

AGENDA FOR PEDALS MEETING:
7.30 p.m. on
Monday 16 January 2006
in the upper room of the Globe PH, 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 Ed Ducker, Cycling
and Walking Officer, Notts. County
Council, (7.30-8.30 p.m)**

**3. Discussion with Steve Brewer,
Sustainable Transport Officer,
Nottingham City
Council, on the revision of the City
cycle maps and the points we agreed in
November**

(8.30-9 p.m)
(10-minute break)

**4. Minutes of Pedals meeting of 21
November and matters arising**

5. Finance

6. local media publicity

7. Next newsletter

8. Events / meetings

**9. (other) cycle facility and traffic
matters**

10. Miscellaneous items

11. 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.

2. Discussion with Ed Ducker

**3. Discussion with Steve Brewer on revising the
City cycle maps**

**Revised Nottm cycle maps: message of 28 Nov.
from Sara Basterfield, CTC**

"Sara
Many thanks for your helpful suggestions which, I am
sure, we will want to consider very carefully,
particularly at the workshop on revising the
Nottingham cycle maps to be held with Steve Brewer
at the January Pedals meeting (in addition to a more

general discussion with Ed Ducker scheduled for that
meeting when the subject of maps may also well
arise!).
best wishes
Hugh"

"Hugh
FYI - I thought it worth mentioning that at last week's
Bristol Bike Forum, the Bristol map was discussed
and there are mixed feelings about it from users.
Some feel that there is perhaps too much information
on it.

Some prefer the London approach where the routes
for cyclists stand out more clearly. I think Andy
Whitehead, John Richfield et al intend to gather
feedback, so it is worth you staying in touch with
them. The maps are "going like hot cakes" but at this
stage, I don't know whether any analysis has been
done about whether this means people are doing
more cycling.

My conclusion is that there are no easy answers and
you are unlikely to create a map which meets with
everyone's approval and everyone's needs.

It really depends on who your target audience is.

One map is very unlikely to meet the different needs
of the various groups of people who cycle (or indeed,
as per Peter Cox's presentation in Warrington, one
person's needs which vary). For example, I have
several different types of map I use when driving for
different
purposes) So, it is worth considering:

What are you trying to achieve by having a cycle
map?

Who are the maps for? - newcomers to the city?

Residents? One off visitors?

What type of map is most likely to get modal shift?

Hope this helps

Regards

Sara"

4. Minutes of the Pedals Meeting held 21st November 2005 at the Globe.

Present: Hugh McClintock, Susan Young, Peter
Osborne, Arthur Williams, David Miller, Andrew
Martin, Steve Brewer, Councillor Brian Grocock,
Stephen Flaharty and Roger Codling.

Apologies for absence: Bill Istead, Mara Ozolins,
Lawrence Geary, John Bannister, John Wilson, Dave
Morris, David Lane and Roy Wilson.

Discussions with Councillor Grocock.

The first part of the evening was spent in discussion
with Councillor Grocock (City Council Cabinet
Portfolio Holder for Transport and Street
Management) and Steve Brewer (Nottingham's
Cycling Officer). Many of the points in the
background notes (section 2) were discussed.
Additionally, issues around:

- Access to Victoria Embankment (temporarily
closed)
- Route signing
- Monitoring of the website to which complaints
and faults etc are reported.

- Pedals being consulted with respect to the ring road improvements were discussed.

Councillor Grocock provided results of the cycling survey from the Big Day Out Transport survey.

Pedals Tool Kit.

Andrew Martin and Peter Osborne attempted to visit the trailer kept at Carlton Fire Station on Saturday 22nd October. All the firemen went on an exercise ten minutes before our "appointment". Another attempt at a visit will be organised. When the trailer and its contents have been assessed its future can be decided. The £50 rent is due in Jan or Feb 2006.

Finance

£2800 in the bank. Susan still has to do the accounts. It was agreed to continue to support community accounting (a nominal £10 is chargeable). Approaches to Centre Parcs and Sherwood Pines will be made to see if they are interested in selling City, County, Forest.

Other Stuff...

Steve Brewer is setting up a working party for the revised Nottingham cycle maps.

The new Newsletter has been very well received. Suggestions have been made for further improvements.

Bike Stands on the Railway Station Forecourt.

These are still a mess. Central Trains are losing their franchise. Maybe things will improve.

SEEN Fair at Nottingham University: One World Week (Nov 20th-27th). Hugh, Susan and Roger Codling may help with posters and information.

Turning Point scheme. Arthur and Hugh are meeting about this next week.

Mini Rides Volunteer ride leaders are: Susan (April & possibly August), Lawrence (May), Hugh (June), David Miller (July & possibly August). It is the responsibility of ride leaders to get their details into the Guided Rides programme (by Dec 16th?). (PS. John Park has subsequently offered to help Susan lead the April mini-ride).

Update:

City Council response to the points we discussed in November with Cllr. Grocock:

- Why does cycling nowadays often seem to be neglected or given only low priority consideration in the City Council's major projects, e.g. The Turning Point, the Clear Zone Review, the changes at the junction of Friar Lane and Maid Marian Way?

Cycling (and walking / public transport users) is considered at all stages when developing major transport projects. Examples of benefits for cyclists in relation to the projects you have highlighted include:

The Turning Point –

Easier to get to and move around the City due to the re-routing of general traffic.

Unlimited access to Milton Street and Upper / Lower Parliament Street restricted areas.

Introduction of cycle parking stands in the Turning Point area and cycle lockers in the new Trinity Square car park.

Cycle provision at road closure on North Sherwood Street.

Exemption for cyclists from banned traffic movements on George Street, Broad Street and Queen Street.

Clear Zone Review –

Unlimited access into Clear Zone for cyclists.

Cycle provision at road closure on St Peters Square.

Friar Lane / Maid Marian Way –

Replacement of roundabout with signal controlled crossing including advance stop lines for cyclists.

Introduction of 'toucan crossing' at junction of Castle Gate and Maid Marian Way.

Introduction of cycle parking stands.

The City Council considers the needs of pedestrians, cyclists and public transport users at each stage in the development and implementation of major projects such as those described above. And where feasible the opportunity is taken to make improvements for each of these users.

- What provision will there be for cyclists in association with future transport and planning Major Projects, e.g. the Broad Marsh redevelopment, and associated highway changes, and the redevelopment of Nottingham Station, including well-signed and well-maintained plentiful secure short and long-term cycle parking and improved cycle access?

The provision in terms of access to and from and the provision of cycle parking will be considered as part of all major transportation schemes and development schemes. The projects you refer to are at an early stage of design however cycle parking and access to and from these sites has already been considered and are included in the current plans.

- Many cyclists are not clear where in the City Centre they can and cannot legally cycle. What can be done to provide better signs and markings to help them know this, especially in terms of cross-city routes (north-south-north and east-west-east) and to major destinations within it, e.g. from the QMC and The Park towards the Old Market Square following the severance of the Friar Lane route 2-3 years ago?

There are currently many 'legal' routes suitable for cyclist's east-west and north-south through the City Centre and Clear Zone. As a result of the

Clear Zone and Turning Point restrictions on motor traffic these routes are now safer, more direct, attractive and comfortable for cyclists. These routes will be clarified as part of the review of the Nottingham Cycle Maps review to be carried out in the new year. It is unlikely that these routes, as there are so many of them, will be identified through signing and lining.

- Why is it taking so long to get an alternative route for cyclists signed across the City Centre via the Lace Market, between North Sherwood Street/Mansfield Road and Carrington St/Nottingham Station for those who wish to ride on streets away from the tram tracks and away from the bus traffic on the Inner Ring Road?

Apologise for this one. A scheme has been drawn up and will be developed in consultation with Pedals in the New Year.

- Why when general traffic regulations exempt cyclists is this always not made clear, e.g with 'except cycles' plates under 'No Through Road' and 'No Right Turn' signs and why is the signing and marking in some cases positively misleading, e.g. the recently installed 'No Entry' signs on Carlton Street/Goosegate, a route where two-way cycle access has been allowed by the City Council since 1998? The signs and markings on this route were at first clear but have been made much less clear and much more confusing and especially recently, despite many Pedals pleas to clarify the situation and make it safer!

I will put a programme together to address the 'except cycles' plates under 'no through road' signs. This will include the locations highlighted by Pedals. Implementation will be subject to the availability of funds. I will endeavour to ensure that this signing is included in all new projects.

All traffic regulation orders and signing / lining on Carlton Street and Goosegate will be reviewed as part of the Hockley Primary Pedestrian Route scheme which will be implemented in 2006.

- The City Council has recently started to introduce more on-highway cycle facilities such as advance stop lines for cyclists which Pedals welcomes. However, the value of these is eroded when drivers intrude into them. What is being done by the City Council to educate drivers about what the Highway Code says about these and to enforce their proper and safe use?

The City Council does not currently have any plans to educate drivers or pursue enforcement of advance stop lines. However, we will support any national campaigns which address this issue.

- Pedals also has very much supported the recent improvements to the canal towpath between London Road and Thane Road and much looks forward to more of these such as replacing the narrow bridge near Castle Meadow Road where there was a recent accident with a cyclists colliding with

the parapets, as reported in the Evening Post. When is properly rideable replacement for this bridge to be installed and other further improvements including much better lighting and more local cycle route direction signs from various access points?

The City Council in partnership with British Waterways has commissioned a feasibility study for a replacement bridge on the canal towpath at Castle Marina. This study is now being developed into a scheme for funding to be sort. Lighting of the more remote sections of the canal towpath and direction signing will be considered as part of the continued development of this pedestrian and cycle route.

- What is the City Council doing to make sure that off-highway paths such as the improved canal towpath are safe to use after dark, through better lighting, especially on those sections without any lighting cover from nearby sources, e.g. the stretch between Grove Road (Lenton) and Castle Bridge Road?

See above.

- Why does it often prove so difficult to get even small-scale improvements, such as repairing bent or missing signs, or cutting back intruding or overhanging vegetation, seen to after such details have been reported via the City Council's Highway Defects form on the website? Often even a simple acknowledgement of the report is not made or it is not uncommon for there to be no sign of any action months or even years later. What evaluation of the effectiveness of this reporting service has been made by the City Council and what are the results? Can the system please be improved starting with an acknowledgement of all matters reported and some indication of when it is likely to be acted on?

When a defect is logged through the website an e-mail is automatically sent through to highway.repairs@nottinghamcity.gov.uk. At this point a Support Officer will read and action the defect report, but should also be sending a standard acknowledgement, by e-mail, informing of intended action which is normally to inform the person that a Highway Inspector will investigate the matter and identify a repair if necessary. Only when it is unclear of what the action should actually be, will the e-mail be passed to Kevin Heathcote, who will often provide a more comprehensive reply. He will then investigate this further to make sure that this is actually occurring. However, it is not always possible to provide information on repair times as a) a repair may not be necessary in our opinion as it does not exceed intervention level b) has to be prioritised within current outstanding workload.

Regarding the action taken with defects that are reported, we aim to inspect within three working days of the report and will identify a repair to all actionable defects that meet or exceed intervention levels, or street furniture defects that are perceived to be dangerous or in need of

repair. The priorities that we work to are 24 hours, 10 days, and 3 months, depending on the nature of the defect and possible hazard it presents to highway users. Most street furniture defects, with the exception of dangerous ones, are allocated a 3 monthly repair priority, and it must be remembered that there is presently only one person undertaking such repairs around the City so all works have to be prioritised as effectively as possible. Replacing missing signs, especially street name plates, can be dependant on manufacturing time, and it can take up to 28 working days for a SNP to be manufactured and delivered before it can be considered for replacement.

Any vegetation that requires cutting back because it is protruding onto the highway will either form part of routine maintenance undertaken on our behalf by Streetscene, or will be identified by the Highway Inspector and passed through to Streetscene to undertake relevant reactive maintenance. The exception to this is where protruding vegetation stems from a private property and enforcement action is required. In such instances we will pass the matter through to the Network Management team who will undertake enforcement and co-ordinate any necessary works. Peter Goode will be able to provide further information on this procedure

- Why does the standard of supervision in some road works often seem so poor so that substandard details are left uncorrected when the work is finished off? For example, why is one of the direction signs Including a cycle route direction sign, on the east side of the junction of Crossgate Drive and Queen's Drive still facing completely the wrong way well over a year after the completion of the resurfacing etc. scheme at this site and when the fault was first reported more than a year ago?

Apologies for this, it shouldn't be happening. I will get the sign at Crossgate Drive / Queen's Drive corrected.

- Why are some gully grates still being incorrectly installed, i.e. with the slots parallel to the direction of traffic rather than at 90 degrees, posing a danger to pedal cyclists? (c.f. for example email from Graham Lansdell of 12 September to Dave Tebbett, Service Manger, Highway Construction, citing 3 locations where this is a problem)? Can we have an assurance that such dangerous features will not be installed in future please?

This issue was addressed reference Grant Butterworth's letter dated 23rd May 2005.

- Why are kerbs on cycle paths not always flush?

Kerbs on cycle paths should in fact be flush, it is regrettable that this is not always the case. I will raise this issue with my colleagues in Highway Design and Neighbourhood Services.

- What are the arrangements for relocation of the Trinity Square car park cycle lockers following demolition of the existing car park

and building of the new one, including temporary relocation?

The existing cycle lockers are to be relocated within the new Trinity Square

car park. A lockable cage is also to be provided. Both will be located

proximate to the car park office/kiosk on the second floor of the building.

- What is done to ensure that the effects on cyclists are considered when temporary traffic bans and/or road works are considered, as in the current experimental closure of Victoria Embankment where, it seems from the details of the signing and the layout, that there was no thought on the impact of this closure on cyclists, despite its forming part of a major cycle route?

This issue was addressed reference Justine Ramowski's (Traffic and Road Safety) email dated 25th November 2005.

Report of the meeting of the County Council's Highways South Cycling Working Group (15 Dec)

At the meeting of the County Council's Highways South Cycling Working Group I was given copies of the drawings of the next round of Advance Stop Lines for cyclists that the County Council are planning. As well as a further one in West Bridgford (Loughborough Road/Melton Road junction) these include 3 at junctions in Arnold. If anyone with much more local knowledge of that area than I have would like to comment please let me know asap and I will send them the drawings. The junctions are:-
- High Street/Cross Street (options 1 and 2)
- A60 Mansfield Road/Nottingham Road
- Rolleston Drive / Gedling Road.

PS. the next CWG meeting is on 2 March: 9.30 at Trent Bridge House.

5. Finance:

Examination fee for Pedals: message of 29 Nov. from Susan Young and my response:

"Susan
Thanks for your message.

That does seem quite a steep increase but I should go ahead for now, if we need to pay soon and I will bring it up at the next business meeting in January.
Hugh"

>>> Susan Young 11/29/05 7:31 PM >>>
"Hugh

Contacted Community Accounting Plus regarding getting the accounts checked and had a shock as the fees have gone up by 50% to £75 + VAT (see attached). We have the money to pay this year.

We could get them to check our accounts this year and look for someone else for next as it is getting very expensive. I could hold off until after the December meet so we can speak to several members but may find it leaves me short of time to have them ready for presentation at the AGM.
Susan"

Hugh McClintock
Chairman, Pedals

6. Local media publicity on cycling.

I would welcome people's comments on how, in addition to getting ourselves a dedicated and competent publicity officer, we can improve the images of cycling and cyclists portrayed in the local media and especially the letters column of the Evening Post.

I know this is ready by many local politicians and that they often attach great weight to the attitudes expressed.

Below are two of my recent letters in the NEP, the former (a response to criticism of the cycle lanes and ASK installed last August by the County Council near my house in West Bridgford). The second, never published, was in response to a latter correspondent who maintained that the behaviour of local cyclists had not got so bad that it seemed there was no longer even a single law-abiding cyclist now left. He demanded that Pedals should keep a very low profile and hang its head in shame! Should we?*

My letter to the NEP of 12 Dec: Cycle lane very welcome: response to recent critical letter in the NEP

Below is a copy my response to the recent letter in the NEP which was very critical of the cycle lane (outside my house) on Musters Road near the Melton Road, West Bridgford junction, claiming it is a great blunder and waste of money by the County Council.

Since we often criticise inadequate consideration for cyclists' needs by the local authorities it is very important in cases such as this that we come to their defence!

Since the NEP published another letter from me only a few days ago (on the potential for using the possibly soon to be disused rail test track from Edwalton to Asfordby as a cycle path) I don't imagine this will get published so at least you can see my attempt to respond!
Hugh

"I must completely disagree with your correspondent (7 December) who claimed that the new cycle lane on Musters Road, West Bridgford is a blunder and a waste of money. On the contrary it a very useful and welcome facility for cyclists, making it much easier to get past the waiting cars and straight to the cycle 'reservoir' at the front of the queues for the lights. Drivers can then see cyclists much better and this makes cyclists feel safer when they move off.

Traffic congestion and pollution having been growing on this road for years and it is absurd to maintain that only now, with the cycle lane, has gridlock arrived.

Reducing congestion and pollution means providing quality alternatives to cars, for whom, over many years, we have widened roads, to the detriment of the safety of cyclists and pedestrians. Turning the tide with more space for vulnerable road users, with schemes like this, is therefore very important.

Publicity and promotion are also needed to encourage more safe and correct usage, by drivers and cyclists alike, so that such measures can help achieve their full potential.
Yours faithfully,

My letter to the NEP of 20 Dec. 05

"While not wishing to prolong this correspondence indefinitely I must take issue with your correspondent Stan Savage (19 December) who seems to think that only cyclists are guilty of poor road behaviour.

First of all, I should make quite clear, yet again, that poor cycling behaviour, such as jumping red lights or intimidating pedestrians on pavements, is utterly irresponsible. Pedals has never condoned such practices and, on the contrary, supports schemes like the Ridewise project to teach correct, safe and confident cycling.

At the same time we remain amazed at how often some people, while quick to condemn cyclists, seem blind to common examples of bad driving. These tend to be particularly intimidating for both cyclists and pedestrians, the more vulnerable road users. They result in more accidents and the consequent pain, suffering and grief, not to mention extra medical costs.

Speeding is particularly significant among these bad examples, with still far too much impatience and apparent ignorance of the strong links between speeding and road danger.

Other examples include parking on pavements and double yellow lines, abuse of bus lanes and cycle lanes, driving while using mobile phones, and not giving cyclists enough space when passing or turning at junctions.

Rather than just condemning cyclists alone we need in various ways to promote more safe and responsible behaviour by *all* road users. The responsibilities belong to everyone but are particularly important for those using much more powerful and lethal machines on our roads.

Meeting this challenge is essential for making the most of the potential for much healthier and climate-friendly means of transport.

Yours faithfully,
Hugh McClintock
Chairman, Pedals"

7. Next newsletter:

Going to press two days after our meeting!
Contributions asap please!**

8. Events/meetings:

Guided Ride leaders Barbeque:

The County Council, Peter Jarman tells, me, will this summer be holding a barbecue for all those people who have acted as Guided Ride leaders over the years. This to mark the 20th anniversary of the County Council's involvement in the programme.

9. Cycle facility and traffic management matters:

Sneinton Market Pedestrian Priority Scheme copy of message of 17 Nov. from Arthur Williams to Aimi Coupe, Nottm City Council:

"Dear Aimi,

Thank you for your letter of 11 November. I am glad to hear that the overall scheme is to go ahead.

In my comments I raised some specific issues regarding the effects of particular parts of the scheme on cyclists, e.g. creating a legal through route for cyclists (east-west) and leaving space for cyclists on Sneinton Road. I would like to know if these changes are to be incorporated in the final design, and would welcome the opportunity to liaise with the project team on these matters.

I also note that you mention proposed review of parking on Handel Street. As a regular cyclist along this route, I have suggestions for improvement of the Handel Street/Alfred Street/ Carlton Road junction to avoid potential accidents, which could be incorporated into future plans. I understand there are also plans to extend the Carlton Road cycle facilities, eastbound, which could fit with such improvements.

I would appreciate the opportunity to comment on any future traffic proposals for this area.

Regards, Arthur Williams
Direct line 0115 - 848 2313

...comments from Steve Brewer (18 Nov)

"Aimi

I assume you have or will consider the issues regarding cyclists in connection with this scheme. I would be happy to comment / contribute if required.

All the best.

Steve Brewer
Sustainable Transport Officer
Transport Strategy"

...message of 22 Nov. to Arthur Williams from Aimi Coupe

Dear Mr Williams,

Thank you for your e-mail regarding the Sneinton Market Pedestrian Priority Scheme.

As you are already aware, the scheme has been given approval to proceed, and indeed construction work has already started with an anticipated completion date of late January 2006.

I am unsure as to whether you have had further the scheme is not as extensive as first proposed.

Looking back at your initial response to the NRSI consultation letter, I have noted that you suggested the creation of cycle lanes in and around the area covered by the scheme. Unfortunately, as the lower section of Gedling Street, Freckingham Street and the Avenues are not part of the adopted highway, we are unable to create cycle facilities on this land with the agreement of the landowner. For this very reason, we have also been unable to close Freckingham Street or introduce any waiting restrictions on any of this land.

Of particular concern to you was the widening of the footway on Sneinton Road, prior to Eyre Street. I am pleased to inform you that this will no longer be implemented, partly through opposition and partly through financial constraints. Following concerns about the potential loss of loading space for the market traders, the footways are also no longer going to be widened on Gedling Street, adjacent to the Victoria Leisure Centre.

However, there will still be room to implement cycle stands in and around the market area.

Unfortunately, it is highly unlikely that the funding allocated for the parking review in the Roden Street area will stretch to incorporate provisions for cyclists. However, this financial position may change next year and I would strongly suggest that you raise the Handel Street/Roden Street/Carlton Road junction as an important issue when the consultation letters are sent out for the proposed changes. Naturally, we will keep you informed of any future traffic management proposals within the city.

May I take this opportunity to thank you for your comments, and for your continued interest in future traffic management proposals.

Kind Regards, Aimi Coupe
Senior Technical Officer - Traffic Management

Message of 22 Nov from Graham Lansdell to City Council: Gully grates

Dear Mr Tebbett

Further to my previous e-mails, here's another grate with its slots parallel to the traffic. It is on Mansfield Road, Sherwood, Nottingham. Travelling southwards, it is just before the turning into Marshall Street. Please add this to your list of ones awaiting remedial work.

Thanks, Graham Lansdell"

Canning Circus pedestrianisation scheme: response from Craig MacLennan, City Council (28 Nov)

"Hello Hugh,

Thank you for raising your concerns regarding the Canning Circus Advertisement leaflet.

Please note that the removal of the U turn facility is not a Traffic Regulation Order issue and therefore is not objectionable.

However I have relayed your concern regarding there not being a compensatory cycle link from Alfreton Road onto Derby Road to our design engineers, and am waiting for a reply. Please note that I will contact you in due course regarding this issue.

I also believe Steve Hunt has been in dialogue with yourself regarding the other issues raised in your e-mail.

Regards, Craig"

Canning Circus Pedestrian Scheme: message of 16 Dec. from Craig MacLennan

"We are still looking at a number of issues regarding Canning Circus, one of which is the feasibility of a cycle link between Alfreton Road/Canning Terrace and Derby Road. I will be contacting you in the near future once these issues have been resolved."

Castle Boulevard cycle provision changes:

We have until 2 February to respond to a letter from the City Council about a series of changes on Castle Boulevard, removing the present cycle path and shared path and providing on-road cycle lanes on both sides, as well as a new toucan crossing by the Castle Bridge Road junction and removal of the Fishpond Drive cycle crossing, I have already had some comments from a Pedals member, Paul Beverley.

Woodborough Road / Mapperley Rise junction proposals

I have asked Arthur Williams and Phil Keynes to comment on these City Council proposals, in view of their local knowledge. Here are Phil's comments:

"Hugh, I've had a quick look at the proposals and put your letter back in the post to you.

My main concern as a cyclist would be the possibility of being squeezed by the narrowing of the carriageway and the 3 lines of traffic where vehicles carrying straight on pass, on the nearside, those turning right. Cyclists may be/feel pushed over to the nearside where one might be at risk and feel threatened by emerging vehicles from Mapperley Rise or Wells Road - they do tend to 'nose out' from these junctions on to Woodborough Road. I can't recall whether there are currently cycle lanes across these junctions, - they could be considered? However, if there were cycle lanes, would that allow enough room to accommodate right turning vehicles, vehicles continuing passed right-turners on the nearside, traffic going in the other direction and cyclists in cycle lanes? An alternative might be to have a 20mph zone and enable cyclists to feel more comfortable to take a mid line in the carriageway?

I'm not sure whether the changes will help cyclists in turning right out of either side road - in theory it could make it more complicated as more 'lines' of traffic will have to be crossed - again slower speeds would possibly help here. The 'no waiting' extensions should be helpful.

Hope that helps, and makes sense!
Phil"

...and comments from Arthur Williams (10 Jan)

"Phil, Hugh,
I agree with Phil with regard to the potential pinch points that the changes may create. There are currently no cycle lanes along this part, but I'm going to go and have a look at the junction this afternoon on my way home and see if I can come up with any ideas (e.g. diverting cyclists onto a shared footpath/cycle path). I'll report back.
Regards, Arthur"

QMC roundabout

Jeremy Dixon of AMScott, the Highway Agency's agents for local Trunk Roads round here and he mentioned that just this morning he had received a letter from the University Estates Department saying they would like a meeting to discuss growing traffic problems at the QMC junction with a view to get some improvements in the short term.

He also mentioned that they NMU improvements they have been looking at do not appear to show a strong enough financial case on their own, in comparison with other projects but they are now very likely to go for a larger scheme signalling the whole junction which could also pick up NMU improvements.
Hugh

Meeting re cycling on the Nottingham University Campus

Jo Cleary is doing some consultancy work for Nottingham University on cycling aspects of their

Travel Plan. I am meeting her and Gavin Scott from the University Estate Department on Monday afternoon to discuss these,

Report of City Council Regeneration and Renewal Panel Overview and Scrutiny Report on Climate Change, November 2005: copy of message to Councillor Emma Dewinton:

"Dear Councillor Dewinton,
Thank you very much for sending me a copy of the City Council Overview and Scrutiny Report on Climate Change including the comments on cycling and your recommendation that "the City Council seeks to facilitate cycling at every opportunity through ensuring that cycle lanes are kept clear and new road schemes take full account of the needs of cyclists."

This is very welcome support for the views that I expressed on behalf of Pedals when I gave evidence to the meeting of the panel in March. I was also particularly pleased to see on page 18 the reference to several of Pedals concerns including our recent comments on the impact of The Turning Point on cyclists. We will be discussing these points further at a meeting this Wednesday with Steve Hunt and Steve Brewer.

At last week's Pedals monthly meeting we had a very useful discussion with Councillor Grocock about several of our concerns and I attach a note of the particular questions we raised with him and with Steve Brewer who also attended.
Many thanks for your interest and support,
Hugh McClintock,
(Chairman, Pedals)

Future of the Edwalton-Asfordby rail test track: potential cycle route? Response from Paul Hillier of Notts. CC (28 Nov) to my recent email:

"Hugh,
I have discussed this issue with my colleagues who are working on a scheme to provide HGV turning areas near the bridge (to stop them from hitting it).

It appears that the articles that have appeared in the press (both local and national) are inaccurate. Alstom will no longer be operating the route but the track itself belongs to the British Railways Board. Alstom have confirmed to NCC (by email) that BRB continues to own the railway and that it will remain an operational line. It follows that talk of the track being removed is also inaccurate.

Unless this situation changes I see no possibility of the route being converted into a pedestrian or cycle route.

Paul Hillier
Local Transport Plan Officer (Greater Nottingham)
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054

-----"Hugh McClintock"
<Hugh.Mcclintock@nottingham.ac.uk> wrote: -----
...**Subject: Future of Edwalton-Melton test track: route for cyclists etc.?**

Seeing the recent reports about the decision to close the railway test track from Edwalton to Melton etc. makes me wonder (as a writer to yesterday's Nottingham Evening Post also pointed out) whether

any consideration is being given to using it as the basis of a route for cyclists and walkers?

With its bridges over the A52T Gamston-Lings Bar A52T road and the A606 at Tollerton it certainly offers good potential to help provide a traffic-free route out of the urban area.

I shall raise this at the next meeting of the Highways South Cycle Working Group on 15 December but would meanwhile please appreciate any news as to whether this is already being seriously considered.
Hugh

PS. On a different matter, which I shall also raise at the 15 December meeting, I would be interested to know of any discussions about encouraging the Environment Agency to include plans for a good standard NMU path as an integral part of their latest flood alleviation improvement plans for the 27km stretch of the River Trent between the M1 near Sawley and Colwick. Is this also being considered?
Hugh”

A46 Newark to Widmerpool Improvement: message from Peter Osborne (10 Dec) and my response:

Peter
Thanks for your message and for taking an interest in this. I suggest you keep closely in touch with Nicola Jones of Sustrans who has taken a close interest in the detailed implications of this scheme for cyclists and who knows therefore far more about it than I do!
Hugh

>>> <peter.osborne@ouvip.com> 10 December 2005 >>>

Hi Hugh - I received a load of bumpf on this today. It looks like there is some good news for cyclists, but I plan to go along to one of the exhibition meetings that have been organised: Cotgrave Jan 13th and 14th, or Newark Jan 20th and 21st.

Regards,
Peter

Proposed Nottingham Trent left bank flood alleviation scheme: my comments to the Environment Agency (16 Dec.):

“Dear Jodi Harris
Thank you for sending me your consultation leaflet.

Pedals is very interested in all of your Flood Alleviation proposals affecting both banks of the Trent in Nottinghamshire and we very much welcome the potential for including new and upgraded cycle paths, along with provision for other non-motorised users, in the selected detailed options, to help develop the present fragmented paths into a more coherent and continuous network of high-quality routes, with links into Derbyshire.

The final detailed maps should make clear that the new paths are not just footpaths. This also applies to the proposed new bridge in the Colwick area to improve access along the river and in the country park. This should be wide enough for safe shared use and not just a footbridge.

We would like to point out the importance of ensuring that the new enhanced paths link as much as

possible to other local cycle routes and to other proposed schemes in the area e.g. the Trent River Park and the plans for further upgrading of the Beeston-Nottingham canal towpath and links to and from it. There should also be consultation with Sustrans about the plans for their National Cycle Network Route 15 etc.

It is also important to ensure that the enhanced flood alleviation measures do not impede cycle routes crossing them, e.g. in the Clifton Bridge area by introducing ramps that are too steep for easy negotiation on a bike. The importance of maintaining easy, attractive and coherent cycle route across the flood alleviation measures may also need particular attention in the Victoria Embankment area, depending on which option is chosen.

The detailed changes in the vicinity of the east side of the Suspension Bridge should aim to upgrade the continuity of the route alongside the Trent as well as to maintain good cycle access to and from the bridge itself. This is a very important node on the cycle network.

Also important is to ensure that the detailed maintenance arrangements for the new paths are fully considered at the outset as these often tend to be neglected on off-road routes.

Please continue to keep us informed about the development of these plans. We would be happy to discuss our comments further should you so wish.
Hugh

NB. I shall be attending a public meeting about the Environment Agency's flood alleviation plans at County Hall on 11 January)

...And further comments from Paul on longstanding maintenance and other improvement issues such as the cobbles on the western approach to the Queen's Road (Beeston) toucan crossing

“Hugh,
In fairness, from what I can recall, the issue with the cobbles is simply that they aren't in need of maintenance. Consequently, reporting them via the defect report is likely to result in the request being rejected.

Granted, this should then be fed back to Customer Services for them to pass on to the appropriate person. In this case, I think that person is me. As Ed has said though (and I think I mentioned this at the last meeting) it is difficult for me to agree to fund improvements such as these because the LTP money should be for new schemes, not upgrading old ones. There is this big black hole in government funding that doesn't consider the need to improve "older"/out-dated facilities that don't actually need maintenance.

I'm happy to bend the rules if I think I can justify it, but I have to be careful not to make it too obvious and not to spend too much of my budget on such work. Consequently, these schemes only end up being done over the long term (if at all) because there are so many of them.

In an ideal world we'd be able to provide much better (i.e., some) feedback about specific issues/problems but, unfortunately, this just isn't feasible. For my part, I do my best to keep on top of things and provide

people with as much feedback as I can but, obviously, I can't control how other teams/divisions choose to operate and they, for their part, can't dictate how many staff they can employ.

The only avenue that I think is available to you is for you to make a formal complaint about the reporting/feedback process. This would need to be investigated formally and could, if your complaint was considered reasonable, lead to a change in our practices.
Paul Hillier"

Highway Defect Report: message of 21 Dec. from Paul Hillier, Notts. CC

"Hello Hugh,
I enquired with Highways South about the lack of feedback you've received following submission of Defect Reports. Apparently, because we don't have the resources to chase up every query with our maintenance gangs, our standard practice is to reply to your initial email and then pass on the issue to our maintenance colleagues to deal with as appropriate. We cannot, though, follow that up with feedback from the Maintenance Team.

I understand that you did receive replies to your initial submissions, but that you should not expect to receive any follow up information. I accept that this is frustrating (and would consider it so if I were to submit a report) but I can fully understand that it isn't possible to dedicate sufficient time to chasing up each and every report.

The best I can suggest is that you pass your comments to Ed via the CWG for us to consider before submitting them through the Defects Reporting process.
Paul Hillier
Local Transport Plan Officer (Greater Nottingham)
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054"

Response from Ed Ducker, Notts. CC on various cycling matters I have raised with him recently including some for which there was to time to raise them at the Cycle Working Group on 15 Dec.:

"Ed
Thanks for your message and photo. The cobbles are indeed the ones shown in this photo.

I will digest your other remarks before making any further comments. We can also discuss these when you come to the January Pedals meeting
Hugh

>>> Edward Ducker
<edward.ducker@nottscc.gov.uk> 21 December 2005 >>>
Hugh, Thank you for your e-mails dated 16 and 19 December regarding various cycling issues in Greater Nottingham.

General: Your comments about a delay in resolving many issues raised through the highway defects section of the Nottinghamshire County Council website and in some instances no acknowledgement of receipt of your e-mails was of concern. Paul Hillier has agreed to contact Highways South Customer Services with this concern to see if we can improve

the service. Specific issues: Slippery cobbles area on western approach to Queens Road toucan, Beeston
Please can you clarify whether they are the ones shown on the attached picture? I will get back to you on this one after Christmas.

Bede Ling I have re-inspected our records and this land is definitely not a public right of way or adopted highway. Rushcliffe do not own the land either, so I am trying to see if someone in our Corporate Property area deals with this land. I will report back once I know more on this one - I realise that this has been unresolved for a frustratingly long time.

Exchange Road TRO Unresolved objections have been received to some elements of the TRO proposals for this scheme. A report will be taken to the Portfolio holder early in the New Year to make a final decision on these matters.

Stratford Road, West Bridgford Due to the proposed decriminalisation of parking in Nottinghamshire there will be a freeze put on the production of new TROs in 2006/7. With the timescales involved in processing a new order from scratch I think that it is unlikely we would be able to put the necessary TRO in place here in the foreseeable future.

Cycle signing
Welbeck Road, West Bridgford and Fletcher Road, Beeston. I have requested that these locations are amended as part of the 2006/7 cycle signing budget for Greater Nottinghamshire along with the missing signage at the suspension bridge.

A606 Tollerton crossroads I have discussed this with Paul and he advises that there will be a funding allowance to investigate and provide cycle crossing facilities here sometime within the period of the LTP2.

Path between Bridgford Road and Edward Road I think that there is the potential to formalise this path as a shared pedestrian/cycle track due to the width. The only concerns I have are with the potential conflict with pedestrians on Central Avenue (particularly if the barriers were removed to make it a good cycle facility), however I will take the raise this possibility as part of the pedestrian/environmental improvement scheme that is being designed in the next financial year for West Bridgford. This is one that I will try to update you on at the next CWG.

Collington Way to Rushcliffe Arena I have spoken to Rushcliffe Borough Council and work has now commenced on the path from Collington Way.

Riverside path to National Watersports Centre area I have no progress to report on this point. It seems that this path is again one that falls between the cracks in the system. The public footpath was upgraded to cycle route by Rushcliffe many years ago but has never been classed as public adopted highway and therefore, we have been unable to get maintenance carried out by NCC Highways. As with the Bede Ling situation I sympathise fully and can only really suggest continuing to raise this problem. Sorry I can't be of more help.

ASLs I have passed some ideas to our Communications team and we are going to issue a press release early in the New Year regarding correct usage of ASLs. Thanks for your comments on the proposed additional sites. Dave Parker has supplied me with the following in response:

Wilford Lane/Loughborough Road The reason why we did not include an ASL on Wilford Lane was more to do with the fact that the left turn and the ahead/right turn do not run at the same time as there is a left filter. It was considered that a single ASL could cause confusion and unfortunately there is not sufficient width to add two separate ASLs (one for each lane) and two entries. Unfortunately, there is not sufficient space to get a central feeder lane on the Melton Road approach without losing a lane (which would be critical). At least with the nearside feeder, all lanes move at the same time and hence moving across in the ASL should not be so much of an issue.

Trent Boulevard/Radcliffe Road A design of this is being drafted and I will forward you a copy of this in January before the Pedals meeting.

Cross Street/High Street Arnold Signals are drawing up a compromise option with a central feeder lane on Coppice Rd. going back about 12m, which will avoid the left-turn conflict and allow us to keep the lane direction arrows in the same place. Again I will forward you a copy of this once available. Best wishes,
Ed Ducker
Cycling & Walking Officer
Environment
Nottinghamshire County Council"

Corrugated paving on cycle paths etc: copy of my response of 22 Dec. to letter from Andrew Thompson, Beeston

"Dear Andrew Thompson
Thank you for your letter of 15 December. I am very familiar with the problem you mention of transverse grooved strips and nearly had a slip myself on an icy day last winter on one of those surfaces. They are designed to make it easier for people with a visual impairment to know which side is for cyclists and which for pedestrians but certainly can be slippery, I agree.

You might like to discuss them with Ed Ducker, the County Council Cycling and Walking Officer, tel. 977 4585, or Steve Brewer, the City Council Sustainable Transport Officer, via 915 5555 to find out more about the reasons for their use and what might be done to ease the situation for cyclists.

Yours sincerely,
Hugh McClintock
Chairman, Pedals"

Any comments, please?

Message of 22 Dec from Anne Sladen re more cobbles on cycle paths in Beeston

">>> "Anne Sladen" <anne@sladen.org> 22 December 2005 >>>

Hi Hugh
While cobbles at western approach to Queen Rd east toucan are being discussed, there are also the full road width set on Murden way, Beeston which are actually on the MCR. Here they were put in (I assume) as an early form of traffic calming, but I try & avoid them in damp weather as so slippery, (I almost came off once, and a less experienced cyclist probably would have under same circumstances).
Anne"

Advance Stop Line proposals for junction of Radcliffe Road and Trent Boulevard, West Bridgford:

We have been asked for comments on these and I have passed the plans on to Lawrence for comment.

11. Miscellaneous items:

Steve Brewer New Telephone Number: message from Steve of 3 Jan.

A happy and prosperous new year to you. My new telephone / extension number (from 3rd January 2006) is: **(0115) 91 56596**

Baby daughter for Mara Ozolins born on 16 Nov, I think that I may not have mentioned earlier the very good news of the arrival on 16 November of a baby daughter, Lucy, to Mara, our former Secretary, and Simon. All are doing well, I gather!"

North Wales cyclists' accident: message of condolence

Dave Morris has sent a message of condolence, on behalf of Pedals, to the Secretary of the Rhyll Cyclists Club, 5 of whose members were killed when a car skidded on ice last weekend. Dave Clark has suggested that we also send a card and I have suggested that he get one for people to sign at our meeting.

Eye Op update

Some of you will know that just after Christmas I had yet another (detached retina) operation to rescue the sight on my "good" eye. This one was with a full anaesthetic and I was out just in time to see the New Year in. So far at least it seems to be recovering well, subject to confirmation at a check-up this Wednesday. After that I hope to be able to get back on my bike, ending a period of forced Utter Hypocrisy!

HMcC, 10.1.06