanes in Castle Boulevard, Nottingham. Hope it turns out well for you.

What I am really writing to you about is the potential for developing something like an East Midlands regional cycling forum between say Derby, Nottingham and Leicester. Roger Lovell of Cycle Magic, Leicester suggested something on this line when he attended a recent DCG meeting here in Derby.

When I went to the LTP2 training day, organised by the CTC, in Manchester last November, one key theme to emerge was that Regional Government Offices are likely to have an increasingly important role in future transport planning and hence it is necessary to find a way of interfacing with them. I certainly can't speak for Nottingham Pedals, but I am sure the Derby Cycling Group would not even register on the radar of GOEM! But were there to be, say, an East Midlands cycling forum, perhaps along

the lines of Transport 2000s the regional TARs, then cycling organisations might have a stronger voice in regional transport planning. There may well be many other advantages to having a regional as well as a local identity.

It was suggested at a DCG meeting that cyclists from Derby, Leicester and Nottingham should have meet up and try to take this matter further. There has been a further suggestion that we might plan a cycle ride involving the three cities to start things going * no dates or anything have yet been set *it's all very formative. But how about setting aside a Saturday in the near future to have a regional meet up, probably in Derby to see how we could begin to operate effectively at a regional level.

If this idea appeals to you, would you and some others in Pedals be prepared one Saturday to come to such a meeting here in Derby? The next monthly meeting of the DCG is Tuesday 7th February when we will probably discuss the issue further. Be interested in your thoughts,
All the best,
John"

...comments from Patrick Davis, Sustrans

"John
I'd support the idea of an EM or Three Cities Cycling Forum ~ so long as compact and tightly chaired. Even better, as Hugh suggests, a more formalised e-network would :-"

(a) Save the time and cost of travel.

(b) Avoid the terrible talking-shop risk by enabling each of us to filter out the issues that are most relevant to our own agendas without getting sidetracked by old chestnuts such as thorns and the on-or-off-road debate which will run forever.

(c) Provide a good springboard for single subject issues such as the A453 consultations on which many of us may wish to alert our own wider circles to the need for action of one sort or another.
Patrick Davis"

**PS. Message of 14 Feb. from John Stubbs, Chairman, Derby Cycling Group:
"An invitation to Cycling Derby on Saturday 6th May!**

Alistair Meikle, Chesterfield Cycle Campaign
Andy Salkeld, Leicester City Council
Roger Lovell, Cycle Magic, Leicester
John Wright, Loughborough and District Cycle Users' Campaign
John Cutler, Northampton CTC
Hugh McClintock, Nottingham Pedals
Jim Froggatt, Transport 2000 (Derbyshire)

Dear everyone!

The Derby Cycling Group is planning on holding a cycling event on Saturday 6th May to which we would like to invite cyclists from our neighbouring towns of Chesterfield, Leicester, Loughborough, Nottingham and Northampton. I am therefore writing to you, as representatives of cycling in your respective cities, to ask you to publicise this event and bring as many cyclists along as you can on the day.

As you are probably already aware, Derby was awarded Cycle Demonstration Town status last November and so the city should be the focus of many new initiatives in cycling over the coming

years. At the same time the Derby Cycling Group is also trying to expand its regional links with a view to campaigning for cycling on a regional rather than just strictly local level. So with this in mind we think it would be a good idea to have a meet up with cycle groups around the East Midlands region.

Plans are still in the formative stage but we have in mind putting on a three-part event:

First, there will be a short, lunch time, presentation about cycling in the city, the work we are involved in and how we hope to see cycling develop here. We would also like to share with you some of our positive and negative experiences both as a group internally and also in our choice of campaigns and methods.

The presentation will be followed by a cycle ride to some interesting parts of the city - so do bring your bikes along - you can get quite a few on an InterCity 125 should the prospect of cycling all the way to Derby seem a little daunting! Trains a bit more restrictive from Nottingham I think! We could possibly, with sufficient notice, lend bikes to people who want to come up for the day but don't want to bring their bikes. For those coming by train, which we imagine will be most people, we will meet you at the station and accompany you to the venue.

Finally, after the ride, there will be a general social get together where some light refreshments will be available. The precise timings, cycle route itinerary and venue have still to be decided but we are certainly planning on having a venue where there will be some food and drink available!

So please do keep Saturday 6th May clear in your diary and we will send you further details in due course.

Hoping that we can count on your support in this, we will be in touch again soon.

Regards,
John Stubbs
Chair, Derby Cycling Group"

Driving Standards: message of 3 Feb from Paul Hill

"Hugh
Another incident which I thought Pedals should be informed about.

Last Monday afternoon travelling along Bracknell crescent in Whitemoor approaching the junction of Totland Drive into which we were indicating to turn right, the driver of a silver car with blackened windows started reversing out of Totland Drive and continued to reverse further into Bracknell Crescent as we approached the junction, by which point his rear end was within inches from my front wheel. I think the time was around 4 pm when it was getting rather dark, we were lit up like a Christmas tree which should have made driver aware of our presence - only when he / she was close to the front wheel they must have realised we were there.

I think he/she not seeing us was because of the black windows, which we feel should be banned outright as it proves drivers cannot see through them in our case anyway. The driver failed to stop to apologise - just goes to show how ignorant some car drivers are where cyclists are concerned.

I would like to see compulsory eye tests along with refresher courses for drivers every other year, and if they fail to meet the standards required they should have their licences withdrawn until such time they meet the required standards for driving.
Paul Hill, Basford"

Hugh, 15.2.06