

AGENDA FOR PEDALS MEETING:

9.00 (NOT 8.30 p.m.) on

Monday 19 July 2006

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

AGENDA

1. Welcome, and apologies for absence

2. Minutes of Pedals meeting of 19 June and matters arising

- disposal of Pedals Trailer
- Draft City Cycle Maps meeting: 4 July
- Greater Nottingham Cycle Forum meeting, 21 June and Oybikes presentation

3. Proposed Nottingham Autumn East Midlands Cycling groups meeting, Sat. 11 November

- date
- location including bike storage and refreshment
- programme: speakers, equipment, discussion and cycle tour
- help, including a Station welcome team and afternoon ride escorts/guides.

4. Finance

5. Events / meetings including:-

- Broadway Cycling Film, 16 July
- Tour of Britain, September.
- The Big Wheel Big Day Out
- Notts. CC Highways South Cycle Working Group meeting, Thursday 7 Sept at 9.30
- Notts. Historic Churches Bike Ride, Sat. 9 Sept.
- Rushcliffe Kite Festival, Sunday 17 September
- Autumn meetings and visiting speakers

6. Autumn Newsletter

7. Midland Main Line cycle carriage policy changes

8. Cycle facility and traffic matters including:-

- Wheeler Gate contraflow cycle lane suggestion (Arthur Williams)
- The Wells Road North Speed Management scheme proposals
- changes to Hockley/Goosegate Primary Pedestrian route proposals
- Carrington Street changes
- Queen's Bridge Road cycle path problem bollards
- Unusable cycle stands by Magistrates' Court
- Middle Hill obstructed cycle gap
- local NHS Travel Plans meeting: QMC proposals: report of meeting on 29 June
- Riverside paths: improvement of surface and signing north-east of Clifton Bridge past Park and Ride site.
- Wilford-Gresham Park development links (message from Jonathan Shewell-Cooper)
- Compton Acres cycle paths bike ban signs
- Beeston High Road East contraflow cycle lane
- Bramcote Hills Park survey (by ?24 July)

9. Miscellaneous items:

- local bike maintenance training: my response to email from Pam Smart
- my absence from 25 July – 3 Sept and interim arrangements for handling Pedals business during this period
- my change of email address

10. Any other business

BACKGROUND NOTES

*** means feedback especially wanted please**

**** means help please!**

1. Welcome, and apologies

Apologies for absence: Bill Istead, Andrew Martin, John Wilson, Mara Ozolins,

2. Minutes of the Pedals Meeting Held 19th June 2006 at the Globe.

Present: Hugh McClintock, Susan Young, Peter Osborne, Chris Gardner, David Miller, Lawrence Geary, Gordon McGowan, Dave Morris, David Lane, John Bannister and Waseem Zaman

Apologies for Absence: Bill Istead, John Wilson, Andrew Martin, Mara Ozolins and Arthur Williams.

Cycle theft campaign: Waseem Zaman

Community Planning Officer with the Partnership Council addressed the meeting with regard to a cycling related event he is involved in organising at Asda in Hyson Green on July 12th. Various suggestions and offers of help were made in response.

Trailer. It was agreed that firstly the trailer should be emptied of its contents. Various suggestions were put forward for the disposal of the numerous bike maintenance stands and tools with a view to raising money for Pedals (car boot sale, tombola, sale to Pedals members, eBay etc).

Finance. Nelson's have confirmed £1000 sponsorship of the Newsletter for next year. There have been 107 renewals by standing order with a few more to come this month representing an income of around £760. A considerable number have renewed by cheque, many for three years. Donations are dropping – probably as a result of fewer stalls.

ETA. An advert for ETA (a green version of the AA) will be placed on the Pedals website. (Every time a Pedals member joins the ETA, Pedals gets a commission).

Cycle Lockers at Hucknall. Gordon McGowan is to check out the state of these.

Castle Boulevard Cycle Scheme. This is still very unsatisfactory, particularly the current 'limbo' situation between phases with the installation of the toucan crossing east of the Castle Bridge Road junction now delayed, along with the other changes to the junction itself including a prescribed left turn for motor vehicles turning into Castle Boulevard.

Proposed Nottingham Autumn East Midlands Cycling Groups Meeting. Pedals may host this – preferably at the Globe in October/November – depending on the Saturday football fixtures.

Maps – Hugh and Chris are meeting with Steve Brewer on July 4th.

Autumn and Winter Meetings. A number of names was put forward for visiting speakers including Steve Brewer, Ed Ducker, Nicola Jones (Sustrans), Andy Salkeld (Leicester City Council cycling officer) and a representative from Derby (one of the five cities that received a substantial grant to develop cycling). It was also suggested that there should be a few slide shows.

Update:

Great Notts. Bike Ride 2006: message from County Councillor Chris Baron in response to mine of 26 June

"Thank you Hugh.
I think the event again was a great success, and the riders I spoke to thought so as well.
Thank you also for your continued support."
Cllr CHRIS. J. BARON.
Cabinet Member for Finance & Property
Chairman of Pensions Committee
Member for Hucknall Division
Nottinghamshire County Council
0115 977 3203
07831 470271

"Hugh McClintock"
<Hugh.McClintock@nottingham.ac.uk>
26/06/2006 To<cllr.chris.baron@nottscc.gov.uk>

GNER06 - Very many thanks!

Dear Chris
On behalf of Pedals, who of course first started the Great Notts. Bike Ride, and all the cyclists who took part yesterday, could I please thank you very warmly for all the much appreciated efforts of the County Council staff and others, including the charity volunteers who took part.

We are very pleased indeed to see how the event continues to be so thoroughly enjoyable and successful and much look forward to many more to come!

Please pass on our thanks to all concerned.
Yours sincerely,
Hugh McClintock,
Chairman, Pedals"

Draft City Cycle Maps meeting: 4 July

Thanks to Arthur Williams and Chris Gardner for coming along to this 2-hour meeting with Steve Brewer and Ged Newton.

We went over most of the points that had come up at our recent subgroup meeting but not all of the detailed ones that gushed forth on that earlier occasion from Roger Codling, who was not at this one. I did however, strongly recommend to Steve and Ged that they contact Roger to follow these up, particularly in view of his much more detailed knowledge of much of the north side of Nottingham than any of the rest of us seemed to have!*

Matters arising from the Greater Nottingham Cycle Forum , 21 June:

Wheeleie Good Breakfast

I gather than 170 people attended this event, held this year at the Waterside. It was followed by the Greater Nottingham Cycle Forum, upstairs, with several presentations including one on the experience of the Oybike scheme and one from me on the Pedals perspective. There were about 20-25 people at this meeting, including myself, Andrew Martin and Roger Codling. It was organised by Jeremy Prince of the City Council and The Big Wheel (Steve Brewer was off sick that day).

There was a presentation from the person responsible for the Oybike project in London, a street-based rental station network that allows you to hire and return a bicycle via your mobile phone. It is intended to provide secure bikes for hire at stations etc, and making full use of mobile phones for booking and implanted chips etc, to keep track of bookings, where the bikes are and how much they are used

I would be interested to know what people think about the idea of having an OYBike system here. Concerns raised at the meeting including ones about security and the risk of Oybikes, which use ordinary cycle stands, reducing the number of cycle stands available for other bikes, unless more are provided.*

Below are some comments I have had since the meeting from local cycle campaigners in London. There is some interest locally in using Oybikes as the basis for pools of bikes at workplaces, e.g. by the NHSW (Helen Ross) and County Council.

Oybike project in London (Hammersmith); lessons for possible implementation in Nottingham: message to Tom Bogdanowicz, London Cycling Campaign and his reply:

– see: <http://www.oybike.com/>

"Hugh,
I'm about to leave for a week so in brief - I haven't used the system myself though I have seen bikes in Hammersmith. It appears to be good value for short journeys. I recall that the local LCC coordinator was dubious of the system notably the potential for entrapment of other bikes and the demand for cycle parking, of which, as you know, there is a shortage in London. I did see a tangle of bikes at one location but when I spoke to Bernie he said this was an isolated case of vandalism. He also said that the software glitches had been ironed out.

You may wish to contact John Griffiths (the local coordinator) - truefeelings@btinternet.com

Best
Tom Bogdanowicz
Campaigns and Development Manager
London Cycling Campaign
t 020 7234 9310
f 020 7234 9319
e tom@lcc.org.uk
w www.lcc.org.uk

.....comments from John Griffiths, Hammersmith branch of the London Cycling Campaign, (23 June)

"Hugh, Tom, others,
There is a resume of my knowledge of Oybike with some links at:
<http://www.hfcyclists.org.uk/oybike.htm>

My initial concern was that using cycle stands as shared use with Oybike would lead to entrapment of the other bikes. The refusal to address this possibility has not endeared me to Bernie or the scheme. Vandalism does not appear to have been a great problem.

The main comment is that hardly anyone has used it, and almost no one as a paying person, and the trial in LBHF has officially closed. For some reason some bikes are still attached to stands, but under no proper authorisation as I understand it. I believe Bernie has not been forth coming to previous partners about the usage figures, which was part of the deal.

Some oybikes may also be in use at Park Royal and in Brent.

I have seen it as a device to get advertising onto the street, rather than a proposal that has studied and met a need by possible cyclists. However Bernie may have evolved the scheme in the light of experience. For example I now believe the code you have to transmit over your mobile phone to the Czech Republic is now only 11 digits rather than 13. He may have revised the strategy behind it in the light of experience of successful schemes in Europe.

Gordon Keenan of the Urban Partnership Group may have something to say on the matter. His business relationship with Bernie collapsed, and Gordon was not very happy with the outcome. He ended up with something like 300 of the bikes that the UPG had paid for, and has now used the bikes to launch Pedal Power London.

Gordon Keenan
gkeenan@urbanpartnershipgroup.co.uk

Simon Franklin the cycling officer for LBHF has supported the scheme throughout and may have kinder words. Simon Franklin
simon.franklin@lbhf.gov.uk

Chris Bainbridge, head of Transport Policy for LBHF, has overseen some of the meetings, and may or may not wish to comment. Chris Bainbridge
Chris.Bainbridge@lbhf.gov.uk

The scheme has been appraised by Dr Bob Noland at Imperial College for TfL. This was done with public money [£20k or more I believe] and should be available, but I imagine the words commercial confidentiality might be used.

Benoît BEROUD
00 33 6 75 50 98 89
Master recherche Transport Espace Réseau à Lyon II survey : rental systems of bicycle in self service.
b-beroud@mail.univ-lyon2.fr
has interviewed me and the major players in the oybike scheme a month ago, and may supply some comments at some stage.

I hope this is helpful
John Griffiths
[co-ordinator of hfcyclists, the local branch of the LCC in Hammersmith and Fulham]
122c Edith rd
West Kensington
London
W14 9AP
020 7371 1290 / 07789 095 748"

...comments from Dave Holladay, CTC Public Transport Campaigner (24 June)

"Bernie Hanning was providing bikes to the ACT conference at Brentford on 23rd. Bikes were at Boston Manor and docked at Glaxo. Also at the event were Vipre who also use the Homeport unit for the Hourbike, but cannot show any functioning sites yet, and Barry Cole announced that Budgie Bikes would be changing to an electronic 24/7 system later this year (Velo yellow). As with OYBike (Bernie is a qualified London Cabbie) Barry Cole is a do-er with extensive rail and transport experience, which is why Budgie Bikes are available at York (on the platform) and Kings Cross (St Pancras YHA), Lancaster (on platform) and set to roll out at GNER stations soon.

OyBike, Budgie, Banana, Smart Bikes (Clear Channel), Decaux equivalent, and London Bicycle Tour Co were reviewed for TfL by Sustrans and a conclusion from the CCE was that there is no market for hire bikes in London - Rose hath read and judged it thus, but the report has yet to be officially made available to parties who would be very keen to read it!. Maybe a few others can keep pestering TfL to release it.
Dave "

copy of Pedals presentation to Cycle Forum on 21 June and elaboration of points arising: my message of 7 July to Cllr. Emma Dewinton, City Council

"Dear Emma
Thank you for your response. I could try emailing my Cycle Forum presentation but think it may be too large so I could either send you a copy on CD or else send you further printed copies to pass on. Please let me know which you prefer.

As regards the specific points about the Turning Point scheme, I would point out that I had only 15 minutes for the presentation so there was no time then to go into detail about these. I can however now elaborate, as you request.

Following a couple of meetings with officers late last year several changes were agreed, some of which have been made, e.g. Advance Stop Lines and some changes to signs, and others still to be implemented. However, because of the lack of adequate consideration of Pedals needs in the initial planning of the scheme (with most of Pedals original comments being at first ignored), and the constraints thus imposed, it has been very difficult to get substantial improvements to some of the basic problems. These include the extra difficulties for cyclists heading northbound into North Sherwood Street at the Shakespeare Street junction and the extra sense of intimidation many cyclists now feel on Parliament Street, despite the general reduction in traffic, from being squeezed by a combination of wider pavements and two-way bus flows on a narrowed carriageway. This is particularly the case at the Milton Street junction where turning right in peak periods especially can be very difficult, and most of all when buses are swinging out to take the bend. This can be quite intimidating, even for more confident cyclists, let alone the least confident ones who it is most important to encourage.

A further basic disappointment is that there was no attempt at a thorough strategic overview of how it could be used to help establish a for long time lacking clear through route between the north and south sides of the city centre, in both directions,

providing a signed and generally well-promoted and easy to follow route through route between the Mansfield Road / North Sherwood Street area and the Nottingham Station / Carrington Street etc.

This is particularly important for cyclists crossing the city centre who want to avoid altogether riding near the tram tracks and the extra hazards of using the Inner Ring Road as it now is (and this will also, by the way, need carefully addressing in the new plans for the major changes to the Inner Ring Road on the east side of the City Centre and Lace Market).

Pedals has constantly emphasised the need for well-defined and well-signed routes in both directions across the city centre, both north-south-north and west-east-west but such routes are in most cases fragmented and hard to find, even if you know the city centre well, let alone if you are a visitor who just wants to know, for example, how to ride safely and easily from the Station to Mansfield Road.

Of course we appreciate the concessions on cycle access made as part of the Clear Zone, which have helped cycle movements within the city centre, but they very much need complementing by clear through routes that are easy to find on the ground, with clear and consistent signing, not just by studying maps before you set off, important as good cycle maps certainly are.

I also briefly referred in my talk to the similar lack of a strategic overview for cyclists in the recent decision to restrict cycle access on Long Row, as part of the Old Market Square changes, removing a link for cyclists that is very important for west-east movements and cycle access to Queen's St / King St and then further north.

As with the recent changes to the approaches to the Queen's Road junction by the Station (now to be modified to remove the pinchpoints for cyclists, following the official complaint by Nick Moss, supported by Pedals) these are other more recent examples where cyclists' needs are just not being considered at all carefully and systematically alongside all the other issues that we of course fully recognise are involved in such major schemes. Where improvements have been made it is in most cases only after Pedals (and others) have done substantial lobbying, and often at several stages in the design and implementation process.

As well as the lack of attention to cycling in major projects we also have noticed a spate of minor changes to cycle infrastructure with details that have actually made them more awkward if not more dangerous to use! These include the placing of the bollards in the new layout of the Queen's Bridge Road cycle path, some aspects of layout of the Castle Boulevard scheme, and the partial obstruction of the cycle gap on the Middle Hill tram track viaduct approach as a result of the recent installation of the extended footway. Again we find we have to keep pestering to get these defects put right, which does seem rather surprising after all the years of experience that now exist in providing for the needs of cyclists. It would be so much better if we could rely on such defects not being introduced in the first place and on finding that any wider highway and traffic management changes really did result in net **advantages** to cycling rather than more disadvantages!

Hugh"

3. Proposed Nottingham Autumn East Midlands Cycling Groups Meeting: my message of 23 June.

Following an exchange of messages in recent weeks, some of which are reproduced below, it looks as though Saturday 11 November is generally suitable as a date, subject to our agreement at this meeting. We will need to rely on a good turnout of Pedals people if we are to make this as successful as the first such meeting in Derby was in May.

I have suggested my doing a welcome and introduction from Pedals, with a small presentation on some of our current concerns, and Bella Stewart from Derby City Council, in charge of the Cycling Derby project, has in principle agreed to do an update on this, before we open up the meeting for general discussion, to be continued informally over a pub lunch, and then a ride around, with an end of the afternoon final informal discussion for those who can stay on.

We need to give particular thought to timings, bike storage, catering, the route for our afternoon tour, equipment for the presentations, and who will be able to help including meeting people at the Station and escorting the afternoon ride. Offers, please!**

Extracts from recent messages involving John Stubbs, (DCG), John Cutler (CTC), Susan Young and Andrew Martin in particular:-

"Any further comments please on possible dates bearing mind these dates of local home football matches in October/November which constrain our choice of dates for booking the normal venue for Pedals meetings, The Globe PH, London Road? This is close to the Nottm Forest and Notts. County Grounds and therefore very busy on match days. If we keep clear of these dates it should make a very good base for a get together (with a presentation or two) of c30 people (plus storage of bikes), an informal lunch and a ride around for 1-2 hours, with an end of day further round-up meeting for those who can stay on.

I hope we can now take a definite decision on dates at the next Pedals meeting, on Monday 17 July. I know that we have already been asked not to choose 4 Nov, a CTC Council day.

Hugh"

>>> <andrewsusan@fsmail.net> 22 June 2006 >>>

"Hugh

The football fixtures are out - a bit earlier than expected. Forest are playing at home: Sept 2nd, 16th & 30th, Oct 7th & 21st, Nov 4th & 25th. All matches subject to change but it is more likely that they are moved from a Saturday not to one. We can now get on with the planning. "

Susan

...message of 4 July from John Stubbs (Chair, Derby Cycling Group) and my response:

"John

Thanks for this. A Cycle Derby update slot from Bella would be very welcome and I am glad to know she is willing to do this. I am sure that we can allow her the timing you suggest.

I am going to propose to the 17 July Pedals meeting that we choose Saturday 11 November for the meeting, which should avoid a clash with local home

football matches, and which also gives us a bit of chance to attract support from Pedals members in the autumn newsletter due out in mid-October, and which also avoids the half-term period when people are more likely to be away. Is this likely to be OK please to you and to Bella? I will also check with CTC and CCN that it does not clash with the autumn campaigners' conference (as well as with the CTC Council meeting on 4 November which John Cutler has already mentioned.)
Hugh

>>> "John Stubbs" <J.Stubbs@derby.ac.uk> 04 July 2006 >>>
Hugh,
Following our monthly meeting tonight, and regarding the next East Midlands Cycling Event, a slot for Cycle Derby update would be very good. Bella Stewart, who is the Cycle Derby Co-ordinator, would be happy to do this - say a slot for 20-25 minutes with 10-15 for talk and 5-10 for questions?

Will wait to hear back from you after your next meeting on 17th. Thanks,
John"

...Photos from last East Mids Cycling Groups meeting, Derby, May 2006

>>> "John Stubbs" <J.Stubbs@derby.ac.uk> 27 June 2006 >>>
Hi Hugh,
You were asking about photos from the East Mids Event back in May. Here they are from our website: <http://www.derbycyclinggroup.org.uk/news.php>. The link to the minutes does not seem to be working but we will get that sorted.

I will be sending this link round with the June newsletter which owing to slippage of one thing and another is now going to be the July Newsletter!
All the best, John (Chair, Derby Cycling Group)

4. Finance

Susan Young to report.

5. Events / meetings including:-

Broadway Cycling Film, 16 July

"I have just had this circulated from Gary Smerdon-White of The Big Wheel / the Greater Nottingham Transport Partnership. I have no more details so can only suggest looking at the Broadway programme.
Hugh

>>> "gary smerdon-white" <garysmerdon-white@supanet.com> 10 July 2006 >>>
From: Marty @ Broadway
[\[mailto:marty@broadway.org.uk\]](mailto:marty@broadway.org.uk)
Sent: 29 June 2006 12:17
To: marty@broadway.org.uk
Subject: Cycling Film 'Overcoming', July 16"

PS. Suggestion from Chris Gardner:
"A film into the 2004 Tour de France., all revealed courtesy of imdb as usual.
<http://www.imdb.com/title/tt0465556/> "

-Tour of Britain, September.

This will not now be coming through Nottingham or anywhere in the East Midlands this year.

- The Big Wheel Big Day Out,

I gather that other commitments mean that there will be no be any such event this year so we may well end up having no Pedals stalls at all this year, after I had recommended, earlier in the year, that we concentrate our very limited person power on those two events!

- Notts. CC Highways South Cycle Working Group meeting, Thursday 7 Sept at 9.30

I should be able to attend. Any particular suggestions for matters to raise, please?"

- Notts. Historic Churches Bike Ride, Sat. 9 Sept.

I have been sent details which I will bring to the meeting.

- Rushcliffe Kite Festival, Sunday 17 September (10-5 p.m)

We have again been asked if we want to have a stall at this event at Ruddington Country Park.

- Autumn meetings and visiting speakers

Andy Salkeld from Leicester City Council has agreed to come to our meeting on 16 October. I have also approached Nicola Jones from Sustrans East Midlands, who can come on 20 November:
"Hi Hugh,
Sorry for not getting back to you sooner, the 20 Nov would be fine. This would also be after Notts CC hear about their Living Legends bid which, if successful, will impact on routes across the Trent. We should also have firmer news on new funding for Links to Schools by then.
Best wishes, Nicola."

6. Autumn Newsletter

Will be going to press 2 days after our meeting on 18 September.

Chris Gardner has produced some new printing quotes from a local friend of his which I have passed on to Susan and Lawrence for their comments.

7. Midland Main Line Cycle Policy - Consultation? Ref 65647 copy of message of 3 July from Dave Holladay, CTC Public Transport Campaigner, to MML:

"Dear Mr Haslam
I was both puzzled and disappointed by your response to CTC member Alastair Meikle (Ref: 65647) regarding cycle carriage on your services. Given that your company is seeking to secure the new E Midlands Franchise and thus continue to operate these routes, with a requirement to show positive policies regarding cycle-rail integration, this hardly encourages CTC to endorse any bid by National Express, especially as some of the reasons for such a poor service given in your response do not hold up to even the most basic examination of the operating conditions.

Taking your points as listed

We allow 2 cycle reservations on all Midland Mainline High Speed and Meridian Train services. Whilst, our staff will try to accommodate the needs of all our customers; Ultimately, if you don't make a reservation you may not be allowed onto the train particularly in the busy peak period.

This we are pleased to note, does have a hopeful aspect, that your staff are encouraged to have discretion to take unreserved cycles if space is available. The farrago of being told to go to a staffed booking office to book a bicycle space well in advance of travel, plus the position that you have to book a discounted fare and then find out if you can then get a bike space reservation, plus the apparent inability to book the limited bike space for multiple users over short sectors of a longer journey, makes the option to travel with a bicycle something that only the determined and well briefed traveller will pursue to a conclusion and it means that many will find themselves at the mercy of staff goodwill *GNER has mitigated this by offering online booking albeit with a need for a telephone confirmation..

The ability to book online was deleted from the Trainline site in September 2004, and a restoration of this promised with the NRS upgrade in December 2004 - we're still waiting 18 months later. Many TOC's outsourcing call centre services are further let down by geographically (plus horairially, and otherwise) illiterate staff dependent on the on-screen scripts for their knowledge of rail services and ticketing - in Mr Meikle's own experience Virgin's contractor claimed that a bicycle booking could not be made, on one of their services, but a subsequent call to ONE found an operator who was properly trained who made the booking without question. The call centres however refuse to carry out any transaction for less than £5 effectively forcing most travellers to make cycle bookings at a ticket window.

Allowing more than 2 cycles onto trains can cause;

- Loss of capacity for other passengers.

Ridiculous! Unless the other passengers are going to be accommodated by standing in the cages in HST (Class 254) Coach A or bent down under the shelf where the dedicated, windowless and seatless bike space is on the Class 222's, there is no loss of passenger capacity

Negative impacts on performance due to longer station stops to allow time for cycles to be loaded and unloaded. In busy peak-timetables, this causes significant knock-on delays.

Again most questionable - on HST- never as the conductor always uses the door on coach A van, and on the Meridian the door to board for access to the bike storage area from the platform can be opened by the passenger. Most travellers with bicycles have, because of the poor arrangements, and major hurdles put up by the operators, a substantial degree of experience in being at the right end of the platform and ready to board and alight with minimum fuss

- Reduction in comfort and accessibility for other passengers.

- Potential safety impact if cycles are carried on peak trains with high passenger (numbers?)

Go back to my first point and re-read this - the bicycle storage is separate from the passenger saloon on both types of train you now operate.

Recently, a consultation exercise has been undertaken between Midland Mainline and various Cycling Groups. This has also had input from other interested parties such as the Department for

Transport. Our revised cycle policy will be launched and implemented over the coming months.

As the UK's National Cyclists Organisation, recognised as a consultee by SRA in their Cycling Policy Consultation and in close contact with DfT on Walking and Cycling policy, and including Transport Minister Derek Twigg (responsible for Cycling and Rail policies) who is well aware of our lobbying for effective cycle-rail integration, plus being listed on the leaflet Cycling by Train by ATOC, we are astounded that you never made any approach to CTC National Office, nor have we had such an approach reported back from the many members and affiliated groups, and local authority cycling officers, along your line of route. Active and substantial groups exist in Leicester, Loughborough, Derby, Nottingham, Chesterfield and Sheffield, and I shall be checking with them to see if such an approach was made.

I was concerned to hear that you are in possession of incorrect/out of date literature regarding our cycle policy. I will forward a copy of our latest Cycle Policy leaflet to you by email shortly.

We liaise closely with ATOC and CTC website carries a link to the National Rail URL from which the most up to date version of Cycling by Train can be downloaded as a pdf file. The socio-economic profile of cyclists evaluated in a TRL study indicates that cyclists are twice as likely as the general population to be online and communicate extensively by e-mail. It was through this medium in October 2003 that several of our 70,000 members worked with DfT and SRA to survey almost 2000 of the 2500 rail stations in the UK to review provision of cycle parking within a period of just 3 weeks, and on the issues raised by the revision of the current Highway Code just over 11,000 people e-mailed their MP's and then the DSA consultation voicing their concerns. They will no doubt be keen to learn of the new cycle policy you have devised, and once made aware of this through our weekly online briefing you will certainly be hearing from them.

Whilst, I appreciate you may not agree with our current cycle carriage policy, I hope this clarification will highlight it main points.
Kind regards, Mark Haslam,
Customer Relations Officer

I would add that there is no justification for a 2-bike limit on HST services - using identical trains GNER allows for 6 reservable spaces, and First GW 7, both accept tandems. Perhaps you can enlighten CTC on the reason for this major variance from practice elsewhere

The cycle space provision on the Class 222 is I agree, limited, in fact it is abysmal for a 9 coach train, when compared to Virgin's 220 and 221 units. The RPC Midlands research linked to the introduction of Voyager services, and revised interchange points, revealed that around 3% of Cross Country Passengers wished to travel with a bicycle, a level of service which can be achieved (just) with the 4-coach unit, and intensive use of the space available.

Dave Holladay,
Transportation Management Solutions
Working for Cycling with CTC on Public Transport
Campaigns & Policy
01483 238 323 Guildford - Direct Line
0141 332 4733 Glasgow
07 710 535 404 Mobile

0870 873 0060 Switchboard”

...message of 7 July on this topic from Alistair Meikle, Chesterfield Cycling Campaign about MML's change of cycle carriage policy

“Dear Alistair
Thanks for this which I did not know about but which I will mention at the next Pedals meeting, on Monday 17th July.
Hugh

“In the process of trying to book a rail journey from Chesterfield to London in August for my family and four bikes I discovered that Midland Mainlines cycle carriage policy has changed to only TWO bikes per train.

After an exchange of e mails and telephone calls with their customer service dept I now know that this policy is about to be formally adopted. There was apparently a working group with cycle representation but I am not aware of who was on it.

I have contacted the Derby Cycling Group and the CTC. I understand that Cycling England are also getting involved to try to reverse this policy.

I am sending this message to all cycle groups along Midland Mainlines route in the hope that with combined pressure we can get this policy reversed.

If you would like a copy of the various e mails about this matter I will gladly send them. It may be of note that MML's franchise is in negotiation at the moment.
Alastair Meikle”

...PS. Suggestion re MML from John Bannister (10 July)

“Thanks John for your reply. I will raise your comments on this at the Pedals meeting next Monday.
Hugh

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

From: "John Bannister" <johnbann24@ntlworld.com>
Sent: Monday, July 10, 2006 6:54 PM

“Hi Hugh,
I sent the last email on this to Terry Holt, secretary of LANRAC, a group composed of elected council members of areas served by Midland Main through Northants, Leics, Derbys and Notts. He will take this up in representations for the re franchising as will East Midlands Rail Futures. Terry suggested that we should also write to Derek Twigg MP, Department of Transport”

...and comments of 11 July from Gordon Selway (CTC and Transport 2000 etc.)

“Hugh,
Very convenient for this to arrive this morning, as I have a lunchtime (or soon after) meeting with Dave to discuss the CTC inputs into the franchising proposals.

In relation to Alistair's correspondence, it may also be very useful to involve local MPs and ask them to write to Derek Twigg as well.

That will ensure the minister's consciousness is raised, if nothing else, since the letters will need to come to his desk for him to read (well, maybe) and sign (definitely). The more the merrier.

There will be a response by the weekend, not sure though if from me or from Dave.
Best wishes, Gordon”

...PS of 12 July: Re: Midland Mainlines Cycle Policy - fresh message from Dave Holladay (CTC)

“Hugh
Phone call from MML today - they will continue to have 4 bookable places on HST operated services but only 2 on Meridians. Meridians are a pain because the space is locked up with the conductors office but if the conductor opens the doors from other end of the train someone has to open the bike space to let you on/off - however travelling Derby-Leicester we had my B in the bike space and 2 bikes across the vestibule because the conductor didn't come down at Long Eaton. Delayed the train suitably by making passenger coming on wait until conductor arrived to get my B out.

'Consultation with cycle groups' was apparently contacting cyclists who had complained about bike carriage!
Hopefully this will be changing!
Dave Holladay”

...and response from John Stubbs, Derby Cycling Group (12 July)

“Hugh
This sounds like a good outcome.

On thing that occurs to me regarding this matter of 'consultation with cycle groups' is whether MML, Central trains etc actually have the contact details of cycling groups with whom issues/problems can be raised. Just may be MML do not know who to contact in case of problems with cycles on trains.

Basically we do not want to give the TOCs any excuse for why they do not consult with us over impending changes/problems. May be we should make sure that MML, and ultimately the new franchisee, should be provided with the contact details of the local groups along the line, or may be just have one East Midlands contact for cycling issues? Any thoughts?
John”

8. Cycle facility and other traffic matters

Castle Boulevard scheme- ref. MTP/TM/CM/SB/CBR: comments of 20 June to Craig MacLennan, City Council

“Craig
Your email to me of 17 May and your letter (ref. MTP/TM/CM/SB/CBR) were discussed at the Pedals monthly meeting yesterday.

There were several critical comments at the meeting about the very unsatisfactory and dangerous situation with the current arrangements and the very unfortunate delay there is now to be in installing the toucan crossing east of the Castle Bridge junction to permit safer and more convenient crossing movements from the canalside path (north bank) from Grove Road to the inbound cycle lanes on Castle Boulevard.

In the current situation, despite the provision of 'turn left for city centre' markings on the surface of the cycle path junction as you emerge from the canal path, and the new ASL on the southern approach to the Castle Bridge road signals, it can be very difficult for cyclists to find a safe gap in the traffic to cross over to get safely into the ASL, with the need to watch carefully for traffic entering from both directions on Castle Boulevard and from over the

bridge on Castle Bridge Road. In addition, of course, having to make these indirect movements is anyway much less attractive for cyclists than the much more direct route that they were previously able to take from the canal path directly on to the shared path on the south side of Castle Boulevard, for all its defects in terms of intruding lighting columns, trees etc.

In our comments on the earlier proposals we made clear that, while supporting the principle of providing better cycle lanes (if well-enforced to prevent illegal car parking), which will help cyclists riding through the junction on Castle Boulevard, there was a strong case for permitting continued use by cyclists of the shared path, particularly for those wishing to access the footbridge over the canal at Castle Wharf, towards the City Centre. The current experience has reinforced our view of the importance of maintaining this option, of particular importance for less confident cyclists.

We are also concerned about the revised plans, mentioned in your email of 17 May, not to include continue 0.5m buffer lanes between the Fishpond Drive crossing and Peveril Drive on the north side of Castle Boulevard. This could make those parts of the cycle lanes quite intimidating to use, we fear.

With that qualification we do support the proposals in your letter of 12 June (Proposed cycle and pedestrian improvements and prohibited right turn measures) and agree that the situation for cyclists will be helped by removing one of the straight ahead lanes in bound on Castle Boulevard and by removing the right turn from Castle Bridge Road into Castle Boulevard, together with the provision of the toucan crossing across the eastern arm of the junction. It is however, now all the more important that these further changes are implemented with the minimum of further delay so that the present very unsatisfactory situation is not prolonged.
Hugh"

Message of 20 June to Liz Hiskens, City Council, Old Market Square / Long Row Central - your letter of 1 June, and response of 3 July.

Dear Liz

Thank you for your letter of 1 June (ref. MTP/TM/6548) in response to my email of 25 April regarding your proposals for Long Row Central and the link from Beastmarket Hill etc.

I must say that we are very disappointed that you do not consider it possible to include a contraflow cycle lane on Long Row Central and to maintain the link for cyclists from Beastmarket Hill, as this surely could have been provided for in the detailed layout plans, with a wider carriageway than 3 metres, if there had been more attention to the importance of this link for cross-city centre cycling movements and for access to King Street / Queen Street etc., as we made clear earlier.

We do not see that the kind of continued provision we had in mind need, if carefully designed, compromised the principles of making the northern and western ends of the Market Square more cycle-friendly.

If there is now no possibility of including eastbound cycle access on Long Row Central we wonder if the City Council would now please be prepared to consider the provision of a contraflow cycle lane on

Wheeler Gate? This would be a useful facility for permitting some improvement in eastbound cycle access across the City centre from Friar Lane etc.?
Hugh"

PS. I have now had a reply from Liz saying that this proposal is beyond the scope of the Old Market Square project but will be forwarded to the Traffic Management Section to investigate. Meanwhile our objection will be referred to the Portfolio Holder for Environment, Transport and Street Services

Copy of email from Nick Moss (23 June) to Paul Williams, City Council, Official Complaint – Highway Amendments outside the Midland mainline Train Station, Nottingham.

"Dear Mr Williams,

Official Complaint – Highway Amendments outside the Midland mainline Train Station, Nottingham.

Thank you for your letter of 24.5.06. Many apologies for the delay in replying. My complaint has been resolved in line with the agreement reached at our meeting as reflected in the content of your letter.

I hope that in the future there will be no need for complaints like this to be raised again i.e. that highway design will fully take into account the needs of cyclists.

I note that work is planned for the railway bridge in 2007 and that the physical layout will change to remove the problems.

It is also pleasing to note that traffic flows should reduce so making it easier and more comfortable for cyclists in the area.

Since the meeting one issue has remained in my mind about the inbound arrangements. The non bus traffic levels using Arkwright Street North have increased since the new layout occurred. It is difficult to know how that aspect is going to change once the bridge has been repaired.

The reduction in width at the Queens Road/Carrington St junction has affected perceptions for the worst and I am not sure that the draft plans address that aspect properly.

The interim plans to extend the cycle lane into the City will help in the short term. However only the longer term plans can properly address the perception problem.

The perception problem arises because of the layout of the road from the Queen's Road/ Carrington Street junction into the city. I have realised after further examination, since our meeting, of the road layout that looking towards the city the kerb on the west side of Carrington Street appears to curve slightly to the right and then moves to the left when the bus lane begins. The curve to the right may be an optical illusion created by the kerb bending to the left at the start of the bus lane as well as the road rising slightly from Arkwright Street North until it crests at the beginning of the bus lane. When viewed from the traffic lights on Arkwright Street North the road appears to be narrower than it actually is. In addition a bus travelling from Arkwright Street North into the city will gradually make a line for the bus lane that commences shortly after the refuge. It is a perfectly naturally manoeuvre – the driver is anticipating the road ahead.

The effect of the optical illusion and the natural line for the bus to follow is that as the bus passes between the refuge and pavement it is further over to the left than would be expected. Therefore, although the 4.5m width at the refuge is appropriate under normal circumstances, the confluence of the above factors has the effect of positioning buses more over to the left hand side of the road than would normally be the case and thereby reduces the gap between the left hand kerb and the vehicle. This is what creates the pinchpoint.

The reason why the problem did not exist before the pavement on the west side of the junction was widened was because the extra width of the junction afforded more room and reduced/negated the apparent narrowing of the road.

Lines of vision do create optical illusions. A good example is the cycle path that passes underneath the railway bridge when heading from Lenton towards the QMC. On either side of the bridge the path is flat. The path dips slightly on each approach to the bridge. The effect is to make the bridge appear much lower than it is – to be lower than head height. Everyone, even regular users of the route and experienced cyclists, ducks as they pass under the bridge even though the height of the underside of the bridge from the ground is more than enough to allow safe passage.

The reason for this example is to show that regular use of the junction and familiarity with the layout is not going to combat the effects of the optical illusion.

The longer term solution has to combat this problem. The work on the bridge in 2007 is an ideal opportunity to fix what is clearly an unexpected consequence of a change to the road layout that, according to standard principles of design, would not be expected to cause a problem. This only applies to inbound traffic.

I also hope that the new plans are properly consulted on – even though it is not a mandatory requirement in this case – to ensure the needs of cyclists are properly considered.
I look forward to hearing from you.
Yours sincerely, Nicholas Moss”

condition of riverside path by Trent (north bank) by Clifton: my message of 20 June to John Lee, Steve Brewer, Keith Thompson, Nottm City Council

“On the mini-ride before last night's Pedals meeting we used the stretch of riverside path on the north bank of the Trent that follows under Clifton Bridge from Lenton Lane and the access road to the Grove Farm Sports Ground to emerge on Queen's Drive a little east of the Park and Ride site entry/exit.

It was, I must admit, the first time I have used that path for a few years and I was shocked at its neglected condition, especially towards the Queen's Drive end.

For much of the path towards that end the vegetation has not been cut back, making it hard to use, especially if there are pedestrians or other cyclists coming the other way.

I was also surprised to see that there are still STEPS on the path (though signed at the Grove Farm end as a shared path!) near the Queen's Drive end. Although there is now a well worn bit around the steps where cyclists ride this is still potentially very DANGEROUS if you just come across the steps, especially when approaching from the Queen's Drive end of the path, i.e. downhill.

I am sure that this defect was pointed out several years ago, but nothing has been done. It was a surprising defect even though, especially coming relatively soon after the City Council had agreed (in 1981, in response to the Pedals 'Bike City bikeways' report) that all new paths built in the city from then on would be shared use paths.

The other problem with this path is the almost complete lack of signing, apart from a small blue shared path sign at the Grove Farm/Lenton Lane end. As Pedals pointed out before this lack of signing (especially of the shared use designation, and appropriate dual path direction signs) is common to several other off-road paths, including the riverside path on the south bank SW of Clifton Bridge and the one on the north bank W of Clifton Bridge. It seems to use such a waste when basically very good paths are created and then so poorly publicised so that even passers by have no idea that they exist and can be cycled on!

We would therefore like to ask please that these problems be addressed as soon as possible, especially the URGENT matters of intruding vegetation and the steps near the Queen's Drive end of the path.

Hugh
(Chairman, Pedals)

PS. On a related point what arrangements are in place to ensure that intruding vegetation is cut back on the newly refurbished canal side paths? We noticed on our ride last night several points, e.g. in the Lenton area, when the effective width of the path had been reduced because of a failure to cut vegetation back. This can effectively mean that path users are more at risk of falling into the canal.”

...Response from John Lee, City Council (21 June)

“Hugh
Part of the path (from Queens Drive for about 400 metres) was dedicated by the fishing club who own the land as a public footpath (as far as I know you can't dedicate a cycle path except with brideway rights and the landowners would not have swallowed that one, although I understand that this may be changing and cyclists will soon be able to claim a right of way on pedal cycle). The owners do not mind cyclists using the route. The second 500 metre section going towards Clifton Bridge was also dedicated by the council as footpath but again the owners do not object to cyclists using it. The final section going under Clifton Bridge and linking to Lenton lane is currently being investigated and landowners established to get them to dedicate also. The whole route will then be public highway and protected on the definitive map. The reason we went for public footpath rights was to give the route some recognised protection in law.

Maintenance of the verges is on going commitment, Himalayan balsam is a nightmare to keep on top of. We last cut back margins/trees about 6 weeks ago. I

will contact the contractor and get them to pay a visit again soon. For an example of how bad it gets take a ride to Beeston via Grove farm or to Barton in Fabis below the escarpment.

The shared use signage (small round blue/white signs) which are attached to the rustic looking Trent Valley Ways signs are minimal by design. We want as minimal signage as possible which is still visible to the public but does not clutter the route unnecessarily. This is the same situation as the new path across UoN land at Grove Farm, the UoN dedicated it as footpath but do not object to cyclists.

It's a balance between all users. If we went full on and signed all legally created footpaths as cycle paths some bright spark could argue that we are encouraging cyclists to trespass on the land.

The Trent Valley Way on the south side of the river is a public bridleway sign posted at each end and with way markers and there is therefore no need to add additional shared use signs.

The steps from queens drive were fully refurbished last year and the slope at the side purposely regarded to make them less dangerous. Again the steps are for pedestrians and the slope if for cyclists which, on the times I have cycled along it, have found them to be acceptable, admittedly not ideal.

Once we have formalised these "off road" routes it is our intention to fully promote them by publicity material and leaflets, but as always these things take time.

Hope this answers all / most of your points
Cheers
John Lee
Senior Rights of Way Officer
Traffic Management, Traffic and Safety
Tel: 0115 9156078"

Wollaton Park: new cattle grids: message of 23 June from Angela Gilbert:

"Hello Hugh,
I am a Pedals member and wonder if you could suggest a contact name/address at the City Council please to whom I can write. Here is the subject:-

I cycle through Wollaton Park to get to work every day, and also for trips at the weekend into Nottingham, etc. The City Council have fitted cattle grids inside the main entrance and exit gates of Wollaton Park, directing pedestrians to the side entrance. This stops deer getting out onto Wollaton Road and keeps pedestrians away from incoming/departing vehicles which is a good thing. But there is no provision for cyclists.

As you will know, cycling over a cattle grid is not comfortable, one can skid in the rain, and a normal road bicycle like mine isn't really built to jolt over rough surfaces. The alternative is to manipulate ones bicycle through the pedestrian side entrance which is awkward, and access is even more difficult to the pedestrian gate by the exit. The mix of cyclists and pedestrians on a footpath is never a good one! So to whom can I write, please?
Many thanks, Angela"

...and from Paul Hill (23 June)
"Hello

My name is Paul Hill and I have experienced similar problems with my touring cycle whenever I visit Wollaton Park - the first time I noticed these cattle grids was when I attended the Autokarna on 4th June and my touring cycle is not built for riding over rough surfaces either, and I have to negotiate them with great care - by either alighting and pushing the bike over them or using the pedestrian walkway.
Many thanks, Paul"

..and further comments from Angela Gilbert (11 July) and my response

"Angela
Thanks for this update. I have had dealings on cycling matters with people in other City Council Departments but not for some time and soon lose track of who are the relevant people to contact on such matters! Knowing just who to contact is, I agree, vital, even for sorting out quite simple problems.
Keep me posted on how you get on, and good luck!
Hugh

>>> "Angela Gilbert"
<Angela.Gilbert@nottingham.ac.uk> 11 July 2006
>>>

"Hello Hugh,
I am copying Stephan Kruczkowski's e-mail below. It seems that Highways don't deal with Parks and Open Spaces, and the Parks Department don't deal with Wollaton Park - that comes under Museums and Galleries. But having said that, if cyclists are having to use footpaths as a result of action (or rather in-action) by a Council department it does to me appear to become an issue with Highways.

All they need to do as an intermediate measure is move the temporary fencing aside at the entrance to allow cyclists to bypass the cattle grid as well as avoiding the rather severe ramps at front and rear of the cattle grid. For the exit, and obviously as a long term solution, a proper cycle path is needed. Me on my soap box again!! (Incidentally, I've also seen a guy in a motorised wheelchair really struggle with the pedestrian gates).

Thanks ever so much for taking up this issue on behalf of Pedals members. One loud voice is much better than that of an individual.
Cheers, Angela"

"Hi Angela
Further to our phone conversation, I have passed your enquiry to the current manager of Wollaton Park, Bob Chaffin who will be better placed to respond to your comments. Although I work in Parks and Open Spaces, due to the nature of Wollaton Park it is managed by a different Department within the Council (Museums and Galleries).

Bob is currently on leave, though I am sure he will contact you at the earliest opportunity once he returns to work.
Kind regards, Stefan"

Stefan Kruczkowski
Senior Development Officer
Parks and Open Space Development
Nottingham City Council
Telephone (0115) 91 52753 Fax (0115) 91 52766
Woodthorpe Drive, Nottingham NG5 4HA
www.nottinghamcity.gov.uk

**Cycle parking in the new Trinity Square car park:
my message of 29 June to Ben Biddulph, City
Council**

Could you please give me an update regarding the plans for replacing the cycle lockers in the Trinity Square car park? It would also be useful, we think, to have some additional cycle parking provision, e.g. Sheffield stands, to give a bit more flexibility.
Hugh McClintock
(Chairman, Pedals)

...and his response (30 June)
">>> "Ben Biddulph"
<ben.biddulph@nottinghamcity.gov.uk> 29 June 2006 >>>
Hugh,
Further to your email regarding the above, I am pleased to be able to provide you with the following information:

Having spoken to representatives from our Parking Services service area, it has been confirmed to me that it is their full intention that the new car park will have the same provision for cyclists as existed at the original Trinity Square car park. As such it is proposed that eight cycle lockers and a cycle cage will be installed. However, whilst the final arrangement is planned, it is not fully determined as this will depend upon space and availability. This can only be fully appreciated once the new car park is approaching completion.

I am aware that this is not a definitive response, but if you would like to check back with me closer to the completion of the new car park in September/October, I will be happy to update you on the provisions being made for cyclists.

For your information, the eight lockers that came out of the original Trinity Square car park were reused in other City car parks: 4 at Broadmarsh and 4 at Fletcher Gate.

With regard to the provision of additional cycle stands, I can confirm that I am actively investigating increasing the provision of cycle stands on the Turning Point scheme.

I hope the above meets with your satisfaction, but if I can be of any further assistance please do not hesitate to contact me.

Best regards,
Ben Biddulph
Senior Engineer
Highway Design
Tel. (0115) 91 6053
Fax (0115) 91 56040"

**Fwd: The Wells Road (north) Speed Management
Scheme: message of 29 June from Martin Bee,
City Council:**

"Dear Hugh,
Thank you for your email dated 14th June 2006 regarding the above.

I will be discussing the exact layout of the buildouts at the sideroads and zebra crossings with my consultant in Highway Design. It is likely that the lane widths will be in the region of 3.25m to 3.5m in each direction, which is similar to the existing road layout (this has a hatched area along the middle of the road, which reduces the existing lane widths). It is proposed that most of this hatching be removed

along the length of the scheme in order to accommodate the buildouts and allow a simpler layout.

I note the concerns about the section of road between the existing traffic calming features and the start of my proposed scheme. Unfortunately, based on the current level of injury accidents I cannot justify extending the proposals any further. However, I will continue to monitor the situation.

I trust my comments are of assistance and would like to thank you once again for your feedback.

Regards, Martin
Martin Bee
Accident Investigation - Principal Engineer
City Development
Lawrence House, Talbot Street,
Nottingham NG1 5NT
Tel: 0115 9156007
Fax: 0115 9156550
Email: martin.bee@nottinghamcity.gov.uk
Website: www.nottinghamcity.gov.uk

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

From: Hugh McClintock
[\[mailto:Hugh.Mcclintock@nottingham.ac.uk\]](mailto:Hugh.Mcclintock@nottingham.ac.uk)
Sent: 14 June 2006 11:47
To: martin.bee@nottinghamcity.gov.uk
Cc: steve.brewer@nottinghamcity.gov.uk;
arthur.williams@ntu.ac.uk
Subject: The Wells Road N Speed Management Scheme (ref.TS/RS/MLB/313/formal)

Dear Martin Bee
Thank you for your letter of 18 May asking for our comments on this.

We have two minor comments:

- The detailed design of the build-outs at side roads and on approaches to zebras must take into account needs of cyclists, taking into account that on the uphill side, cyclists' speeds are likely to be much lower than the motorised traffic.

- There is quite a long distance between the end of the existing speed reduced section and the start of the proposed Wells Road North section. One of our local members, Arthur Williams, has observed some vehicles accelerating on the lower part of the uphill section and almost certainly exceeding the 30 mph limit well before they reached Heaton Close.
Hugh McClintock
Chairman, Pedals

**alterations to Middle Hill cycle route - tram track
crossover: my message of 29 June to the City
Council (Steve Hunt and Steve Brewer)**

"Steve
Stewart
I had a chance yesterday to take a look at the changes to the layout of the cycle crossing of the Middle Hill tram track cross over which were raised at last week's Pedals meeting.

I notice that indeed, as reported at the meeting, the cycle crossing of the tram track has been made quite a bit more awkward to use by the layout of the new footway leading from there to the bottom of the hill. Were the implications for cyclists not carefully considered when this was planned? It certainly does

not seem so and Pedals was certainly not consulted about the changes.

Could the top end of the footway extension please be modified to restore an easier cycle gap? I am quite willing to arrange a meeting on site to discuss the problem if this would help.
Hugh"

PS. Dave Morris and I met Hayden Reed of the City Council on 6 July to discuss this problem and he admitted that the way it was built (during his absence on holiday) was not quite as he intended. He was asked to put in this path at quite short notice because of the disruption of the path through the Garners Hill Park Arts Centre construction site and it is only to be temporary. Space is limited but he agreed to modify the sharpest bit of the footway end where it intrudes on the cycle gap, making it a bit wider again, even if not restoring the full width.

Dave and I emphasised the need in the longer term to ensure that cyclists' needs are fully considered in the plans likely to go ahead next year for diverting Middle Hill round the other side of the tram viaduct, south of the new Arts Centre. The area of the existing road will become part of the new redeveloped and expanded Broad Marsh Centre.

Dangerous new bollards on Queen's Bridge Road cycle route: my message of 30 June to the City Council and response from Stewart Thompson, City Council:

Both bollards will be moved away from the cycle track.
Stewart

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

From: Hugh McClintock
[\[mailto:Hugh.Mcclintock@nottingham.ac.uk\]](mailto:Hugh.Mcclintock@nottingham.ac.uk)
Sent: 30 June 2006 11:24
To: paul.williams@nottinghamcity.gov.uk;
steve.brewer@nottinghamcity.gov.uk;
steve.hunt@nottinghamcity.gov.uk;
stewart.thompson@nottinghamcity.gov.uk
Subject: dangerous new bollards on Queen's Bridge Road cycle route

"Dear all
It was pointed out at the Pedals meeting last week that the placing of the bollards in the middle of the entries to the new cycle route on Queen's Bridge Road is really quite dangerous since they make it quite awkward to use the flush kerb area and to ride past without hitting the bollards or bumping on the kerbs if you keep further out. This is particularly the case when, as now with the bollard on the southern end, the bollard has been backed into by a motor vehicle and is leaning at an especially intrusive angle!

Could urgent action be taken please in respect of the leaning bollard, and the placing of both reconsidered?
Hugh"

dangerous new bollards on Queen's Bridge Road cycle route: response of 3 July from Hayden Reed to my email of 29 June:

"Hugh,
I've been asked to respond to your query regarding the cycle issues you raise.

Whilst I wasn't involved first hand with the scheme on the corner of Sherrif's Way, I am aware of the proposed actions in respect of the bollards, and I am organising the response to Nick Moss's complaint.

With regard to the first point. The bollard was placed there to stop vehicles driving up the cycle route to illegally access Carrington Street, or to park outside the front entrance of the offices (Regina House I think) which is situated on that corner. I suspect that the bollard has been hit by a service vehicle, and it demonstrates that something is needed here to keep these vehicles out.

From what I recall, the change to this detail that was discussed in the meeting was to take the single central bollard out, and replace it with a pair of "sentinel" bollards each side. I used a similar detail some years ago outside Karlsruhe House a short distance to the south. The two bollards will be close enough together to deter vehicles (probably a little under 2m in this case) but leave the desire line for cyclists unobstructed.

In respect of Nick's complaint, the revisions to the built arrangements have been drawn up and issued to our in-house Contractor at Eastcroft for implementation. I don't programme the work at Eastcroft, so can't give you a firm date. I am there for a meeting on Wednesday however, and can raise it with them.

In the case of both issues, they are subject to revision next summer when Carrington Street is reconstructed to accommodate strengthening works to the railway bridge, and the new layout to accommodate the remodelled railway station. Pedals will be consulted at the appropriate time, once detailed design work is under way.

I trust this answers your query, but if you need additional information, please drop me a line.
Hayden J Reed, Senior Engineer
Highway Design Office.

Quoting Paul Williams
<paul.williams@nottinghamcity.gov.uk>:

> Hi Hayden
> > Please see the e-mail below from Hugh McClintock. I think you are
> probably
> the best informed to answer his last question re: when is the work to be
> carried out along Carrington Street?

Unusable cycle stands by Magistrates' Court: meeting on Tuesday 11 July with Clive Atkins, Facilities Manager, Magistrates' Court

I will report on my meeting with Clive Atkins to try to get modifications to the cycle stands put in several years ago which are currently usable only by cyclists with Penny Farthings!.

He has told me that the bollards were as supplied by the manufacturer and that he will now discuss whether they can be modified to make them more usable. This may not be easy since they are of cast iron.

Highway Defects reports: message of 6 July from Chris Keane, City Council:

“Thank you for your recent emails highlighting matters requiring attention across the city cycle network, I can confirm that each location will to be inspected and works that are essential in terms of public safety will be addressed. I must stress that each area in Nottingham is routinely inspected and addressed under a reactive maintenance programme, there is a limited budget and a prioritisation process completed for works in each area.

In terms of the number of reports you have recently submitted, your in depth knowledge of cyclist routes and the feedback on conditions on these routes I suggest it may be beneficial in the future if you submit a list together with your comments on priorities for cyclists.
Regards,
Chris Keane | Team Leader | Highways Maintenance
| Nottingham City
Council | Tel: 0115 915 2081”

...and my response:

“Chris
Thank you for your message, which I will mention at the next Pedals meeting, on Monday 17 July.

Although I have noticed several matters being attended to in recent weeks there are still some longstanding matters which have not been addressed, so far as I am aware, and despite repeated reminders. These include, on routes I regularly use:-

- the missing cluster of cycle route direction signs on Victoria Embankment, opposite the west end of the Suspension Bridge, and also the cycle route direction sign at the bottom of the ramp to the bridge itself.

- misplaced cycle route direction sign (part of general direction sign) on the slip road towards Queen's Drive (Clifton Bridge direction) from the junction of Robin Hood's Way and Meadows Way with Crossgate Drive. This sign (including the destinations 'Beeston' and 'Lenton'; was put in the wrong place after resurfacing in the vicinity nearly two years ago and has not been moved, despite my mentioning it several times.

- badly intruding vegetation, and crumbling surface edge, on the cycle path connecting Longwall Avenue with Birdcage Walk (top end, i.e. near Longwall Avenue)

- missing cycle route signs on Clifton Boulevard (west side cycle path) including direction sign by the Nottingham University main campus exit near the top of the hill (i.e. just south of the Derby Road junction) and at the bottom of the hill (a sign here was demolished by a driver soon after the path was converted to shared use in the early 1990s and has never been replaced!)

These details may seem minor but are crucial to helping cyclists feel that they are being taken seriously as legitimate road users as well as being of practical benefit and assisting safety. Cyclists who are new to an area can easily get lost when signs are missing or facing the wrong way, and this is particularly awkward when routes follow a series of quiet back streets, with cyclists needing to turn right here and then turn left there etc. Instead of taking a short cut they can then end up going far further to get on the right route!

I will get back to you after our next meeting,
Hugh”

Any comments, please?

PS. Chris Gardner has reminded me of the lack of cycle route signs at the Montpelier Road (Lenton) end of the cycle path past the Science Park. I have passed this comment on to Chris Keane.

University Boulevard – Science Park cycle path cycling issues – message of 10 July from Mara Ozolins:

“Hugh,
Just wanted to say that I've been using the crossing at the Uni Boulevard end of Queen's Rd recently and the waiting times are much improved - perfectly acceptable.

Signing issue - I now cycle along the south side of Uni Boulevard and via the Science Park entrance to the ring road on a regular basis. When getting to the end of the section from the entrance of the park (ie along the ditch side) there is a sign to the industrial park, but not for how to get to the underpass for the ring road or town centre - took me a few attempts to get the route right. It's not a serious omission, but a bit annoying.
Best wishes, Mara“

Local NHS Travel Plans meeting: QMC proposals: report of meeting on 29 June

Various cycling measures were among a wide range of proposals discussed at a meeting at the City Council on 29 June, involving Helen Ross (Nottingham PCT, Pauline Peck (WMC), Jeremy Prince (City Council Travel Plans Officer) and Jenny Maybury and Jenny Bentley from the County Council.

The QMC propose soon to implement various cycle measures including bike storage at the main entrance, pool bikes (and at the City hospital) and improved changing facilities, as well as a bike discount scheme following a bit later.

I supported these proposals, while emphasising the need for quality cycle parking provision, properly installed. I also agreed to find out more about national experience in managing pool bike schemes, the subject I have now discovered of an excellent guide just published by Transport for London.

Cycle path in Wilford proposal from Jonathan Shewell-Cooper (message of 19 June, and subsequent responses)

“Hugh,
There is an existing cycle path in the runs from the Emmanuel School in Wilford to Wilford Lane - a number of Wilford residents have suggested to the city council that they create a small extension to that path to join it to the centre of Wilford (see attached - there is a gap in the railway embankment at this point). Because the path would cross the city county boundary it has been hard to get any one at either council very interested. You may be aware that there is a major development planned for the whole Gresham Fields area. We would want to ensure this is included in that development

Could Pedals suggest a more effective approach to getting both councils on board.
Regards, Jonathan Shewell-Cooper”

and second message of 19 June and my response of 20 June:

"Jonathan

Thanks for this further message which I will raise at the next Pedals meeting (17 July) and meanwhile think about the best way forward.

Hugh

>>> "Jonathan @ Home" <jsc@fish.co.uk> 20 June 2006 >>>

Hugh,

All the plans that were published, from memory, were very vague on cycling ... even on the impact to the existing path. We did not make too much fuss expecting the detail to be published and consulted on later... would be good to see the definitive version - as the plans for the site have been submitted in phases we may have missed the important one. (Despite living adjacent to the development because we are live in Wilford not Rushcliffe we do not get notified of planning applications).

However it would still be worth looking for a change to that access - or at least ensuring that the development does not exclude its development separately from the Gresham development.

Regards, Jonathan"

Hugh McClintock wrote:

> Jonathan, > Any comments please?

>Hugh

>

>>>> Martin Green <martin.green@nottscc.gov.uk> 20 June 2006 >>>>

>>>>

> Hugh

> Unfortunately the access strategy to the Gresham Park development was secured as part of the planning process which does not include a cycle track to Bader Road. The existing footpaths on the city side of the railway embankment remaining unchanged.

> I apologise for being unable to offer any more assistance.

> Martin Green

> Environment

> Nottinghamshire County Council

> Telephone 0115 8786046

....**Further message of 23 June from Jonathan:**

"Thanks -

The path from Gresham Fields to Holly avenue is only a footpath, not suitable for cycling, both in its width at some points and the field of horses it crossed - when I last walk along it. It does though go under the disused railway at the same point as the path I have suggested would. But rather than going straight onto Bader road as I have suggested it turns right along the back of South Wilford School coming out on Holly Ave at the top end of Wilford.

So it would still be useful to see what is planned - in this case - what width and surface is planned for the country side and where it meets the cycle path as it could then be a very short section from the railway embankment to Bader road that funds had to be found for.

Regards, Jonathan"

Compton Acres – new barriers and no pedal cycle signs: message of 29 June from Dave Miller and my response, and subsequent messages:

PS. I understand that the signs have now been taken down, after a heated exchange of emails involving Dave Miller, David Litchfield and me from Pedals, and various people from Rushcliffe Borough Council and the County Council). Extracts are reproduced here from some of these.

"Dave

Thanks for your message about this, the first I have heard about these changes. I have no idea what is going on but will try to find out before the next Pedals meeting.

Hugh

>>> "millervilla" <millervilla@ntlworld.com> 28 June 2006 >>>

"Dear Hugh

I have just been out walking with our Dog on the path between the Arena and the bottom end of Studland Way. The broken chicane barriers each end of the path have been replaced with heavy duty galvanised metal barriers however there is plenty of space to cycle through but they have also put large signs up saying "No Motor cycles" and "No Pedal cycles" I wondered if you are aware of this as I know you have been working on the link up between Collington Way, The Arena, the bottom end of Compton Acres and on to Ruddington Lane.

By the way, a cyclist was using the path despite the signs, I do see the path being used regularly by cyclists with regards, David"

response of 3 July from Dave Armiger, Rushcliffe BBC, my comments on his response and my further message to Keith Wood, Head of Community Strategy, Rushcliffe BC

"Keith

Dave Armiger suggested I raise this with you. Just what on earth is going on please, and why have these changes been introduced without any consultation with Pedals and with no apparent consideration of the implications for the wider cycle network in the Compton Acres area? Hugh"

>>> Hugh McClintock 03 July 2006 >>>

"Dave

Thanks for your reply.

Whatever the problems with motor bikes on the path there is surely no reason for pedal cyclists to have been excluded as well when it has been a shared path for several years that forms a vital part of the local cycle network, together with the new Collington Way - Arena link etc. enabling cyclists to avoid riding on the increasingly busy Rugby Road etc, all the way from Loughborough Road to the west side of Compton Acres etc.. Was there any consideration of these strategic considerations before the cycle ban was decided on ? Why was there no consultation with Pedals?

It is even more disturbing to learn that other barriers are being considered, especially if there is the same zero consideration for cyclists' interests!

I will indeed take it up with Keith Wood, as you suggest.
Hugh"

>>> "Dave Armiger" <darmiger@rushcliffe.gov.uk> 03 July 2006 >>>

Sorry for the delay in responding, but I have been out of the office for a few days.

Mike Luxton informs me that the path has been subject to use by unlicensed, illegal motor cycles and the installation of the barriers is primarily to reduce motorcyclists using the path and park as a short cut to the wasteland to the north and east.

Cyclists were included in the signage due to complaints about cyclist speeding through the park. This work has been promoted by and agreed with Anne Marie Ainger as part of the Councils anti social behaviour strategy, and Mike indicates that if these barriers are successful it is likely that the Council will consider installing them in other locations.

All complaints about the barriers should be passed to Community Development as they will be carrying out the evaluation of the scheme. Suggest you contact Keith Wood head of the team as Anne Marie has now left the authority. (kwood@rushcliffe.gov.uk) I hope this is of use."

Foss2: Sustrans Route 48 proposals for NCN route in the A46 corridor (Bingham area), related to the A46 Widmerpool to Newark dualling proposals : message of 11 July from Ed Ducker:

>>> Edward Ducker
<edward.ducker@nottsc.gov.uk> 11 July 2006 >>>
Dear all,
You may recall Pat Davis from Sustrans mentioning the above proposed route at the last Cycle Working Group in June. Pat has supplied me with the attached drawing showing the route, which he asked me to forward to the group. These proposals involve in part making use of spare bits of what will become 'the old A46' if the proposed A46 dualling scheme goes ahead, though funding for this is still far from certain, it should be pointed out.

I will report back with any further information on the scheme if this is available at the next meeting in September.
Kind regards,
Ed Ducker
Cycling & Walking Officer
Environment
Nottinghamshire County Council
0115 977 4585"

PS. I have forwarded this email with the attached map to those on the email distribution list and will bring a printed copy along for people to make comments on at the meeting on Monday.

Beeston High Road East contraflow cycle lane
Any comments please on this new completed scheme, first proposed by Pedals 23 years ago?!"

Broxtowe BC Bramcote Hills Park – Visitor Facility Feasibility Study

WE have been asked to complete this survey, being carried out by Broxtowe BC and Groundwork Greater Nottingham, and return it by Monday 24 July. Anyone like to take this on please?!"

Extract from recent DfT announcement re funding for new transport schemes in the East Midlands: A6096 Ilkeston Apsworth link road scheme, Derbyshire (Gross cost £12.4m, DfT contribution £10.4m)

"The scheme will provide a new link road which will bypass Station Road, the main access into Ilkeston

from Junction 26 of the M1 Motorway and Nottingham to the east. It also includes provision for a **shared pedestrian route and cycleway.** "

new A612 Road / Stoke Lane (Carlton) junction: my message of 7 July to Ed Ducker and Jarek Bien, Notts CC:

"Ed
Jarek
As you probably know, Stoke Lane (Carlton) is signed as a cycle route and I have been wondering what is proposed to maintain some kind of safe crossing arrangements for cyclists at its junction with the new A612 road when the new crossing is completed.

It would be helpful if you could please give me some indication before the next Pedals meeting on Monday 17 July.
Thanks, Hugh"

9. Miscellaneous items:

Re: Pedals - local bike maintenance training: my response of 10 July to email from Pam Smart:

"Dear Pam
Thank you for your message asking about local bike maintenance training.

There was a scheme a couple of years ago coordinated by Bettina Lange of Nottingham Transport 2000 but I have not heard of this recently and am not sure if it is still running. I will check with her and also with Graham Hubbard, RideWise coordinator, who may know.

In the past Pedals has tried to encourage local bike maintenance classes at local evening classes etc. but with very limited success despite being well aware of the need.

My only other suggestion is to refer you to a recent item in the CTC newsletter 'Cycle (June/July, p16) which mentions that The Bike Inn in Lincolnshire runs "very well regarded classes over a number of days. See www.bike-inn.co.uk or tel. (01406 371273)". The item says that they also produce training videos, e.g. 'General Maintenance and Roadside Repairs' is £20 inc p and p.

Also mentioned in this short article is that Cycle produced an 8-page guide to maintenance in the October/November 2005 issue, obtainable from CTC National Office in Guildford, tel. (0870) 873 0060. It also recommends getting more information on training (riding and maintenance) from the CTC Training helpline, tel. (0870) 607 0415 or visit www.ctc.org.uk/cycletraining

Sorry not to be able to help you more directly
Hugh
(Chairman, Pedals)

>>> "Pam Smart" <pamsmart@ntlworld.com> 08 July 2006 >>>

Hi
I've just bought a bike as my knees as my knees now object to walking up Kinder and Bleaklow. It is a Dawes Red Feather with 7 gears - seems enough for going along the cycle tracks etc. I have no idea about basic maintenance and am looking for a basic maintenance course. Can Pedals help?
Pam Smart

PS. Has anyone any other suggestions on this please?*

PPS. – tip from Chris Gardner:
"Gardner, Chris" <chris.gardner@siemens.com> 10 July 2006 >>>
Hugh, I find this link useful for maintenance issues: -
<http://www.parktool.com/repair/bikemap.asp>
Cheers, Chris"

...and from Graham Hubbard, Ridewise
>>> "Ridewise" <ridewise@hotmail.com> 10 July 2006 >>>
"We do run cycle maintenance courses at £10 a head for a morning's tuition - I have contacted Pam Graham"

my change of email address:

Although I shall be able to continue using my current email address when I move out of my room at Nottingham University on 24 July I would recommend people from next week to start using Hugh.McClintock@ntlworld.com I will also ask Alistair Morgan to substitute this address on the list of contacts on the Pedals website.

my absence from 25 July – 3 Sept and interim arrangements for handling Pedals business during this period

A reminder that I shall be out of the country, and out of email contact (Hurray! I can hear some shout with great relief!) from 25 July to 3 September on a long rail trip from Nottingham to Hong Kong, with many stops including Mongolia and Siberia (where a good many people, especially NEP letter writers, no doubt, might wish that I spend an indefinite period of banishment!)

I can well appreciate that some people, understandably, may think that for me to skive off and run away on this prolonged absence is very selfish, lazy and irresponsible, especially when we have no Pedals Secretary, and when I know all too well that the volume of Pedals-related emails and letters and phone calls these days, (many wanting an immediate or at least early response) tends now not to abate much over the summer "holiday" period!

Anyway, I suggest that we discuss further at the meeting how best to manage Pedals business in my absence. I can only suggest, if they agree, that any urgent matters are raised with Susan Young (email: Susan.Young@nottingham.ac.uk), Dave Morris (email: dmorris_home@hotmail.com), or Lawrence Geary, 96 Pierrepont Road, West Bridgford, Nottm NG2 5DW, (tel. 982 2720); no email) unless any has any other suggestions please". *

Do also of course also take up matters directly with Steve Brewer (City) and Ed Ducker (County), ideally with a copy for me (and perhaps Susan) to help keep me in the picture on my return. In any case I imagine that it may take quite a while for me on my return to digest what has come in during my absence and get to grips with it!

Hugh, 12.7.06