

AGENDA FOR PEDALS MEETING:

9.00 (not 8.30 p.m.!) on

Monday 18 July 2005

in the upper room of the Globe PH, 152 London Road, NG2 3BQ (between London Road and Meadows Way just north of the car valet centre (former petrol station) to the north of Trent Bridge)

preceded by mini-ride, departing from the top of Queen's Bridge Road at 7 p.m.,

led by Gordon McGowan (NB this ride has just been fixed, as no mini-ride was submitted for the Guided Rides brochure before it went to press in January)

AGENDA

- 1. Welcome, and apologies for absence**
- 2. Minutes of Pedals meeting of 20 June and matters arising**
- 3. Newsletter; possible future printing/sponsorship arrangements**
- 4. Finance**
- 5. Events / meetings**
- 6. Jupiter Design Proposed Cycling Strategy**
- 7. NET matters**
- 8. (other) cycle facility and traffic matters)**
- 9. Miscellaneous items**
- 10. Any other business**

BACKGROUND NOTES

*** means feedback especially wanted please**

**** means help please!**

Apologies that these background notes are so long this month but an extra lot of matters seem to have come up and been raised by a wider variety of people!

I also apologise for the fact that for some reason I seem to have had a series of problems with this file in turning bold on and off so it has been difficult to get the headings to stand out as intended!

1. Welcome and apologies

Apologies for absence from

Bill Istead, Mara Ozolins, Lawrence Geary

2. Minutes of the Pedals AGM held 20th June 2005 in the Castle Rock Brewery

Present: Hugh McClintock, Susan Young, Dave Morris, Elizabeth Clark, Peter Osborne, Lawrence Geary, Gordon McGowan, David Miller, Arthur Williams, Alistair Morgan, Robert Murray,

Apologies for absence: Bill Istead, Mara Ozolins, Dave Clarke, Dave Lane, Steve Brewer, Andrew Martin, John Bannister, Roy Wilson,

"Superflyer" Printers have quoted £442 for 2000 copies. It will take ten days to do. Copies will be sent to cycle dealers, leisure centres, the central library, the tourist office and possibly health clubs.

Sponsorship of Pedals Newsletter. No more news has yet been received from Rebecca Firmin of Nelsons. It is not clear exactly what help Nelsons is going to give. Thought needs to be given to advertising revenue to bring down the overall cost of an improved quality newsletter. A better quality newsletter should hopefully result in more advertising. It is best to charge advertisers for a year's advertising (for three issues) rather than per issue. The current circulation of Nottingham Cyclist is around 600. Hugh is to get prices for desktop publishing software.

Finance. The bulk of income for this year has been received. About £2500 is in the current account. A few thousand is in the deposit account. A back order for City County Forest has been received from the Broxtowe Partnership. 40p per mile can be claimed for using a car for Pedals work (carting the stall and tools etc.) around. Damaged copies of the Pedal Pushers Guide will be sold at a reduced price once all the good copies have gone.

Other Stuff. An alternative venue has to be found for monthly Pedals meetings immediately as the room in the VAT and Fiddle is no longer available. A number of venues were put forward and one will be selected for July's meeting.

Aspley Lane/ Ring Road Junction – the issue of facilities for cyclists is being raised again with the City Council and AMScott, agents for the Highways Agency, as the Ring Road is still a trunk road.

Ridewise. Nick Moss is stepping down as coordinator and Graham Hubbard taking over, at least for the time being.

Beeston High Road: Interactive signs indicating when cyclists may or may not ride along Beeston High Road have been installed at a cost of £20000. A feature on this will appear in Nottingham Cyclist, with contrasting views; from Dave Cheseldine and Kendra
Update:

Venue for Pedals meetings from 18 July
"I have now fixed for the next Pedals meeting, at 9 p.m. on Monday 18 July, to take place in The Globe pub at the edge of The Meadows, between Meadows Way and London Road, opposite the footbridge over the canal. It is also right by a bus stop.

Provided that we buy a reasonable number of drinks and clear up afterwards there is no charge for the use of the function room. This venue seemed to score relatively well on the criteria we agreed for our short list at the next meeting. At the next meeting we can decide whether we want to make this venue permanent from September or, if people are not happy with it, to carry on searching. With the next

agenda background notes I will include the comments I got from people who visited the agreed short list pubs.
Hugh

PS. Thanks for this Mini-Ride offer from Gordon McGowan (to take the place of the ride offered back in the autumn but never submitted for inclusion in the Guided Rides programme):

"Hi Hugh, following the last Pedals meeting, if you need someone to arrange a ride before the start of the next meeting, I'd like to volunteer. I've quite a nice scenic route in mind which could end up at The Globe, should you decide to use that as the venue. Let me know - Gordon McGowan"

PPS. Various other groups are considering using The Globe, e.g. Transport 2000, as in these comments from Dave Thornhill of T2000

"I have negotiated for the next Transport 2000 meeting - The Globe, 152 London Road, NG2 3BQ. That is south of Meadows (which is immediately south of station) just before Trent Bridge. There is a bus stop immediately outside of pub on Meadows Way and I suspect most people will approach pub via that route, rather than London Road. All NCT/Trent Barton etc call here prior to Trent Bridge. It's 10 to 15 minutes walk from station.

Landlord has agreed to next T2000 meeting free of charge to see how it goes. All he is looking for is to see a bit of cash (on drink/food) going through the till and we leave the room as we find it. He is aware of the loss of the Vat & Fiddle room and I think keen to offer a home to those without a meeting room. As a bonus, pub is in Good Beer Guide and offers excellent beer at possibly Nottingham's lowest prices!

I suspect groups will have to pay more than they would like for a city centre venue or accept somewhere free/affordable that is a bit further out. The price for the Castle seems somewhat OTT to me.
David"

...from Rob Murray:

"Hugh
I've been to Fellows Morton & Clayton again today to be told the person I need to speak to isn't there can I call back again. Given they don't seem terribly keen and bike facilities are not the best if you have good reports from elsewhere I should go ahead with that. Sorry about the delay I blame the weather! Rob"

...from Dave Miller

"Hugh
(2 July) I have visited Bunkers Hill last night, it was very busy and I didn't manage to speak to anyone. However my impression of the place is that it wouldn't be suitable although the beer was good.

With regard to the News House, due to the rain I didn't get there last night, I have tried phoning but they seem to have a fax machine going all the time. I will still try to check it out this week end

(3 July)" Hugh

I have just been to the News House, It is a nice pub, Rock Brewery similar to the VAT and Fiddle, but they don't have a meeting room although the manager would be happy for us to have our meetings in the bar which is generally quite on Mondays. Other groups do meet in the bar. There is a small car park

at the rear and a forecourt area with large parasols, of course this is next to the busy Canal Street
Regards, David"

Rose and Crown: visited by Alistair (I think? - I seem to have deleted his message) and not recommended: I will let him amplify at the meeting!

New 'Superflyer' ready

Thanks to Lawrence Geary and Chris Stevens for their work on this, copies of which Lawrence circulated recently to people who had agreed to help distribute them asap. I will bring more to the meeting, so that others can please help in a distribution blitz.**

Great Notts. Bike Ride: message of 26 June to County Councillor Chris Baron and response:

"Thanks Hugh,

I thoroughly enjoyed it, and to see such wonderful countryside, and so many people enjoying themselves, and families actually being families again, was all worth it - even though I had a bad back!!

I will forward your e mail onto the main organiser.

Many Thanks

Cllr. Chris Baron

Cabinet Member for Culture

Member for Hucknall Division

Nottinghamshire County Council

0115 977 3203

07921 942444

07831 470271

"Hugh McClintock"

<Hugh.McClintock@nottingham.ac.uk>

27/06/2005 10:36

<cllr.chris.baron@nottscc.gov.uk>

Great Notts. Bike Ride: very many thanks!

Dear Cllr. Baron

On behalf of Pedals, and all the many cyclists who took part in the event, could I thank you and your County Council officers very warmly once again for such a hugely enjoyable and popular event.

The ride has come a very long way since Pedals first started in back in 1982 and we have been very pleased at the way that it has grown and at the same time remained such a good event.

We look forward in due course to hearing news of the date of next year's Ride and no doubt, this will be extra special, given that it will be the 25th!

Yours sincerely, Hugh McClintock,
Chairman, Pedals"

23 June Meeting with Steve Brewer and Polly Brant (City Council) re City Centre cycle access and signing

I again (as in Dec. 2002, following the original Clear Zone changes!) met Steve and Polly to explain the problems with the poor signing and marking of the contraflow cycle lane on Carlton Street/Goosegate which means it is not at all clear either to cyclists or drivers that cyclists can still use all of this route in both directions. They do now seem to appreciate the problem and proposed a short 2-way cycling lane to rectify this as well changes to the signs further down, including side street approaches, to make the 2-way cycle access much clearer.

We also looked at the new St. Peter's Square arrangements where the 'All Traffic Turn left' (without 'except cycles' plate) is going to be removed, they have now decided. I also suggested using a cycle logo by the dropped kerb at the bottom of Houndsgate to clarify the start of the cycle access across St. Peter's Square.

On the wider point about cycle route signing they are still very reluctant to put up any cycle route direction signs within the city centre, even for basic north-south-north and west-east-west cycle routes, saying not only that they wish to avoid extra sign clutter but also that cyclists should be able to rely on maps to know why they can and can't cycle and to find the best way to their destinations in the city centre, once they have passed the cycle route direction signs as they enter it! I also emphasised the need for improving this signage, e.g on Castle Hill and the routes from it both towards the Maid Marian Way toucan crossing and between Castle Boulevard and Canning Circus via Standard Hill and The Ropewalk, etc.

7 July Meeting with Steve Brewer and Polly Brant (City Council) re Canning Circus proposed changes

At this meeting I emphasised the need to maintain two-way cycling on The Ropewalk, including cycle access from Canning Circus, and to exempt cyclists from the proposed no left turn into Alfreton Road and from Canning Terrace into Derby Road. All these proposals are anyway being reassessed so this may provide an opportunity to consider more carefully the impact on cyclists and the potential for 2 or 3 Advance Stop Lines and cycle parking clusters, of which there was no mention in the consultation leaflet circulated last month!

Pedals responses re Sneinton Pedestrian route proposals (City Council) and the County Council's proposed Burton Joyce to Gedling cycle route:

Thanks to Arthur Williams for some very helpful detailed comments on both of these lots of proposals.

Beeston High Road interactive cycle signs:

I have had a lot of exchange of messages about these with Kendra Houd at the County Council and several local members including Anne Sladen, Robin Phillips and Mara Ozolins, as well as further comments from Dave Cheseldene (don't know if he is a member!). Lawrence Geary has offered to summarise these for a feature in the next newsletter.

3. Newsletter; New printing arrangements and next issue.

Rebecca Firmin of Nelsons has asked for details of the costs of our current arrangements to help them come to a decision about what sponsorship they can offer us. I am trying to get this offer firmed up before Monday as it will be our last meeting before September. It would be very helpful to know just where we stand with Nelsons in plenty of time before starting to get the autumn newsletter underway!

In discussing the need for new printing arrangements and other improvements to the quality of the newsletter I realise that I am in danger perhaps of

raising peoples' expectations too much! As I have tried to point out before if we are serious about improving its quality we need not just new printing arrangements but also a dedicated and much more competent and skilled editor, especially someone with good desk top publishing skills. These I do not have and, though I am willing to learn, that will take far more time than I am likely to have to devote to it in the foreseeable future. It is anyway far from the ideal arrangement for me to have to keep doing the newsletter editing as well as being Chairman and effectively caretaker Secretary as long as that job continues to be unfilled!

Contacts pages:

A good two, tightly-packed, pages, have been included for many years towards the back of each issue and I do get feedback that people found this useful. However, as part of the new arrangements, I wonder whether we could save space by dropping these in future from the newsletter and instead just referring people to the Pedals website where they also appear, regularly updated. What do people think please?*

Pedals website and electronic copies of newsletter: message from Alistair Morgan and my response:-

...Original Message --

Date: Mon, 04 Jul 2005 09:38:53 +0100

From: "Hugh McClintock"

Alistair

A pdf copy of the newsletter has been suggested before (and we once asked members in the newsletter if they wanted to receive it this way but none responded). I have only the Word files I send to our printer to layout along with the photos (mostly digital) etc. I send him. Hugh"

"Hi Hugh,

The word docs would be fine because I can take the various bits and pieces and embed on the What's New page or a new Articles page. The tool I use pastes in text and converts it to HTML for me.

A PDF would be ideal but for the moment we could live without that. It would be good in the long run I would have thought for sponsorship because the advertisers would then also have their adverts on the web.

Although it would make sense to only publish the last newsletter as the latest went out so there was a benefit to membership and receiving a physical copy of the newsletter.

If you can let me have the word docs I'll see what I can do with them.

regards, Alistair

...PS from Alistair (4 July): Hugh:

I've managed to get Mar/Apr/May/Jun meeting minutes and the LTP Response converted into PDFs thanks to one of my colleagues.

Have you any issue with me publishing these on the website? I think it would be good for members and possible members to see what's being discussed and to see that there is activity going on.

4. Finance

Susan Young to report.

5. Events / meetings

Tour of Britain visit to Nottingham (2 Sept) and Nottingham City Council proposed associated events "Parklife"

Message from Dave Clark
<davidclark_71@hotmail.com> 01 July 2005 >>>

"Hi Hugh, sorry about not getting back to you but I have been busy, I have sent off the booking form for the park life events, the only one that we cannot do at present is 3rd August, as we are booked at the lark in park... I will get a copy and pass it on to you at the next meeting."

This will be a very important opportunity to promote cycling locally and we have already said in principle that we want a stall near the finish. Who is able to help with it please?*

Message of 8 July from Dave Clark re Gedling Show
"We have a booking form for the Gedling show on sat 3rd and 4th of Sept, at the Herrod Centre.

We also have details of **the event in Stapleford on 10th Sept**, alas Myself and Liz are on our annual holiday. If you can arrange to get the Marquee etc from us on the 2nd, it would help.
thanks ." Can anyone help with this please?*

Green Event' at St Peter's Rooms & Framework Knitters Museum, Ruddington - 17th Sept 2005: message of 5 July from Chris Murden
"With colleagues Mrs. Jackie Fisher and Dr Gavin Walker, I am organising the above event to feed into and complement the 'Kite Weekend' on Rushcliffe Country Park. The idea is promote environmentally friendly practices in lifestyle. The event will start at 10.30am and finish at the St. Peters Rooms around 1pm with a walk/cycle to the Country Park to enjoy entertainment being put on up there.

I write to enquire if Pedals might want to take a table to promote cycling in the St Peter's Rooms during the morning - this would be free of charge.
Chris Murden - Editor Rudd Newsletter"
Any offers, please?*

Riverside Festival and Pedals policy on stalls/displays at events: message of 7 July from Susan Young and my response:

"Hugh
I have spoken to someone about the riverside festival and they need a reply by next week. It would cost a total of £108 for the two days and approx 120,000 people attend, most of them local or Loughborough/Mansfield etc, 4-5 times more than many of the events we attend.
Unfortunately they have a minimum size pitch, hence the cost.

I am rather inclined to go for it this year as it may prove cost effective. Many people go to spend so if we sold 25 CCFs our return could be similar to that of many other stalls. Few come free now, often costing £20ish.

We maybe need to review our whole strategy (winter meeting topic?) as events are getting costly. Maybe

we could recoup some costs at suitable events in the form of a tombola or something - minimal input for maximum profit.
Thoughts asap.
Thanks, Susan"

"Susan
Thanks for your message. I am happy to go along with your suggestion on a trial basis but agree that we need to review our strategy/priorities for stalls if they are becoming more expensive. Getting a good launch for CCF2 is certainly a good reason this year for erring on the more generous side in responding to such requests but I will put the matter on the next agenda.
Hugh"

Messages of 13 July from Dave Clark: Mela and Riverside Festival stalls, etc.

"We also need to put in the agenda, that personnel are required for the Mela a week on sat and Sunday and also for the riverside festival. This will help me and Liz get a break at both events for a couple of hours. plus we need any help on other events.
Rory from the organisers of the riverside fest is going to send me details and booking forms for next years events at the Arboretum (could be back at Green fest) These are all **free events**.

... I have contacted Matthew Philips re the tour of Britain and all the events before this, we will not be able to get the one on the third, I think that is the one in Bulwell but have confirmed that we will do the rest of the ParkLife events. Also we have had a form to get on the Gedling show on the 3rd and 4th of Sept, I have given sue the booking form and hopefully we will be able to attend.

I have discussed briefly with Susan Young that we should look at having either a Tombola at the events we go to or to have a car boot type sale on as we have the room to do it, but we do need people to help out.....

I will compile a list of the events over the next few days and get them to you as soon as possible as I know we are limited to time. Perhaps a small number of us should meet up before the meeting to get these things sorted out sooner? Like I said at other meetings we should change the mini rides to another night so that the meetings can start earlier at 7.30pm, more could be discussed and decisions made. We need to do this for next year.....This would help us with timing and getting things done instead of rushing through things."

PS. The general feeling of most people has been that the mini-rides over the summer should take place before the business meetings and not on a separate night as we sometimes get people on the mini-rides who stay on to 'dip their toes' into the business and because people don't want 3 hours of solid business.

Is that still the majority view or do others agree with Dave? We have also floated the idea in the past of doing much more of the business in subgroups, to avoid cramming the agenda so much, but in practice people have not seemed to want to change to that!
Any more comments please?*

Historic Churches Ride, Saturday 10 September

I have been sent details of this annual ride which I will bring to the meeting.

Forthcoming meetings:

Notts. CPRE Green Belt campaign reception, The Council House, 3 p.m. on 3 August:

We have been invited to send someone to this reception, for which responses are needed by 26 July. Does anyone wish to go please?*

Notts. County Council Highways South Cycle Working Group meeting, 1 September

Suggestions for matters to bring up would be welcome, please. Ed Ducker will be chairing the meeting.

I have still had no reply to my message in May inviting Cllr Brian Grocock from the City Council for a discussion at our September meeting and propose to try contacting him again once I am sure where we will be meeting. There is of course no business meeting in August but only a mini-ride.

Rushcliffe Community Quiz: Tuesday 18 October, 7 p.m. at Cotgrave Welfare:

Carola Jones at Rushcliffe BC needs to know by 312 August if we want to enter a team for this event. Any interest please?*

6. Jupiter Design Proposed Cycling Strategy for the Greater Nottingham Transport Partnership.

The draft strategy (attached) was presented at the 5 July Greater Nottingham Cycling Forum and we have been encouraged to make comments, please.**

GNTP Cycle Forum: 5 July and new Cycling Strategy: my message to Gary Smerdon-White, Greater Nottm Transport Partnership and Anisha, The Big Wheel
"Gary
Anisha

Thanks very much for giving me a slot at this morning's GNTP Cycle Forum to present Pedals views on Local Cycling Issues and to launch the new edition of the City County Forest book.

Although it got a bit hurried at the end and we had to curtail the useful discussion I feel the event went very well and will help to encourage much interest in the new emerging Cycling Strategy. As I said at the meeting Pedals thinks there are many useful points in what was presented on the Strategy that would provide a good basis for further cooperation and I shall certainly recommend this at our next meeting, on Monday 18 July.
Hugh"

...PS. Comments from Phillip Darnton, Chairman, Cycling England and President of the Bicycle Association (passed on to Gary Smerdon-White at the Greater Nottingham Transport Partnership (promoters of The Big Wheel) and Laura Knight of Jupiter Design
>>> president@bicycle-association.org.uk 12 July 2005 >>>

Hugh,
Thank you for sending a copy of the GNTP Cycling and Walking Strategy. I must say I was astonished and dismayed by what I read. It really is an appalling piece of work and has no strategic thought in it at all.

I don't know what the status of it is and whether it really would influence the GNTP themselves.

I was so dismayed by it that I have jotted down very hastily some of my first thoughts in reading it. These are attached. If you believe that there is any point in pursuing this I am happy to do so through you. It would be terrible to think that they ended up allowing work of this kind to go forward.
Phillip."

"Strategy – Some initial thoughts

Tells you are - what your aims and objectives are
appropriate - why they are relevant,
- how they can be achieved

It sets out influence (target groups) - who you are seeking to influence (target groups)
(habits/attitudes) - why they are relevant
behaviour (relevant benefits) - how their attitudes and can be changed
- what will persuade them (the "reason why")

It will explain - how the "market place" is structured

(types of journeys) - what the "market segments" are (types of people/why they travel)
appropriate to your strategy - which "segments" are perceived) are to behaviour change
- what the 'barriers' (real and perceived) are to behaviour change
- how these can be addressed
as part of the overall strategy - what role communications play

Issues with cycling

- It is engaged in for very many different reasons/benefits
to everyone. It is a fragmented market
- It is a "marginal" activity (only 1.5% of all trips)
- Most people will never cycle
'it') - It is counter cultural ('cars' are sexy : image enhancing)
- It is not aspirational (not cool :
- It has a poor public image (young/white/male/macho)

Therefore, it is very difficult/expensive/wasteful to invest in broadcast media to reach any given target audience. Mass media may help – in the long run – change perceptions generally: they will not cost-effectively change behaviour.

General Perceptions of Cycling

1. It is dangerous a) on the roads – suitable cycle lanes
- junctions
- others' aggressive behaviour

children – stranger danger
b)for my
bike – secure parking
c)with my
- cycle theft

2. Lots and lots of other reasons/excuses/rationale:
- weather : clothing : shopping : my hair :

This presentation does not explain:

- Who to appeal to
- Why they are appropriate
- What difference (no. of trips) they will make
- How to appeal to them
- Where to “find” them (what media)
- What else needs to be done, beyond advertising

- It is not a strategy at all: it is an advertising proposal
As such,
It is not part of an overall plan to tackle the barriers to cycling
It does not propose relevant target groups: eg “NON OWNERS of cycles”
It is not even aware of “bike for”

“Gary
Laura

You might be interested in these comments on the draft cycling strategy from Phillip Darnton, President of the Bicycle Association and now Chairman of Cycling England (and also of course former Chairman of Raleigh Cycles) to whom I passed on a draft thinking he might have some useful comments before the Strategy is finalised.
Hugh”

7. NET-bike accident (Wendy Clements) on Middle Hill; message of 29 June from Steve Hunt, City Council:

“Hugh
At the last GNLRT Advisory Committee you passed on a copy of a letter from Wendy Clements in response to a letter from Jenny Hill who works in Accident Investigation.

To keep you informed Jenny has revisited the site and while she accepts the suggestion of further carriageway markings is valid she has concluded that at this specific location there are other factors to consider such as the kerb alignment, double yellow lines, tram hatching (white lines) and tram tracks. Additional on-carriageway markings would serve to complicate what is already a heavily marked carriageway. To install the markings, they would have to be located in the middle of the tram tracks; which would clutter the location and may cause confusion to other road users.

She has confirmed the foliage referred to has been cut back and that this site will be continue to be monitored from a safety viewpoint. The records of accidents have not highlighted a history of accidents at this location.
Regards, Steve”

...and my response to Steve Hunt:

Thanks for your reply which I will report to the next Pedals meeting, on 18 July.

Even if there is no history of accidents at this location I must say that Pedals does still get complaints that the availability of the cycle bypass facility on this stretch is not made clear enough well in advance, especially bearing in mind that downhill cyclists are likely to have got up quite a bit of speed by the time they come across it. Even if accidents do not ensue, as did happen in Wendy Clements’s case, it can be a bit unnerving, for cyclists that do not know the area, if they suddenly realise that they should have got onto the bypass facility.
Hugh

PS. Comments from Phil Keynes, 1 July (copy of message to Steve Hunt)

“Steve
I forwarded a copy of your earlier message, about Wendy Clements’ letter, to Phil Keynes who is one of the cyclists who has at times complained to me about the dangers at this location and who, I recall, told me witnessed a cyclist falling off there at some time during the construction period when there were no (or fewer) markings. He has reminded me of this incident which he did write about. I gather that he never received any response to the letter, a copy of which I now enclose. The cyclist concerned did suffer severe head injuries and was taken away in an ambulance to the QMC.
Hugh”

>>> Philip Keynes <philip.keynes@nottsc.gov.uk>
01 July 2005 >>>
Hugh, does this (September 2003 pre NET opening accident) not count as a history of accidents? Don’t know whether the AIU were informed, but an ambulance took the injured party to QMC
Phil”

Any comments please?*

8. (other) cycle facility and traffic matters)

Copy of message to Steve Brewer, City Council from John Clark <brick@ntlworld.com> 20 June 2005: Cycle lane surfaces
Steve, hi,

I’m locked in a bit of niggles with a certain bus company regarding my refusal to ride on the red cycle lane of Hucknall Road. It would help me, even to being proved in the wrong, if you could explain or answer the following:-

- a) was the lane laid in two metre lengths of red tarmac joined by a raised grid specifically to deter cyclists doing speed along this road? (Surely the hills guarantee that on the ride into town?)
- b) if not, why was a surface totally hostile to cyclists put in place? (The same surface is found on the downward slope of Mapperley Road, a route where cyclists can happily and safely match the speed of a car [and still be within the legal limit] but certainly not safely if they stick to the lethal red strip.)
- c) are there any plans to correct these cycle-unfriendly facilities?

Many thanks, John Clark”

...and comments from Phil Keynes (21 June)

">> Philip Keynes <philip.keynes@nottscc.gov.uk>
21 June 2005 >>>

Hugh, I think John is referring to Woodborough Road and not Mapperley Road. I have mixed views about Woodborough Road - I cycle it down hill every day, but not up it, and I think it depends on a cyclist's experience and cycling style.

I tend to use the cycle lane and pootle down the hill feeling pretty safe, but needing to be wary when cars move into the left as the bus and cycle lane ends near Shelton Street - they are often not expecting a fast(ish) moving cyclist to be passing them on the inside as they do this!

The surface could be smoother and does collect the crap - i.e. like most cycle facilities better maintenance would help!! I see other cyclists just ignoring the cycle lane, keeping to which can also cause problems to the inexperienced when turning right.

Generally I think, in the absence of being able to reduce and slow traffic, these lanes offer some benefit and are a visible indication of a wish to support and encourage cyclists - but that doesn't negate our right to use the rest of the road of we so wish!

best wishes
Phil"

Proposed Gedling to Burton Joyce cycle route: comments of 22 June from Arthur Williams to Kendra Hourd, Notts. CC

"Kendra,

To add to Hugh's comments, as someone who lives in Carlton and has used this route from time to time, I would suggest looking at on-road provision for the section within the 30 m.p.h. limit in Burton Joyce, for three reasons:

1. There are several small residential roads which cyclists would have to stop and cross, in the existing proposals. Some of these have quite poor visibility for cars turning left into them, off Nottingham Road.
2. There are a lot of house drive exits, where again visibility is limited.
3. There are likely to be more pedestrians along this part of the route, and it is currently not wide enough for shared use.

There is also less danger to cyclists being close to the traffic within the 30 m.p.h. zone. Along the 40 m.p.h. zone, the road is not currently not wide enough to give cyclists adequate provision on-road.

I would welcome the opportunity to comment on amended proposals.

Regards
Arthur Williams"

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

From: Hugh McClintock
[\[mailto:Hugh.Mcclintock@nottingham.ac.uk\]](mailto:Hugh.Mcclintock@nottingham.ac.uk)
Sent: 21 June 2005 11:48

"Kendra

Thank you for your letter of 27 May (H.S/MW/24659) asking for comments on these proposals. Sorry I am a bit late in replying but I wanted to raise them at the Pedals monthly meeting which was last evening.

In general we support the proposals although we would much prefer to have seen an on-road solution which most cyclists (at least more confident ones) find safer. We are particularly concerned about possible dangers where shared paths cross minor roads and, if a shared path scheme is to go ahead, believe it very important that these dangers are reduced by including raised crossings where the shared path crosses minor roads, to give drivers a strong incentive to slow down and watch out for cyclists crossing, in both directions.
Hugh"

...comments from Kendra Hourd (28 June)

">>> Kendra Hourd <kendra.hourd@nottscc.gov.uk>
28 June 2005 >>>

Dear Hugh,

Thanks for your general support of the scheme. I do always try to fit cycle routes on-road where possible (as I've just managed recently on Annesley Road, Hucknall), but unfortunately this is not always possible.

I am aware of the possible conflicts cyclists sometimes have crossing side roads on shared use routes which is why I always install give way markings on the approaches. I appreciate this is not very cycle friendly, but it's the best mitigation I can offer.

The idea of raised crossing points would concern me as it may mislead cyclists into thinking they have priority. It may also constitute traffic calming which would then fall foul of traffic calming regulations and NCC justification criteria which it would not meet.

On the positive side, all the side roads are cul-de-sacs except one which only leads to two other cul-de-sacs. As a result they are very lightly trafficked. There will also be large entry shared use signs clearly visible to drivers approaching the junctions which will hopefully serve to highlight the presence of cyclists.

I appreciate that this scheme is not as ideal as we would both like if given a blank slate, but I believe it will still provide a very useful and safe facility. The fact that most cyclists already seem to be using this footway in the absence of any markings or signs and have probably done so for at least 3 years without any injury accidents being reported would seem to suggest so anyway.

Many thanks for your comments.

K.J. Hourd

Senior Improvements Officer - Highways South

Tel: 0115 8786032

Fax: 0115 8786057"

text of a letter from Graham Lansdell (21 June) to Ed Ducker, (Notts CC) in reply to his full response to my enquiry re Radcliffe Road Bus/Cycle lane and the diagram 877 sign.

"Dear Mr Ducker

Thank you for your letter of 14 June, and for the detail in which you have set out your views. I do not wish to engage you in an extended debate on the subject, but would just like to draw your attention to a few additional points.

Firstly, I enclose a copy of two pages, (plus the cover), of a report on the A52 Bus/Cycle lane - a report produced following a public inquiry into whether it should be made permanent. In particular, the issue of signs to diagram 877 cropped up at the

inquiry, with my views being described by the inspector in paragraph 5.10 of the report. The Inspector's views appear in paragraph 6.7, where he wrote that "That sign is misleading and could be dangerous, and I would strongly recommend that these signs be amended to indicate that cycles as well as buses may proceed forward within the bus lane at road junctions."

Following that report, the Highways Agency, (the responsible authority in respect of the A52 scheme), did indeed amend the signs, though not quite to the design which I had urged.

I would also like to point out that in respect of similar signs on the Mansfield Road (southbound) bus lane between Valley Road and Woodthorpe Drive, (also a Notts County Council responsibility), one of your colleagues agreed with my representations and did arrange for the signs to be amended in line with my suggestion.

While I accept that, when the Non-Motorised Road User Audit was carried out, the signs did accord with regulations, I question whether, in the light of the above, they accorded with best practice. Claiming the latter is surely implying that neither the views of the Secretary of State's Inspector, nor those of your colleague dealing with the Mansfield Road Bus/Cycle lane, represented "best practice".

I recognise that unless/until national regulations are amended, guidelines suggest that the words "and cycles" are not necessary on any signs to diagram 877. This may reflect the fact that appropriate consideration of cyclists' needs was not given when diagram 877 was first conceived, (and cyclists' needs still overlooked during subsequent revisions of the regulations).

However, I note that your letter includes no indication of any disadvantages, in respect of road safety, of adopting my suggestion. I hope, therefore, that having considered the matter further, you will agree with me that the underlying problems lies in the absence of guidance in the signs regulations to the effect that including cycles in the sign's text would be advantageous.

The sensible solution would be for the Department for Transport to amend the regulations, a suggestion which also appears in paragraph 6.7 of the Secretary of State's Inspector's report. The fact that the DfT has yet to act on that aspect of the report is surely not a suitable justification for not adopting "best practice" as laid down in that report."

Beeston High Road cycling: comments from Anne Sladen (23 June)

">>> "Anne Sladen" <anne@sladen.org> 23 June 2005 >>>

"Hi Hugh

I was talking to Sue (from the bike shop on Broadgate in Beeston) about the plans for Broadgate and the cycle lane.

She feels that many of the problems with contraflow cycling on Broadgate and cycling on the High Road from 10-4 result from students from abroad unaware of what road signs mean (eg if there is a cycle picture you can cycle, ignoring the fact that a red outside circle means you can't).

She feels that education of students at Nott'm Uni is needed!

I'll report on the High Road signage when I've seen more of it in action.

Anne"

...forwarded to Notts. CC

"Paul

Kendra

Ed

Gareth

Ann Sladen raises the matter of cycling problems on Beeston High Road being complicated by the lack of understanding by some foreign students

I do recall that this has been mentioned before, not just those from Nottm Univ but also from Broxtowe College. A few years ago there was talk of an initiative to do something about this but I am not sure if anything happened. Do any of you know?

...comments of 29 June from Kendra Hourd, Notts. CC, and my response

"Kendra

Thanks for your reply. The issue about the apparent particular problem of abuse by some foreign students was first raised a year or two ago, as I recall.

The complaint about some Police officers driving through the High Road due to 'operational requirements' has only been mentioned to me recently, by Robin Phillips in his recent email. By copy of this I am asking him please to give you and Ian Parker more details so that it can be raised as you suggest. I will also mention it at the next Pedals meeting, on 18 July.
Hugh

Dear Hugh,

Thank you for your emails of 22 and 23/6/05.

I am not aware of any initiative regarding raising their awareness of the cycling restriction on High Road with foreign students attending Broxtowe College or Nottm University. I would have assumed that anyone studying in this country, regardless of their nationality, would be able to read English and therefore the new interactive signs will still assist if this issue is a relevant concern. Admittedly, I have not attended College for a number of years and would bow to anyone's greater knowledge on the matter.

With regard to reports that Police officers are driving through High Road due to 'operational requirements', I can only suggest that it be raised directly with the Police by Pedals or at the Broxtowe Transportation Consultative Group. I will pass this matter to our Customer Services Manager Ian Parker, so that he is aware of the issue and can raise it at the meeting if Pedals are not in attendance themselves.

Yours sincerely, K.J. Hourd

Senior Improvements Officer - Highways South

Tel: 0115 8786032

Fax: 0115 8786057"

...comments from Mara Ozolins (29 June)

"Hugh,

Thanks for passing on all the interesting correspondence on the above. As a late entry into the debate these are my views. I think the signs are a good idea (although I was surprised at how expensive they were!) - lots of cyclists seemed blissfully unaware of the cycling restrictions. That

section is too busy during the day to safely accommodate pedestrians and cyclists, and it's only a short distance for a cyclist to get off and walk. It will be interesting to see how well the signs work. I also agree that there seem to be a few too many vehicles down there.

An education programme for students sounds like a good idea, and getting Kate Butler involved with the Uni/college induction programmes an ideal opportunity.

Dave: I don't exactly know how the detector loops work, but I presume they're just the same as the ones on many of the toucan crossings (eg across the ring road, near University Boulevard). They seem to work fine for me, though haven't yet tried the Beeston signs - my bike is mostly aluminium. Depends where the loop is placed in relation to the sign, and obviously how fast the cyclist is travelling (should be slow given it's an area shared with pedestrians!). Best wishes,
Mara

Cycle facilities in the Old Market Square redesign: message of 6 July to Steve Brewer and Polly Brant, City Council

"Steve, Polly

I have been meaning to ask for some time what facilities there will be for cycle parking in the revamped Old Market Square please. I made reference to the matter when commenting on the original alternative proposals but have not pursued it recently. I know that things are now moving on quite rapidly so would appreciate an update please. Thanks, Hugh"

...reply from Steve Brewer (6 July)

"Hugh

I spoke to Nigel Turpin (City Centre Team) recently about cycle parking in the new Square. I have suggested 5 no. stainless steel Sheffield stands at each corner of the square, which he has agreed to take on board.

Steve Brewer"

Cycle parking problems at Nottingham Station: "messages of 7 July from Richard Wood, City Council and Sharon Smith, Central Trains

"Hugh

In the words of The Who song "Who Are You" - see Sharon's reply - she is the manager at Nottingham Station. You might want to take her up on her offer.

Regards,

Richard Wood, City Development

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

From: Sharon Smith

[\[mailto:sharon.smith@centraltrains.co.uk\]](mailto:sharon.smith@centraltrains.co.uk)

Sent: 07 July 2005 10:44

To: richard.wood@nottinghamcity.gov.uk

Subject: Re: FW: Nottingham Station cycle parking problems

Richard,

Firstly the lights in the Porte Cochere are working - I apologise for the inconvenience caused, and assure you that we requested electrician attendance as soon as the problem occurred. There was an initial problem with the cherry picker that they use to reach lighting fixtures, over which none of us had any control.

Secondly, the (damaged) cycle stand issue has been passed to the maintenance team for removal. I am monitoring it and will be taking it up with the facilities manager if they are not removed within a 4 week timescale.

Thirdly, I am clearly aware that the cycle stand signs (on the platforms) are not pinpointedly accurate. However, as we are planning a resignage scheme around the station, it is clearly prudent to make amendments in conjunction with this.

Finally, who is Hugh McClintock? Would he like to come to the station to meet the team and allow us to explain how we manage the station and its facilities? Sharon Smith

Route Manager Nottingham & Robin Hood

Tel/Fax: 0115 957 6001 (057 6001)

Mobile: 07880 765307

sharon.smith@centraltrains.co.uk "

PS. I have been trying to contact Sharon Smith to arrange a meeting to introduce myself! The damaged cycle stands have been like that for nearly a year now and, I have remembered, were in fact featured on the BBCTV I-Can slot I helped them compile last August!

The misleading cycle parking signs on the platforms have been like that for 3-4 years now and then there is the even more long-standing matter of the pathetic total lack of signs to the cycle lockers by Platform 6 installed about 4 years ago, despite endless promises from Central Trains to do something to improve the situation! I shall be interested to hear their latest explanation "about how they manage the station and its facilities!"

Re: A46 Newark to Widmerpool Preferred Route

Announcement: message of 7 July from Nicola

Jones, Sustrans in response to mine to her

"Hi Hugh,

No problem except that I won't be able to get comments to you by the 18th. The User Group meeting is August 3rd, so I'll gladly let you have a response after that.

Best wishes, Nicola"

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

"Nicola

No doubt you like me have had a letter recently

(dated 5 July) from Mohammed Habib at the

Highways Agency about the Minister's

announcement on the Preferred Route for the A46

Newark to Widmerpool.

As in earlier stages of the consultation on this scheme I am happy to leave to you, with your more detailed local knowledge, the submission of comments on the implications for cyclists but will also be happy to write a letter endorsing your comments if you wish and can please let me have in time to raise at the next Pedals meeting, on Monday 18 July.

Thanks, Hugh"

City cycle maps and cycle parking

Be prepared for later in the year when we will be asked by the City Council for detailed feedback on the revised City cycle maps (thanks already to Arthur Williams for some comments) but we must make sure that we know what is definitely on them! I was rather embarrassed at the recent GNTF Cycle Forum, after I passed on to Steve Brewer with,

apparently, some detailed suggestions about further cycle parking in the city centre, to learn later from Steve that she seemed completely unaware of where such cycle parking already existed, including much provided recently, or that these were shown on the new cycle maps!"

**Message of 8 July from Graham Lansdell:
"Nottingham becomes LESS cycle-friendly !" and
my response**

"Graham

Thanks for this. I agree with your general comments although I have not checked out in detail how the latest changes on Queen's Bridge Road and London Road etc. are working out. In commenting on the latter proposals we certainly made the point about the convenience of the cycle access to and from side streets in the previous arrangements and regretted the apparent proposed loss of that facility while supporting the general idea of on-road provision.

Carlton Street/Goose Gate

This is a longstanding problem. About 3-4 years ago I met Steve Brewer and Polly Brant on site to explain the criticism I had made about how the 2001 Clear Zone changes on this route had made it not just less clear but actually more dangerous for cyclists at the top end of Carlton Street/Goose Gate because it was no longer clear for either cyclists or drivers from the signs and markings that two-way cycling was still permitted. Nothing was done and the more recent changes to the signing (e.g. 'No Entry' signs) actually made this even less clear. I took this up again with Polly and Steve and met them recently again to explain the continuing problem. They are now looking into changes to the markings that would make this clearer and safer, as well as a series of changes to other sides around, e.g. on side streets, to make clear the 2-way cycle access and the consequent exemption for cyclists from turning bans, etc.

As well as forwarding your comments to the City Council I will put them on the agenda for the next Pedals meeting, to get further feedback and views.

Not only is it often a matter of 'one step forward being followed by one step backward' but it quite often seems to me as though we have to campaign twice over, to get improvements for cyclists in the first place and then to stop them being removed or eroded! The Carlton Street/Goose Gate contraflow cycle lane is a good example; very good when first put in by the City Council in 1998 after they became the Local Highway Authority (the County Council having done nothing in the 18 years since Pedals had first proposed this!), and in general an excellent new facility, but then allowing it to be abused (by parked motor vehicles) and made less clear and safe, particularly towards the top. The problem has now been compounded by the increased sensitivity of the City Council over the size and number of signs (and to some extent, road markings also), especially in the city centre.

As so often we find that the cycling aspects are still overlooked in these 'major projects/wider schemes' and the recent Canning Circus proposals, which I met Polly and Steve again this week to discuss, are yet another example of little or very inadequate attention being given to cycling!

End of rant!

Hugh

>>> "Graham Lansdell"

<grahamlansdell@melia15.freemove.co.uk> 07
July 2005 >>>

Dear Hugh

Nottingham used to be very cycle-friendly, in no small measure as a result of the work put in by you and the Pedals cycling campaign. However, I have come across four different locations where, as a result of recent changes to the highway network by the City Council, Nottingham has become less cycle-friendly. Here are the details.

1. Queen's Bridge Road. The previous cycle route has been narrowed considerably as part of the recent works, at the northern end of Queen's Bridge Road. It is no longer of adequate width for safe two-way cycling, and no longer conforms to "best practice" in respect of its width.

2. Carlton Street/Goose Gate. Here two-way cycling used to be permitted between Victoria Street and Hockley, assisted by contra-flow cycle lanes on stretches which were one-way for motor traffic. Now, it is (according to the traffic signs), not permissible to ride eastwards down Carlton Street from its junction with George Street to its junction with Broad Street. In addition, although the signs permit cycling westwards from the George Street junction to Victoria Street, the road markings give no indication to east-bound motor traffic that contra-flow cycling is permitted. As a result, it is now more dangerous to ride westwards on this stretch.

3. Since the off-carriageway cycle track was removed from the stretch of Arkwright Street between Victoria Embankment and Bathley Street, Fraser Road/Turney Street have been rendered No Through Roads. Formerly, Fraser Road/Turney Street were not closed to cyclists at their eastern end: now they are. If my memory is correct, the Traffic Regulation Order creating the cul de sac closure at the junction of Fraser Road/Turney Street with Arkwright Street contained an exemption for cyclists. Despite the existence of this exemption in the TRO, the Council has removed this cycle facility.

4. Crocus Street (westbound) has recently been closed, at its junction with Arkwright Street. Traffic from London Road is now directed further up London Road, and then down Queen's Road. This is not a suitable alternative to the former Crocus Street, which had low levels of motor traffic, making it ideal for cycling.

If I am in error over any of these issues, please let me know the true situations. However, if what I have written is correct, please forward the comments to the relevant officer(s) within Nottingham City Council, letting me know to whom you have passed this on to. I hope that Pedals will monitor how this complaint is dealt with.

Yours sincerely
Graham Lansdell
1 Gritley Mews
Nottingham
NG2 1PZ
Tel: 0115-986 4342

**....P.S. additional comments from Graham on 11
July (re Shakespeare Street) and my response:**

"Dear All,

Additional comments from Graham Lansdell which I would be glad to have your comments on please before raising this at the Pedals meeting next Monday.

Yours sincerely, Cllr. L.B. Cooper.

Again, I am well aware of the problems. As Pedals pointed out in response to the consultation on The Turning Point scheme early last year, despite its including some favourable impacts for cycling there was no real systematic consideration in the plans for The Turning Point scheme of the likely impact on cyclists and the Shakespeare Street section in particular where it has, I agree, made conditions for cyclists worse and not better, despite our trying to get improvements, very disappointingly! This makes much more awkward the link between the relatively calm and safe North Sherwood Street (part of the alternative cycle route for the NET) and Mansfield Road etc. across the Lace Market and City Centre towards the Station and Carrington St, etc.
Hugh"

">>> "Graham Lansdell"
<grahamlansdell@melia15.freereserve.co.uk> 08 July 2005 >>>

Dear Hugh

Just after sending the last message on this topic, I discovered an additional site: let me add it to the four already sent:

5. Shakespeare Street. You may recall that it took you years to get the right hand (bus) lane designated as available to cyclists, where Shakespeare Street joins Mansfield Road, and even after cycle use was approved, it took years more before all the signs were corrected. Well, now we are back to square one! On proceeding eastwards along Shakespeare Street, the right turn lane turning into Mansfield Road) is labelled with white paint markings as "Buses Only", and at the traffic lights, the facility is marked with a "No Entry" sign augmented only with the words "Except Buses". I recognise that this site is in the process of being reconstructed, but if these (possibly temporary) arrangements are any guide, cyclists have once more been ignored.

Please add the above to my previous e-mail, forward it to the relevant officer(s) in the City Council, let me know who that is, and please monitor progress, if any.
Thanks, Graham"

Cycle route maintenance:

**a) Riverside path, West Bridgford:
Trentside to The Hook (Ladybay): my
message to Cllr Barrie Cooper (Notts
CC)**

This very well-used route has deteriorated badly and there is a longstanding dispute between the County and Borough Councils over who is responsible for it, not helped by my recently being given some very misleading information in response to a complaint to the online County Council Highways Defects service trying to tell me that British Waterways were really responsible! I have written to County Councillor Barrie Cooper (?) to try to get help in resolving this matter.

....response of 6 July:

Dear Mr. McClintock,
Thank you for your message highlighting the state of the pathway alongside the river Trent. I would, first of all, like to walk the stretch of path which is of particular concern and see the problem at first hand, before investigating what progress might be made.

b) Beeston canal towpath: Thane Road to Rylands.

British Waterways are responsible for this and have agreed soon to take action on my complaint about intruding vegetation towards the Rylands end. I have also suggested to the County and City Councils that they collaborate on erecting direction signs to help publicise this good route, especially now it connects to the much improved canal towpath routes in the City.

>>> Edward Ducker
<edward.ducker@nottscc.gov.uk> 11 July 2005 >>>
Hugh,

A few comments/update on the Beeston issues you have raised or passed on from other cyclists in the area recently. I apologise it has taken a couple of weeks to get back to you on these.

1) I cycled along the towpath this morning and whilst I thought it was reasonably obvious how to get to Beeston Rylands (despite not being that familiar with the area) I agree that it is an ideal route which signage would be of benefit for leisure and commuter trips. I will check to see if we can use some of the cycle signing budget for the south to direct people on/off the towpath to the bridge towards Meadow Road.

2) With regards to the vegetation, I have to agree that it protrudes somewhat at several of points and whilst this doesn't by any means make it impossible to continue cycling, the narrower width it causes could lead to ped/cycle conflicts. I have taken some pictures and will pass them on with comments to Highways, with a view to some remedial action hopefully being taken promptly.

3) Lilac Grove/ Queens Road junction - I noticed a definite flow of traffic coming over the bridge from Station Road and turning left into Lilac Grove, heading towards the tip/ Boots presumably. Speeds seem relatively high due to the downhill gradient away from the bridge and (probably from a pedestrian view point more than cyclists') Lilac Grove is very wide to cross. There has been one reported accident at the junction between 2001-2004 (I understand there has been a further one recently there involving a cyclist). We do not have plans to make improvements to the junction at the present time. If this location is still of a specific concern we could discuss it at the next CWG.

4) I'm not aware of any plans to upgrade the path alongside Boots between Lilac Grove and the canal. It seems relatively narrow considering the fence/wall abounding the path, although if the vegetation was cut back a bit and the surface was widened it could be feasible. Do you know of any history on this possibility at all that I could look into?

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

**Subject: Beeston and Nottingham canal towpath
(Thane Rd to Beeston Rylands): direction signs :
my message to Ed Ducker (Notts. CC) and Steve
Brewer, City Council**

Ed
Steve

Several years after the upgrading of the canal towpath between Thane Road in the City and Beeston Rylands there are still no cycle route direction signs of this very useful, attractive and valuable route. With the recent improvements to the canal towpath in the city this connecting stretch is likely to get even more usage in future so the lack of signs for it cries out all the more. Can this soon be attended to please?

Hugh

PS. Ed; There is a particularly maintenance problem (intruding vegetation) at several places towards the Rylands end. We would appreciate your help in getting this seen to more effectively please!

..response from Ed Ducker (11 July)

"Ed

Thanks for your helpful response which I will raise at the Pedals meeting next week and then get back to you with any further comments.

Upgrading the Lilac Grove path was first suggested by Pedals in 1981 (and several times again since!) but still nothing has been done to pursue the idea.

A few other things I have noticed in the Beeston area which need attention please:-

'except cycles' plates under the No Through Road signs at the junction of Humber Road and Fletcher Road and at the top of City Road to help publicise the nearby cycling cut-throughs.

On the west (Lower Road) side of the Queen's Road toucan crossing are some cobbled surfaces in the middle of the approach cycle path which can be very slippery when wet. The approach path alignment was altered when this crossing was converted in 1991 from a cycle crossing to an (experimental) toucan crossing (one of the original 10 pilot toucan crossings in the UK, by the way). At the time I passed on to one of your predecessors, Chris Randall, several requests I had to remove these cobbled patches but, despite various reminders over the years it still has not been done. Could this at last be attended to please!

Thanks

Hugh

PS Anne Sladen has also since mentioned a similar issue with cobbles in the Murden Way area)

Beeston High Road contraflow cycle lane proposals

22 years after Pedals first proposed a contraflow cycle lane on Beeston High Road west of Humber Road the County Council have now circulated proposals for this, which is very welcome! I have asked 4 local members if they wish to comment before we respond (comments due by 1 August)

Fwd: University Boulevard / Queen's Road East toucan crossing signal timing: Comments from Dave Cheseldene (forwarded to Ed Ducker) and my response:

>>> "Dave Cheseldene"
<David.Cheseldene@nottingham.ac.uk> 12 July 2005
>>>

Hi Hugh

About the pedestrian / cyclist crossing at the junction of University Boulevard and Queen's Road East (just a little down Queens Road East) which is part of the cycle route to Beeston: it keeps you waiting a long, long time. Given that the flow of cars through there in the daytime is more or less constant often in both directions, it would make little difference if it was adjusted in pedestrians' and cyclists' favour since road traffic is able to quickly recover the ground it lost and will soon rejoin the back of the 30mph traffic jam heading towards Beeston or town.

It's possible it's been set this way to avoid frequent tailbacks on to the roundabout although this isn't something I've ever seen happen.

regards

Dave

...and my comments in forwarding the message to Ed Ducker:

"Ed

Any comments on this message please?

I do recall that, when this crossing first went in (in 1986, as a signalled cycle crossing, before its conversion to an experimental toucan crossing in 1992) cyclists were amazed at how quickly the signals turned to green, and there were complaints from drivers about how much they were held up.

I also recall that the timing was adjusted twice in the first year in response to drivers' criticisms and until this message I had heard of no further comments from anyone on the matter, cyclist or driver! I must confess that it's not a crossing that I use that often so may get some other comments from people who do cycle more regularly in this area, to pass on to you.
Hugh

...comments from Anne Sladen

"Hi Hugh

I can confirm that there is a long wait at this crossing, especially compared with the nearby crossing at the west end of Univ Blvd, near the paddling pool. I can't think of another crossing in the Nottingham area with such a long wait.

...from Robin Phillips:

"I am interested to see this complaint, originating from Dave Cheseldene if I have read it correctly. Certainly I agree this light is decidedly slow. It is also the one where the County originally had an inductive loop for bikes on the South (Hassocks) side, and has never re-instated it despite requests. Note that the boundary between City and Beeston is rather complex here. I recall having to complain to County and also to Mr Tedstone (City) several times about repairing a trench across, until eventually it was sorted out.

.....and from Mara Ozolins:

"I don't use it much now, though I used to a couple of years ago, and I agree it can take absolutely ages, particularly if you've just missed it going green for cyclists/peds. The other unpleasant aspect when it rains is that huge puddles accumulate on the University Boulevard side, and you have to chance getting drenched in order to press the button!
Mara"

...and response from Ed Ducker (13 July)

Hugh,

Thanks for the messages re: the above. I did notice the same thing myself the other day when I was waiting to cross here, it did seem like a very long time before the lights changed - glad it wasn't just me!

I will speak to Traffic Signals to see if there is any scope to change the timings here at all.
Regards,
Ed Ducker
Cycling & Walking Officer
Environment
Nottinghamshire County Council”

**Information on cycling in the Whatton Area (A52):
message of 11 July from Isobel Mulligan of Scott
Wilson (which I have passed on to Nicola Jones,
Sustrans, to respond to)**

“Hello Hugh
Ed Ducker gave me your contact details.
I am trying to get information on cycle usage around
the Whatton area. do you have a wish list for this
section of the A52 (New Lane to Redmile Lane.) Any
information would be appreciated
regards
Isobel”

This seems to indicate signs of progress at last on
the idea of extending the A52T cycle path from
Whatton to The Haven.

9. Miscellaneous items

Jo Cleary and Chris Stevens moving

As several of you will already know Jo Cleary and
Chris Stevens, of Cleary Stevens Associates of
Hucknall, and authors of the City County Forest book
will be soon moving to the Lake District, although I
understand that they intend to retain some local base
as they will still have quite a bit of work down here.
Both have done much for Pedals over the years; in
Jo's case over many years, and they will be much
missed. I am sure that we all wish them all the best
for their move.

holiday absence dates:

Please note that I shall be away on holiday from 24
to 31 July (cycling in Fife) and then again from 14 to
24 August in France.

Hugh, 13.7.05