

## **AGENDA FOR PEDALS MEETING:**

**9.00 (NOT 8.30 p.m.) on**

**Monday 19 June 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 Hugh McClintock and Gordon McGowan, departing from top of Queen's Bridge Road, via the canal towpath to Beeston Rylands and returning via the north bank of the Trent)**

### **AGENDA**

#### **1. Welcome, and apologies for absence**

#### **2. Minutes of Pedals meeting of 24 April and matters arising**

- disposal of Pedals Trailer
- Membership forms; making more copies and distribution
- CCN/CTC Spring Cycle Campaigners' Conference, Birmingham, 20 May 2006
- Draft City Cycle Maps meetings: 12 June and 4 July
- Notts. CC Cycle Working Group meeting, 1 June
- A453 widening and cycling
- Pedals newsletter: Nelson's sponsorship
- Pedals newsletter and ETA affinity payments: message of 25 May from Andrew Davis, ETA:

#### **3. Discussion on cycle theft with Waseem Zaman. Nottingham Partnership Council (15 minutes)**

#### **4. Finance**

#### **5. Spring/summer Newsletter**

#### **6. Events / meetings including:-**

- Camp for Climate Change Workshop
- Greater Nottingham LRT Advisory Committee meeting, 13 June
- Cyclists' Breakfast, 21 June
- The Big Track - history walk to launch new walking/cycle route and Big Wheel website, 28 June:
- Tour of Britain, September.
- Autumn meetings and visiting speakers

#### **7. Proposed Nottingham Autumn East Midlands Cycling groups meeting,**

#### **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
- Meeting re Carrington Street changes; report from Nick Moss
- Nottingham Station redevelopment comments
- barriers removal from A52 overbridge (Clifton Boulevard)
- Castle Boulevard; details of latest changes and letter of 12 June about junction proposals
- Riverside paths: improvement of surface and signing

- A453 dualling plans (Clifton to M1)
- New Notts CC Advance Stop Lines for cyclists in Arnold and West Bridgford (Melton Road/Loughborough Road and Radcliffe Road/Trent Boulevard/Ladybay Bridge
- A46 dualling proposals – copy of letter from Patrick Davis, Sustrans East Midlands

#### **9. Miscellaneous items:**

- The Big Wheel DVD on Transport Planning in Greater Nottingham
- Bike Shed Design Competition
- BikeBUDI initiative:

#### **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, Arthur Williams

#### **2. Minutes of the Pedals Meeting Held 15<sup>th</sup> May 2006 at the Globe.**

**Present:** Hugh McClintock, Susan Young, Peter Osborne, Chris Gardner, David Miller, Lawrence Geary, Roger Codling and Christine Addis.

**Apologies for absence:** Bill Istead, Andrew Martin, Dave Morris and John Bannister.

**Kevin Heathcote's** "pothole" talk was postponed to later date.

**Trailer.** Nick Moss to be contacted in the hope of getting the trailer passed onto people who could use it for cycle related activities. Peter Osborne to sort out.

**Pedals Marquee.** This is now in Chris Gardner's garage. (The insurance details may still need changing).

**Finance.** Renewals are due in June. Membership has increased to around 285, having been around 240 for a long time.

**Membership Forms** – A simple one black and white only form was passed around at the meeting for comment. It was well received with a few changes recommended such as mentioning that Pedals members get a 10% discount at selected cycle shops. David Miller to make changes. This will be suitable for downloading from the Pedals website, and it can also be placed inside copies of City County Forest and distributed at the cyclists' breakfast event.

**Ben's Bikes** – No more news.

**Newsletter** - is going to press 28<sup>th</sup> April. It will probably come out a few days after May's meeting. Chris Gardner to investigate some other options for print costs.

**Lenton Community Festival**– No response.

**Stapleford Transport Group** – Roger Codling may attend.

**Maps** of the city have been produced by Steve Brewer for discussion. There was not enough time for this, so an additional meeting on June 12<sup>th</sup> was agreed for this discussion. (NB. This will be on Monday 12 June at 7.30 p.m in the top room of The Globe PH).

#### Update

#### **CCN/CTC Spring Cycle Campaigners' Conference, Birmingham, 20 May 2006**

Andrew Martin and I attended this well-attended conference, organised by Pushbikes, the Birmingham Cycling Campaign on the theme of road safety. It included a "balloon debate" in the afternoon with a wide range of mini-presentations on different ways of promoting cyclists' safety, followed by an opportunity for those present to vote on which was the top priority. Changing attitudes to cyclists turned out to be the favourite, above adult cycle training, cycle facilities or encouraging helmet use among others.

Among the presentations which attracted much attention was one on the recent (2005) Oxford and Cambridge cycling accidents survey (carried out by Oxfordshire CC). This can be found on their website at [www.oxfordshire.gov.uk/cyclesurvey](http://www.oxfordshire.gov.uk/cyclesurvey). All the presentations should soon be on the Pushbike website.

#### **Pedals trailer: message of 9 June from Peter Osborn**

"Hugh - I spoke to Nick earlier this week. He suggested Groundwork might be worth contacting. I have emailed Jo Cleary, but have not had a reply. Looks like we will have to give the trailer away. I guess a local charity would be best.  
Regards, Peter."

#### **Draft City Cycle Maps meetings, 12 June and 4 July (with City Council)**

Dave Miller, Chris Gardner, Arthur Williams, Roger Codling and I spent well over 2 hours at a special meeting on 12 June to go over these and came up with a long list of suggested amendments, clarifications and revisions to the key / notations and colours used. We agreed to contact Steve Brewer to arrange a special meeting in early July to go over these.

From: Ged Newton  
[\[mailto:ged.newton@nottinghamcity.gov.uk\]](mailto:ged.newton@nottinghamcity.gov.uk)  
Sent: 13 June 2006 16:26  
To: '<mailto:Hugh.Mcclintock@nottingham.ac.uk>'  
Cc: Steve brewer  
Subject: RE: comments on draft revised City cycle maps

Hi Hugh,  
I have been asked by Steve Brewer to arrange a meeting for the review of the Nottingham City - Cycle maps.

I would like to suggest **Tuesday 4th July. Time 2.30pm at Lawrence House** - Talbot Street - Nottingham.

I hope this date is convenient. Please could you confirm either way.  
Regards, Ged Newton"

**Notts. CC Cycle Working Group meeting, 1 June**  
Lawrence Geary represented Pedals at this meeting and Roger Codling the local CTC. I have already circulated copies of Ed Ducker's comprehensive and detailed minutes to those on email but will give an opportunity at the meeting for Lawrence and me to pick out a few points from the meeting and for people to make comments / ask questions. The next meeting is on 7 September.

#### **A453 widening and cycling**

I wrote to the Secretary of State for Transport, Douglas Alexander and have now had a response from the Project Officer in charge of this scheme in the Birmingham office of the Highways Agency. I am glad to report that the County Council seem to be backing our stance on the importance of good on-line provision for cyclists and pedestrians as part of this scheme.

#### **Pedals website updating:**

I have sent Pedals Webmaster Alistair Morgan a few items to help keep this basically up to date e.g. the cover of the 2006 Rural Rides brochure. Alistair tells me that he now is unlikely to return to working in Nottingham from Edinburgh before September and little more seems to have happened yet on the general revamp of the site with which he was promised help last year.

#### **Pedals newsletter: Nelson's sponsorship Message of 22 May from Rebecca Firmin, Nelsons and my response**

"Dear Rebecca  
Thank you for your very welcome message. That is excellent news that you would like to continue to sponsor the Pedals newsletter for another year. I know already from discussion at last week's monthly meeting that your support has been greatly appreciated so there is no question that we would very much like it to continue. It has been very helpful to us in making a significant improvement to the quality of the newsletter and this in turn has helped us to boost our membership in the last year.

The next issue will be going to press in mid-September and I will be in touch with you about that nearer the time. We will of course reserve you the usual double page spread.  
with many thanks  
Hugh (Chairman, Pedals)

>>> "Rebecca Firmin"  
<Rebecca.Firmin@nelsonslaw.co.uk> 22 May 2006  
>>>  
Dear Mr McClintock  
Many thanks for my copy of the newsletter which I received today.

We would like to continue to sponsor the newsletter for another year if Pedals are in agreement. Perhaps you could let me know in due course.  
Kind regards  
Rebecca Firmin  
Solicitor  
Personal Injury  
Direct Dial & Office Number 0115 9895259  
Fax 0115 8516067  
[rebecca.firmin@nelsonslaw.co.uk](mailto:rebecca.firmin@nelsonslaw.co.uk) "

I was very glad to receive this email from Rebecca which followed very promptly after the appearance of the last issue, before I had got round to drafting a grovelling letter asking if they would be willing to continue their support. I responded with a very positive and grateful reply!

**Pedals newsletter and ETA affinity payments: message of 25 May from Andrew Davis, ETA:**  
"Dear Mr McClintock

I have just received your newsletter. Always an interesting read.  
I was looking at the affinity commissions that we pay you and they are not as much as I would have hoped. It might be because there is no mention of the services we provide either in the newsletter or on your website. I would think there would be some payback to you if we were mentioned. We have improved our cycle rescue coverage and our cycle insurance package, which also includes cycle rescue and public liability.

We have also doubled our commission rates.

Our site has a very high Google rating so if we directly linked to your website and vice versa it will be of great benefit. Our website can be set up to automatically count commissions due to you if the link is made in a special way.  
I hope there is something of interest here for you.  
Regards, Andrew Davis"

**...and my response:**

Dear Mr. Davis  
Thank you for your message.  
I am aware that we have not carried your advert in our newsletter for the last 3 issues and that there have therefore been no affinity payments. The reason is that, with the new arrangements introduced to improve the newsletter quality, space has been very tight and we therefore had to drop the ad. However, we might now be willing to reconsider that, in view of your message, and I will therefore put this matter, and giving you a mention on our website, at our next meeting, due to take place on 19 June. I will be in touch again after that.  
best wishes  
Hugh McClintock  
Chairman, Pedals

**3. Cycle theft: ~Discussion with Waseem Zaman, Nottingham Partnership Council**

"My name is Waseem Zaman and I am a community planning officer working for the Partnership Council based in area 4 of the City, i.e. New Basford, Forest Fields, Radford and Hyson Green.

I work for a voluntary organisation and my role aims to address issues of community safety and cleansing around the area. As part of one of my campaigns I am focusing on the theme of bikes, i.e. reduce bike crime, lock your bike, safe cycling, cycling as a means of physical exercise etc. It is for this reason that I want to come to one of your meetings and explain a bit more about it and how we could possibly work together for a better result.

If you require any further assistance, please do not hesitate to contact me.  
Thank You,  
Waseem Zaman."

Tel. 970 8200 or mobile (07813) 19934

**4. Finance**

Susan Young to report.

**5. Spring/summer Newsletter**

Feedback welcome please on this issue which came out just after the last meeting.\*

Many thanks as usual to John Wilson and my wife Di for help with stuffing and dispatch.

The next issue will be going to press directly after our 18 September meeting.

**6. Events / meetings etc.**

**Camp for Climate Action Workshops and Events: message of 18 May from Eleanor Fairbrother  
Camp for Climate Action Networking group,  
07951 516 456**

I have been asked again to pass on details of these events.

Hugh  
>>> <[nottingham@climatecamp.org.uk](mailto:nottingham@climatecamp.org.uk)> 18 May 2006 >>>

"Dear Friend,  
Climate change is happening. Do you want know more? We offer interactive and inspiring workshops on climate change and the politics surrounding it.

We wrote to you some time ago about the Camp for Climate Action. The organisation is going well and the camp looks to be a hugely exciting focus and catalyst for the grassroots movement against climate change. We are wanting to visit local groups and give workshops on climate change and the Camp for Climate Action.

The Camp for Climate Action is a huge camp at the end of the summer (26<sup>th</sup> Aug - 4th September) aiming to bring together thousands of people to learn about and take action on the root causes of climate change. It will be an inspiring combination of workshops (from compost loo building to the science behind climate change) to action and examples of sustainable living. For more information please see the website: <http://www.climatecamp.org.uk>. We are writing to you as a group of people from Nottingham going to the camp, and we are inviting you to get involved and come with us!

Climate change is the greatest issue facing the planet today. It is imperative that people find out what it means for the world, and what they can do to help. We are running a series of fun and interactive workshops about climate change and the Camp for Climate Action at festivals across the country. We would like to visit our local community and run the workshops for you as well! The workshops are free, and we can tailor them to suit all ages and experiences. Please get in contact if you want us to come and talk to your group!

There are also a number of events coming up where you can find out more information about the camp:

\* Climate Chaos and Climate Camp workshop: 12-5pm 24th June at the Sumac centre, 245 Gladstone St, Forest Fields, Nottingham. Want to find out more about climate change, what you can do, and about the Camp for Climate Action. Come along to this fun and interactive workshop. Tea and cake provided!

\* Organising meeting: 7.30pm Tuesday 13th June at the Sumac Centre. Organising meeting for people wanting to go to the camp.

\* Look out for us at the Nottingham Green Festival (June 4th at the Arboretum) and at Sneinton Rubbish Day out (June 2nd at the Old School, Windmill Lane, Sneinton).

Please get in contact if you want us to come to your group, or you want more information, Eleanor Fairbrother  
Camp for Climate Action Networking group  
07951 516 456"

#### **Greater Nottingham Light Rapid Transit Advisory Committee meeting, County Hall, 13 June.**

I shall report at our meeting on any relevant points arising from this.

I raised again the matter of the apparently impasse in getting any decent cross-city centre cycle route for cyclists wishing to avoid the tram tracks and how this keeps getting complicated by the various other major projects in the city centre and thus apparently lost sight of!

We were given summaries of the recent passenger satisfaction and other surveys including the summary of a survey showing how people got to the tram stops. Out of the 1408 asked not 1 said they came by back, perhaps not altogether surprising in view of the security problems around many sites, especially The Forest park and ride site!

Tram usage was up 15% last year and has now reached almost 10 million a year, very close to the absolute capacity they reckon of 10-11 million! Not much hope then in the foreseeable future of Pedals relaunching the case for carrying bikes on trams, which has anyway been stalled nationally since the start of the funding problems with the Manchester Metrolink extensions etc.

There seems, after much delay, to be some new expectation of a decision on funding the NET extensions being announced in the next few weeks, by the new Sec. of State for Transport, Douglas Alexander, so we need to be prepared to dust off our detailed comments on the implications for cyclists of the proposed lines to Clifton and Beeston/Chilwell.

P.S. Does anyone please have any comments on how the new cycle locker arrangements at Hucknall Station (NET/Robin Hood line) are working out?

#### **Cyclists' Breakfast, Wed. 21 June**

Do encourage even occasional commuter cyclists to come along to this event and to get their free cooked breakfast, to be served at the Waterfront (Castle Wharf) between 8.00-10.00 (as featured in the NEP of 9 June, p9).

Those intending to come are encouraged to register their intention at

[www.itsnottingham.info/wheeliepledge](http://www.itsnottingham.info/wheeliepledge) before this coming Friday, the NEP article said but I am sure you can just turn up on the day.

We must make sure that we have adequate copies of the latest Pedals membership form to hand out and people to do this please!

I am doing a 10-minute 'Pedals perspective' presentation at the **Greater Nottingham Cycle Forum meeting which follows (10.15-12.00)** and which is also open to anyone interested.

Among the issues I want to raise are our continuing concerns about the lack of (sufficient) attention to cycling in major project decisions (especially in the city centre), the lack of effort (by the City Council in particular) to curbing driver abuse of the generally welcome sprouting of advanced stop lines for cyclists, especially since the City Council now (unlike the County) are no longer using any red surfacing to highlight these (or other cycle lanes or bus lanes).

My impression is this discrepancy is effectively encouraging drivers in the City to think that it matters less if they intrude into these (black) ASLs.

This impression is now strengthened by similar comments I picked up from the newsletter of Spokes, the Edinburgh cycling campaign where there is a similar issue. I have now had an exchange of emails about this with Dave du Feu of Spokes who has also sent me a copy of a recent MA dissertation from a student at Napier University which shows with detailed evidence how black cycle lanes and bus lanes are less well observed by drivers than red ones and how more cyclists feel safer (and generally encouraged) with coloured surfaces.

#### **The Big Track - history walk to launch new walking/cycle route and Big Wheel website, 28 June: message of 14 June from Lynn Hanna, The Big Wheel (and Pedals member!)**

"Dear everyone

On Midsummer Night - Wednesday 28th June - we have organized a history walk to mark the launch of The Big Track, Nottingham's new walking/cycle map.

The ten mile route, from Bridgford to Beeston, will revolutionise the way people get around the city, and their use of ancient waterside tracks that still connect many workplaces, shopping centres and places of interest.

The map is accompanied by a brochure giving fascinating information on the history of the route - specially written by local historian Chris Matthews - the natural history of the canal and riverside - and many other inducements to walk and cycle!

We will also be using the occasion to preview the new Big Wheel website, which will have all this information - and much more - on it.

The evening will start with a small reception and website preview from 5.30 pm onwards in the upstairs room at the Trip to Jerusalem. The walk itself will start at 6.30 pm outside the Trip and finish at around 8.15 pm at The Ferry Inn in Wilford. We will be passing many interesting sites on route, including William the Conqueror's supply stream, the medieval Hethbeth Bridge and the area long famed as the country's best - and completely unregulated - outdoor sports arena.

So do please join us for a celebration, with a few surprises. If you can let me know whether you are attending or not, it would be helpful.

With best regards, Lynn"

**PS.** This was the first I knew of this. Steve Brewer is leading a guided ride on the canal towpath etc. that night and Lynn is proposing that the walkers and cyclists should meet up.

#### **Tour of Britain, early September**

I gather that this will not be coming this year to Nottingham or anywhere in the East Midlands. Shame!

#### **Autumn meetings and visiting speakers**

We need to be giving some thought to the visiting speaker / special discussion slots at our Autumn meetings in October (16<sup>th</sup>) and November (20<sup>th</sup>). When we had Steve Brewer and Ed Ducker along last time there seemed to be some feeling that we should have them more often but I know that other people would far prefer slide shows of cycling holidays etc.! We could still have one of these at our Christmas Social (18 December). Comments/suggestions please!\*

#### **7. Proposed Nottingham Autumn East Midlands Cycling groups meeting,**

John Stubbs, Chair of the Derby Cycling Group and convenor of the East Midlands cycling groups coordination campaign seems keen for Pedals to host the next meeting this autumn, on a Saturday in October/November and involving the same format as the Derby one in May, i.e. an hour or so in late morning for one or two presentations, followed by a question and answer session for 30-45 minutes, continuing informally over a pub lunch and then leaving for a ride for about 2 hours, returning via the station to let people peel off to get trains and a final late afternoon/early evening pub wind-up discussion session for those who remain.

I have discussed this with Andrew Martin and Susan Young who attended the Derby meeting and we suggest that, if possible we base this event at The Globe (depending on when the upstairs meeting room is in use during home football matches of NFFC and NCFC). What do people think? It might be useful to aim to get at least the date fixed fairly soon, if we can before we know for sure about home match fixtures. We also want to make sure we have a good Pedals turnout. Derby Cycling Group members accounted for about 12 of the 31 people who came to the inaugural meeting in Derby.

#### **8 Cycle facility and traffic management matters**

##### **Message from Arthur Williams, 16 May: city centre cycling – possible contra-flow cycle lane on Wheeler Gate**

"Apologies for missing the meeting yesterday. Apart from the usual backlog of marking at this time of year, I seem to be fighting off some sort of bug right now.

I notice on passing Long Row Central, that the roadway has been made as narrow as possible for a single lane carriageway, so it is clear that the city have no intention of allowing a contra-flow cycle lane.

I think we should press for a marked contra-flow cycle lane on Wheeler Gate - that would at least assist West-East cycling through the City while avoiding the tram. There is enough carriageway width, too.

Regards, Arthur"

#### **City Council: The Wells Road North Woodborough Road to Heaton Close) Speed Management consultation letter**

I have passed this to Arthur Williams for comments which are wanted by 15 June

#### **...Arthur's comments:**

"Hugh,

I had a look on site last week. The scheme overall looks good. Two minor comments are:

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. I 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.

Regards, Arthur"

#### **Changes in Hockley (Goosegate) Primary Pedestrian Route proposals**

The City Council have now agreed to make some changes in the details of this scheme which appear at least in part to meet our objections.

These include:-

- A raised island to help guide traffic and segregate the cycle lane between Broad Street and the George Street junction
- Improvements to the signing and marking of the whole length of the cycle lane, particularly through the proposed closure at Broad Street and at both ends of the lane to clarify that two-way cycling is permitted.

#### **Castle Boulevard Cycle Scheme: message of 17 May from Craig McLennan, Nottingham City Council:**

"Hello Hugh,

Just to give you an update on the Castle Boulevard Cycle Scheme.

The implementation of the on road facilities started on 19th April and the works are occurring following the completion of phases of the resurfacing works. The lining works to implement the on road facilities is due to be complete by the end of May 06. The upgrade to a Puffin from a parallel cycle/pedestrian crossing at Fishpond Drive, as well as the civils works to remove the off road cycle facilities; is due to be complete by the end of July 06.

Please note that the initial design was to provide a 0.5 metre buffer lane between the parking bays and offset cycle lane between the Fishpond Drive crossing and Peverill Drive on the north side of Castle Boulevard. However to keep the carriageway lanes at a safe apportionment it has not been

possible to include the buffer lane. Please note that this will be monitored once the scheme is complete.

The 0.5 metre buffer lane will still be included between the new unrestricted parking bays and offset cycle lane between the Fishpond Drive crossing and Castle Bridge Road on the north side, and also between the Pay and Display Bay and offset cycle lane on the south side near to Castle Quay.

The final design for Castle Bridge Road to implement on road cycle lanes through the Castle Bridge Road junction and the provision of upgraded pedestrian facilities is still ongoing. I will contact you once this is complete.  
Regards, Craig"

**....Comments from Kirstie Reavell, 17 May:**

"Hi Hugh,  
Just to let you know (if you haven't seen them), the on road cycle lane has been painted on. If travelling from Nottingham, there are still parking bays which obstruct the cycle way, and in one case, which are painted around the parking bay, so the cyclist has to pull out in to the main traffic to get around the parked cars.

There is also still parking on the side travelling to Nottingham, which means that to travel safely (i.e. 1m away from the parked cars to avoid any car door accidents), cyclists have to travel more or less outside of the cycle lane.

I can't quite remember what was originally intended, but I think that to remove the existing paths has worsened cycle provision in this area, Anyway, that's my feedback if you're interested!  
Many thanks, Kirstie"

**PS. New City Council consultation letter (12 June) about proposed changes at the Castle Bridge Road/Castle Boulevard junction**

One of the awkward things about the changed arrangements is that the changes at the junction of Castle Boulevard and Castle Bridge Road are only temporary and that the toucan crossing which was to have been put in across Castle Boulevard just east of the junction has now been put back to a later phase.

The City Council now want comments (by 10 July) on these further changes which include a series of pedestrian and cycle improvements and a ban on motor vehicles turning right out of Castle Bridge Road. The outbound cycle lane, which now stops just short of the junction (and dumps you back on the old shared path) would then be extended up the junction and the inbound cycle lane would be carried up to and through the junction.

**City Highway maintenance issues and cyclists: message of 17 May from Keith Thompson, City Council, in response to mine with a long list of outstanding problems:**

"Dear Mr McClintock,  
The issues you mention below will be investigated within the next week by our Highway Inspectors and any necessary works orders raised; the timescale for action on them will however be up to three months, as it is likely a number of new signs will require manufacturing.

For your information, Kevin Heathcote was covering my post as Team Leader, Highway Maintenance whilst I am on secondment to a particular project; he

has left the City to take up a post with Notts. County Council and until a replacement is appointed, I shall be dealing with correspondence and will be happy to receive any reports you wish to make.

As a cyclist myself, I am well aware of the benefit of good signage and can assure you we do attempt to ensure what limited resources we have are efficiently directed towards all parts of the highway network, including cycle paths/routes.

Keith Thompson  
Highway Asset Project Manager  
City Development Department  
Humber Building  
Eastcroft Depot"

**Carrington Street: changes in layout by Nottingham Station: message of 19 May from Nick Moss enclosing a report of a meeting he had on 18 May with the City Council** (NB I did not know about this meeting until I got Nick's note and am rather surprised that they did not invite me in view of the concerns I had expressed on behalf of Pedals)

**"Meeting 18.5.06 2pm – Lawrence House – complaint re railway station.**

NM met Paul Williams, Stewart Thompson and Hayden? From Engineering.

NM indicated main concern outbound was the build out that created a dangerous pinch point. Would have been obvious that cyclists be forced into the path of traffic coming from behind or be in outside lane causing an annoyance. The gap at the traffic lights end too narrow.

They conceded the design had not taken account of the needs of cyclists. It was an error. I stated I just did not want it to happen again and made it clear it should not have happened this time. There was agreement on this.

In bound the road with is c4.5m – about .5m less than what was. The road is wide enough but the design gives the perception of traffic coming on top of you from behind. NM pointed out perception as important as reality.

Solutions. Immediate – outbound. They will burn away some of the hatching in the centre of the road and move the centre line across a little and mark in a cycle lane to the light from the build out.

Long term i.e. from next summer onwards. Work is to take place on the bridge. The bridge needs work doing to it to strengthen it. This is an issue that has just come to light. They strip away the whole of the surface and do work on the bridge. Bus stops are to be put in in front of the station. The build out will shift and there will be more room at the junction. The amount of traffic will drop massively because it is planned to physically stop cars from coming up Carrington Street from Canal Street. They may be able to get up but will not be able to get passed the current zebra crossing. There will be a cycle cut through.

The taxi rank on Station Street will eventually move to Queens Road and be replaced with bus stops. Buses are to be diverted up Trent Street? To Station street and onto Carrington Street. There will be one lane for vehicles being buses and taxis and cycles only on Carrington Street. Inbound there will be one lane of traffic only along Carrington street down to Broadmarsh.

This work will be completed before work starts on the Broadmarsh due back end of 2007.

Inbound. The issue of perception will be altered by extending the cycle lane through the refuge.

Long term the above works will reduce massively the amount of traffic.

#### **Conclusion.**

My complaint had an effect. They made a mistake and have admitted. Hopefully this will not happen again otherwise there will be more complaints. It is clear they cannot just brush off a complaint and have to react.

I would have liked to have seen the build out cut back immediately but in view of the above work decided it was not worthwhile. If no work was planned or planned at some vague date in the future then I would have pressed for immediate remedial works. All in all a worthwhile effort and pleasing to note they took the complaint seriously. There is also a formal record of this for use in the future.

No need for a site visit as the plans they produced and on the ground knowledge of the parties involved we were able to achieve a solution."

#### **Copy of my message of 25 May to Mrs. Janet Keble, City Council, re Planning application 06/00694/PFUL3: Alterations to Nottingham Station and erection of new concourse and car park etc.**

"Dear Ms. Keble

Thank you for your letter of 4 May (ref. 06/00694/PFUL3) asking for Pedals' comments on the planning application by Central Trains for alterations to Nottingham Station and platform buildings and the erection of a new concourse, multi-storey car park and mixed use building fronting Queen's Road.

Pedals welcomes in principle the enlargement of the Station and the extra capacity and more attractive passenger environment which this will create, with easier interchange between different modes including the proposed NET extensions.

Our main concerns relate to the impact of the redevelopment plans on traffic levels and traffic safety in the vicinity and their implications for the safety and convenience of cycle access, and also the adequacy, convenience and security of short and longer term cycle parking at the Station, in all cases taking account of the projected doubling of passenger numbers within twenty years.

We think that the size of the proposed 1000-space multi-storey car park is excessive, bearing in mind the general City Council policy to reduce motor traffic levels in the City centre and the enhanced public transport access in these plans with the new NET stop above the station and the expanded bus stop provision directly outside the Carrington Street entrance to the Station. We are also concerned that this development, including the interlinked mixed use / commercial block, will add greatly to traffic levels on Queen's Road etc, aggravating the safety of cyclists and pedestrians going to and from the Station.

The Government's Planning Policy Guidance Note 13 (2001) emphasises the importance of promoting

good cycling and walking access to stations and interchanges and we think that a much more comprehensive effort could be made to achieve this in these major redevelopment plans, allowing for non-motorised access from several directions. Good cycle and foot access can do much to encourage use of these modes for people travelling shorter distances to the station, if linked to plentiful secure bike parking via a series well-signed, safe, coherent, convenient and attractive routes to expand its catchment area.

The loss of the present cycle stands in the Porte Cochere area will be much regretted since they provide a very convenient, undercover and relatively secure facility, particularly appreciated by those who arrive just in time for their trains. If, in the wider context of improving the capacity and retail provision at the station this is thought essential, we would accept it, with some reluctance, provided that the alternative provision was as convenient, secure and plentiful as possible.

We note the intention shown on the plans to concentrate cycle lockers and cycle stands in the Milk Dock area on the north (Station Street) side of the Station, as the next most convenient location, but do have concerns about its security. Even with good CCTV provision this location, we fear, will not have the same natural surveillance from passers by as the present stands in the Porte Cochere area. Users therefore will be more worried about theft and vandalism unless much care is taken to minimise these risks.

Even if our fears about this can be successfully addressed we also wish to emphasise our concerns that it will be inadequate to rely on the provision of cycle stands at this location alone. To facilitate good cycle access from different directions, in the spirit of the PPG13 advice, it is essential that cycle stands are also provided in a secure and convenient site on the south side of the Station, to help people cycling from The Meadows, West Bridgford, Wilford and Clifton. Space for these should be found, we suggest, near the west end of the new Car Park/Commercial Block and new access ramp to the southern concourse.

Also essential is that signing, publicity, management and maintenance issues relating to cycle parking are addressed far more seriously than in the current station where Central Trains performance has been very disappointing. There is, for example, still no proper signing of the cycle lockers, about five years after they were provided just by Platform 6 and the experience of would be users in getting information about them from Station Staff has also been generally very discouraging.

Even getting repairs to the damaged cycle stands in the Porte Cochere has been very slow and tortuous, with some stands out of use for long periods, presenting a very poor image to people arriving at the station and meaning the loss of usable spaces from this very popular cycle parking area. All kinds of cycle parking must be properly maintained, with details of where to report problems clearly displayed, and the existence of these facilities must be widely publicised as an integral part of the station signing system, as well as via leaflets and the internet.

Safe and convenient access for cyclists to and from the Station is vital, as already mentioned, and a thorough assessment of ways to maximise this must

include detailed investigation of how best to safeguard cyclists' safety in the changes to the layout outside the Station on Carrington Street to accommodate the extra bus stops, bearing in mind that Carrington Street is a major corridor into and out of the City Centre for cyclists as well as buses. The evident lack of proper consideration for cyclists' needs in the recent changes on Carrington Street, by the junction with Queen's Road and Queen's Bridge Road, makes us concerned that the cycling issues will once again be overlooked, or only superficially addressed, and that new hazards will be introduced. The impact on cyclists, and the potential to give cyclists real advantages, must be thoroughly considered in all the detailed planning of these changes.

Yours sincerely,  
Hugh McClintock  
Chairman,  
Pedals (Nottingham Cycling Campaign)"

#### **A52 (Clifton Boulevard) overbridge near Showcase cinema**

Nick Moss complained to the Highways Agency about the barriers on this bridge, erected 10 years ago, being non-compliant with the Disability Discrimination Act and the HA have now agreed to remove them, making it easier to cycle over this bridge!

#### **County Council Draft Cycling Strategy and Action Plan 2006/7-2010/11**

Friday 16 June, a few days before our next meeting, is the deadline given by Ed Ducker for comments on this detailed document which I received some days after our last one. I therefore apologise that there is no opportunity to discuss this first but am drafting some comments to go in by 16<sup>th</sup>.

#### **Latest Advanced Cycle Stop Lines in West Bridgford**

I gather that 2 of the new ASLs at the Radcliffe Road / Trent Boulevard junction went in last weekend and 2 more should follow next weekend.

#### **A46 Newark to Widmerpool dualling proposals; copy of letter from Patrick Davis (Sustrans East Midlands) to The Highways Agency**

"Mohamed Habib  
MP National TPI 8  
Highways Agency D4  
5 Broadway  
Birmingham B15 1BL

11<sup>th</sup> June 2006

Dear Mohamed  
**A46 Newark to Widmerpool Improvements Draft Orders, your Ref: REP/0080/01**  
Many thanks for your letter of 12<sup>th</sup> April addressed to my colleague, Nicola Jones, who has passed all her A46 papers to me for further action. Please could future correspondence in this connection be sent to the above address.

I confirm that Nicola and I accept your responses to all points but Item 2 on crossing the A52. In this, you note that NCN 48 (Fosse2) cannot be considered as "the scheme proposals are unable to include provision for future developments as these may not come to fruition". I would reply that the A52 remains

the last serious obstacle in the path of Fosse2 between Lincoln and Exeter. If NCN48 does not come to fruition it will be precisely because of failure here.

Moreover, regardless of Sustrans' plans, I find it curious that your safety audit made no reference to the need for signalled crossings at Saxondale Roundabout. I suspect that the significance of the local collector road and "PMA with bridleway over" on the line of the present road must have been overlooked. Subject to being able to cross the A52 in relative safety, these elements would restore a good NMU link from Bingham to the Cropwells, Grantham Canal and the Vale of Belvoir of the kind that has not been available for many years.

Severance imposed by the A52 between Nottingham and Grantham is already severe and worsening. For more than ten years, the Highways Agency has been considering provision of a bridleway bridge at Bottesford that would also serve National Cycle Network routes. In recent correspondence, a local rider rails against the delay and considers the A52 as "a motorway in all but quality. It is impossible to cross safely", a view I fully endorse.

I do not know whether or not severance by major roads has ever been challenged as a human rights issue. Perhaps it should in this case. Certainly, in my view, no reasonable opportunity to redress such inequity should ever be lost. Remodelling at Saxondale would offer a one-off opportunity to solve the problem, at least at Bingham, at marginal extra cost and with no additional traffic disruption. Please do not let this chance slip.

I shall forward my outline statement of case for consideration at the forthcoming Inquiry in the next week or so.  
With grateful thanks.  
Yours sincerely, Patrick Davis"

#### **9. Miscellaneous items:**

##### **The Big Wheel DVD on Transport Planning in Greater Nottingham**

I was asked to do an interview with Lynn Hanna for a DVD on Transport Planning in Greater Nottingham to be circulated to other major cities. We ended up filming this in the rain outside the main entrance to County Hall, hardly the best advertisement for cycling!

##### **Bike Shed Design Competition**

Fancy designing a bike shed, getting the design exhibited at the Biennale, published in Blueprint magazine, AND winning a new bike?? Check out this competition, there's a link from the archaos homepage at <http://www.archaos.org>\*

##### **BikeBUDi initiative:**

"Dear all  
Did you know about this new venture, promoted by the Liftshare car-sharing firm, to match cyclists who are riding the same way?  
BikeBUDi initiative: <http://www.bikeBUDI.com>  
Hugh"

Hugh, 15.6.06