

**AGENDA FOR PEDALS ANNUAL
GENERAL MEETING (including food!):**

7.30 p.m. on

Monday 20 March 2006

**in the upper room of the Globe PH,
Rye Hill Street / 152 London Road,
(between London Road and Meadows
Way just north of north of Trent Bridge)**

A: AGM

- A1. Welcome, and apologies for absence**
- A2. Minutes of Pedals AGM, March 2005 and matters arising**
- A3. Chairman's Annual Report**
- A4. Treasurer's Annual Report**
- A5. Future options for newsletter printing and distribution**
- A6. Future distribution of Agendas and background notes**
- A7. Election of office-holders (if required)**
- A8. Any other business.**

(10-minute break)

B. March monthly meeting

- B1. Minutes of Pedals meeting of 20 February and matters arising**
- B2. Reprint of membership forms and distribution**
- B3. Events / meetings**
- B4. Spring/summer Newsletter**
- B5. Consultation on revisions to the Highway Code**
- B6. Cycle facility and traffic matters**
- B7. Miscellaneous items**
- B8. Any other business**

BACKGROUND NOTES

*** means feedback especially wanted
please**

**** means help please!**

Part A: AGM

A1. Welcome and apologies

Apologies for absence from
Bill Istead, Mara Ozolins, John Wilson.

**A2. Minutes of Pedals AGM, March 2005 and
matters arising**

Apologies for absence:

Bill Istead, Mara Ozolins, John Wilson, David Lane,
Dave Morris

Present:

Hugh McClintock, Susan Young, Dave Clark,
Elizabeth Haffenden, Peter Osborne, Rob Murray,
Alistair Morgan, Lawrence Geary, Andrew Martin,
John Bannister, Roger Codling and Steve Brewer.

Minutes of 2004 AGM.

No comments on 2004 minutes. General consensus on background notes was that they are useful but too long.

Treasurer's Report.

The treasurer's report and draft account for year ending Dec 31st 2004 were circulated and accepted. Main points were that membership is down by over 200 despite efforts to promote Pedals, and that Pedals relies very heavily on income from publications.

Election of Officers.

The current four serving officers were re-elected. Peter Osborne agreed to become Minutes secretary. This still leaves the posts of secretary, social secretary and newsletter editor vacant.

A3. Chairman's Annual Report

Pedals: Chairman's Annual Report, 2005-06

*"I wonder if we ought to discuss
where we are going and what we
specifically want currently and
realistically can achieve as a group."*

This recent request from Susan Young is a very useful starting point for my annual report this year, and to introduce a discussion at our AGM.

The steady loss of active person power we have been seeing in Pedals for some years now has continued this year so that, for example, we now have office holders for only three of our main committee positions (Chairman, Treasurer and Membership Secretary). We do really need, to be a more effective organisation, to have separate people in post as Secretary, Publicity Officer, Social Secretary and Newsletter Editor.

Although there has been a flurry of new activity in relation to Doctor Bike sessions, the work on that group too remains focused on a very small number of people, and the same also tends to be true of efforts to run stalls at various events. We now again have no Publicity Officer, while it is now the best part of ten years since we last had a Secretary, at least in terms of someone able to take on more than just the taking of minutes at meetings, important as that is. With no Publicity Officer we need to think very carefully about what request for stalls etc. we can take on. I suggest that the two priorities should be The Tour of Britain in early September and The Big Wheel Big Day Out event a few weeks later. As Susan has reminded us we must be very realistic now about what we can achieve. I also realise that my own distraction of three eye operations in the last year has not exactly been helpful in keeping on top of Pedals matters and apologise for any inconvenience thus caused!

Volunteers to help with guided rides and mini-rides is another areas where we could do with more help.

This at least should surely appeal to people who get easily bored by business meetings!

The negative image of cycling in the local media this year has perhaps got even worse, with, for example, one letter to the NEP last autumn doubting if there was not a single law-abiding cyclist left in Nottingham. If this is anything like true, I ask myself, what does this say about Pedals role in general over the years and my leadership in particular? Is it my imagination or were complaints about cyclists' behaviour much less common when we started back in 1979?!

Whatever the truth of the matter any such incidents, real or exaggerated, are, I suggest, very corrosive of sympathy for cyclists and our efforts to get more official support for cycling! And if we could do some effective to tackle this we would be on much stronger ground for getting something done about the way some drivers treat cyclists!

The usual steady spate of complaints about cyclists' poor riding behaviour has now been joined by several complaints about the complete waste of money of installing advanced stop lines, especially when they inconvenience drivers! I know this all too well as a result of strong complaints from some of my neighbours in West Bridgford about the ASLs near my house and the extra congestion they are alleged to cause!

At the same time as our core of activists has decreased there has been no let up in the number of things for us to get involved with, whether in terms of documents/proposals on which we are consulted, in terms of other matters that individual members, whether active or not, ask us to take up, or in terms of meetings/events at which that people want us to have some representation.

A particular preoccupation this year has been a variety of City centre cycling issues, especially in relation to The Turning Point. It does seem not only that this is a still a very difficult area in which to get improvements for cyclists but also rather depressing that, after almost 27 years of campaigning, it should still prove such a battle sometime even to get cycling considered at all in schemes in this area (e.g. the first plans produced last year for the revamp of Canning Circus), or at least given more than superficial recognition!

It would appear still that there are still many people in the City Council who don't begin to consider cycling issues at all seriously or who have little idea what this means in practice, e.g. in terms of safe widths for cyclists to ride alongside other traffic, possible dangers or inconvenience from some new junction arrangements, let alone think though systematically what the detailed impact on cyclists will be from a variety of major projects and schemes.

There are also many positive things to report. In the City Centre, as I keep being reminded by the City Council, there are now, through the Clear Zone scheme, many concessions for cyclists. It is though a pity, as we keep telling them, that these concessions, and the best through routes for cyclists, are not clearly and consistently signed and promoted, for the benefit of both cyclists and non-cyclists.

Both in the City and the County areas we are now seeing the development of quite a lot more on-road cycle provision, including better cycle lanes and

advance stop lines, even though sometimes the detailed design of these is not ideal (e.g. lack of feeder cycle lanes) and their value in practice is also eroded by driver abuse. At least it is a step in the right direction and we should be seeing more of these before long including areas like Arnold (and perhaps Beeston). However, getting these used properly, and curbing common driver abuse of them, remains a big challenge.

In Beeston also the new Broadgate cycle lanes are very welcome as will be soon the connecting contraflow cycle lane on the eastern part of the High Road which Pedals first campaigned for in the early 1980s!

The series of upgrading measures to the Beeston and Nottingham canal towpaths have continued west of the City/Broxtowe boundary and there will soon be a very good route all the way from the Trent Bridge end of London Road through to Beeston Lock, with various other connecting canal- and other riverside paths now under construction or to follow in the next few years. Within a few years these should include some new bridges hopefully.

A major event for Pedals during the last year has been the launch of the second edition of the City County Forest leisure rides book with the help of The Big Wheel. This eventually took place in July.

Many thanks by the way once again are due to Lawrence Geary for masterminding the distribution of the book, as well of course to Jo Cleary and Chris Stevens for producing it. Their move up to the Lake District has been a big loss to us, I should also mention. Also very important in the success of the new edition of the CCF has been the devoted publicity work done at a whole series of stalls last summer by Dave and Liz Clark, countywide.

The improvements to the Pedals newsletter are another positive story to report on, assisted by our good fortune in getting sponsorship from Nelsons. These have been well-received, with lots of favourable comments. However, I should sound a note of warning here. Firstly, that we could do far more to improve the newsletter if we had a more dedicated and competent editor. Secondly, even with the Nelsons support, and even if it continues after this summer, we do very much need to review newsletter finances since the total costs of producing and distributing it now easily exceed our total income from subscriptions. I am therefore putting forward as a separate agenda item a range of options for how we might bring this more under control.

Alistair Morgan and Dave Silvester are now getting to grips with the task of upgrading our much neglected website and I hope that the recent improvements in our newsletter will soon be paralleled by ones on our website, including new sections e.g. on local cycle maps, as well as regularly updated items and meetings and other events. Broader involvement in giving feedback on our website, and helping to make further improvements, would also be very welcome please!

Membership in the last year has, I recently gathered, been rather healthier than I had thought, judging by the apparent low number of new membership applications. No doubt our new 'superflyer' membership form has helped (thanks again to Lawrence) and of course the very important behind the scenes assiduous work of Dave Morris as

Membership Secretary. That role, like Susan Young's work as Treasurer, are absolutely vital lynchpins of our continued existence, for which are all be extremely grateful.

A4. Treasurer's Annual Report (Susan Young)

PEDALS is still sound financially as receipts are coming in from the sales of CCF2. An increase in telephone, postage and commission payments reflects the buoyant sales.

However, the group is still very dependant on these sales to cover the core running costs of the group as income from subscriptions and donations barely cover the printing costs of the newsletter.

The £1000 grant from Nelsons Solicitors has enabled PEDALS to produce a much higher quality newsletter but this will not be sustainable however after the 3 issues the grant covers without further grant aid.

A further blow is that costs of having the accounts verified has risen to £75 + VAT from a voluntary £10 over the past two years and may rise further as they have had grant support cut.

More worryingly, income from subscriptions has fallen and these constitute our main source of regular income.

As PEDALS main expenditure arises from its newsletter (printing and distribution costs), this is the area the biggest savings can be made.

The increase in travel costs and events & activities is due to the many events PEDALS attended during the year, some of which was offset by an small increase in donations from stalls. Many thanks to Dave Clark and Liz for their work in raising PEDALS profile at these events. Thanks also to our Dr Bikes, Dave M and Peter O, and the various members who also gave time to help at events.

It is currently unlikely there will be further editions of the either the Pedal Pushers Guide or City County Forest so PEDALS must give some thought to its long term strategy and survival.

Even at current income and expenditure levels we have 2 – 4 years reserves (assuming our books continue to sell) and maybe more if we can continue to obtain sponsorship for the improved newsletter. However, it may be prudent to be aware of the potentially precarious nature of our finances when looking at the longer term strategy of the group.

Many thanks also to Hugh, Lawrence for his work selling PEDALS publications and Dave M for his support with membership issues.
Susan

A5. Future options for newsletter printing and distribution

The total print run for the Pedals newsletter, issued three times a year, is now 600 including the recent arrangement involving Pedal Express distributing 75 copies to their regular clients.

This total of 600 allows for about 300 copies for Pedals members and for new members joining before the next issue.

Most of these are posted, apart from a few that go via internal mail (within Nottingham University) and about 20 distributed by hand by Lawrence and myself in the West Bridgford area.

Many years ago we used to distribute far more by hand, with a complex system of about 30 local area distributors but it proved very difficult to keep this up to date and working reliably. In various areas members did not get their copies or only very late so we scrapped it.

The rest of the print run are for complementary copies, many of which are delivered by hand, apart from the 55 posted in one parcel for distribution to other cycling campaign groups a part of the general mailout agreed some years ago for CCN member groups and now organised by John Pritchard of the Dorset Cyclists' Network (in return for which we normally get about 8-10 newsletters from other groups, every two months).

A total of about 70 copies each are delivered by hand to the City and County Councils and I have taken steps recently to ensure that these to more reliably reach the people they are intended for after evidence, in the case of the City Council, last year that they were just being dumped. Most of these copies go to Councillors and I do from time to time get evidence that they are at least looked at though, I imagine, not often thoroughly read. I do like to think that, at the very least, this creates a general favourable impression of Pedals (and especially since the improved quality) and helps to remind them of our continued existence!

The remaining complementary copies go to a variety of mostly local organisations including local media contacts, other environmental groups, and Rushcliffe, Broxtowe and Gedling Borough Councils, etc.

In terms of reducing the total costs of printing and distribution I suggest that our main options are:

- Cutting the print run from 500 to 300 copies, so that only members would get them, i.e. no complementary copies
- Cutting the number of issues from 3 to 2 each year
- Cutting the number of pages from 20 (despite the extra funding from Nelson, we last year had to cut this from 32 or 28 pages to 20 to pay for the improved print quality)
- Distributing all or most copies in PDF format via email.
- Continuing the present arrangement (600 copies of 3 issues a year, with 20 pages in each), drawing on our reserves, e.g. the dedicated publications fund which, arguably, we are now unlikely to use again. Alternatively we could appeal for more donations, making clear to members that cuts would have to be made if the total income from these (and any advertisements) did not increase.

Each of these has their pros and cons and I would welcome comments from other people please. It is tempting to cut out all or most of the comp copies but I do believe they have a positive value in helping

awareness of Pedals and our concerns, often it seems sadly lacking e.g. among some Councillors!

It is also tempting to cut out one issue a year but I am inclined to think that the present gap between issues of about 4 months (a bit more between the Spring/summer and autumn issues) is the longest we should have if members are not to think that we have ceased to exist! There is always plenty of material for each issue, I should make clear, so that is no argument for increasing the gap to allow more material to build up!

For this reason also I am disinclined to cut further the size of each issue but that might be the most painless option if we have to make cuts and if we make quite clear to members why we are having to do it!

Relying wholly or mainly on PDF distribution would certainly do much to cut costs but might not be popular, especially with the minority of members we know who are not on email. Last year we did sound out people on this option in one of our newsletters and only person indicated they would be happy to received future copies by pdf. This might rise if we can plug it more heavily but we might also get many adverse comments from members.

What do people think please?*

A6. Future distribution of Agendas and background notes

We also need to review our present practice with the distribution of Agendas and Background Notes.

The costs of doing this have actually dropped in recent years with increased use of email (a total of 37 people (more active members, in the sense of being at least occasional meeting attenders and others who have shown some signs of active interest) get them this way and now only 6 have paper copies posted) but will soon rise sharply, after June, when I cease to have access to free photocopying after I take full early retirement this June from Nottingham University.

The people who still get posted hard copies include those like Bill Istead and John Wilson who for various reasons no longer come to meetings but are still keen to be kept in touch. John also still helps regularly with stuffing and dispatching the newsletters, it should be mentioned.

The practice of sending out agendas and background notes started back in September 1985 when I knew that I was going to have to miss one meeting, to help give people information about the issues that were coming up.

As the volume of business for us to discuss has increased over the years the average length of each mailing has increased substantially, I am well aware. In the last few years, with increased use of email, I have increasingly taken to including extracts from some of the large number of emails that come in each month, to help give people an idea of different viewpoints on matters to be discussed.

Although, I do realise, the increased size of the mailings, means that they may well have become much more of a chore to read, I like to think that they

help to cut down the length of meetings in that people have a clearer idea what is coming up, can give some thought beforehand to the issues and save me time at the meetings in having to read out so much stuff.

This is important, I think, given that people also complain about the time that meetings take and most also make clear that they do not want any more meetings! At least this way people need only read the bits in which they have most interest and can ignore the rest rather than having to sit through my reading out lots of things in which they have no interest!

Sending out the mailings does also help generally to keep people in touch, I think, including those who do normally come to them but, for one reason or another have to miss a meeting or two, or even perhaps several months worth, if for example they are doing an evening class on a Monday night.

It helps people who did miss meetings, for whatever reason, to know what is going on and give me their views if they wish or to request that I bring something up.

Do we want the present practice to continue, or should we make changes? Do people think that, on balance, the present practice is advantageous? For those on email it would still be fairly straightforward to do this.

The real problem, if we continue, is what we do about the 6 people who are not on email. On the one hand it will be very costly to keep making hard copies and sending them out but, on the other, probably now too expensive unless we dig into our reserves (e.g. the special publications fund which, arguably, we are now unlikely to draw on in future).

If we think we must make some change, a compromise might be that these people now get only the agenda and not the full notes, unless they can persuade someone else with access to email to print them out for them. If we give up these advance mailings altogether the result might be much longer meetings, I should also point out!!

What do people think please?*

A7. Election of office-holders (if required)

Posts currently with office-holders:

Chairman, Treasurer and Membership Secretary

Post currently vacant / with no specific office-holders:

Secretary
Publicity Officer
Social Secretary
Newsletter Editor

The Pedals constitution asks for nominations to be made to the Secretary at the February meeting, or on the day of the AGM. I am not aware of any nominations for any of these posts being received, so far at least.

(10-minute break)

Part B: Monthly meeting

B1. Minutes of the Pedals Meeting held 20th February 2006 at The Globe.

Apologies for absence from

Bill Istead, Mara Ozolins, John Wilson, Lawrence Geary, David Lane, Dave Morris, Steve Brewer, Andrew Martin, David Miller, John Bannister and Roger Codling.

Present:

Hugh McClintock, Susan Young, Peter Osborne, Arthur Williams, David Clark, Elizabeth Kirk, Gordon McGowan, Andrew Househan, Chris Gardner, Lee Todd, Eve Parker and Torsten Thalman.

Discussion with Torsten Thalman. Torsten (a planner with East Midlands Development Agency) gave a talk on the Sustainability of the Transport System in the Hanover Region. This prompted numerous questions about a transport system whose buses and trams cater for around 450000 travellers everyday.

Pedicabs. Lee Todd described proposals for a Pedicab service in the centre of Nottingham, which has been given the go ahead by the city council.

Finance.

- Draft accounts have been prepared.
- Income from subscription is decreasing. Travel costs were high last year due to for e.g. the large number of stalls.
- Newsletter costs are rising and need to be contained. Several options were discussed including pdf-ing and emailing it.

Other Stuff.

- Pedals has received a number of rants about the poor behaviour of cyclists. It was suggested that a representative from the Police could attend a Pedals meeting to give the Police's view on this issue.
- Online highway maintenance defects reporting system: This has often been found to be unsatisfactory, and it was suggested that a council official could be invited to attend a Pedals meeting to explain what is going on.

Update:

Incident form:

Gordon produced his suggestion for an incident form for people to report incidents of bad cycling and driving but we did not have time to discuss this. I shall bring copies along this time for people to give their comments please.*

Getting prompter response to City Council online highway defects reporting:

I duly wrote about this to Councillor Grocock but the only response I have had is a copy of a message from Steve Brewer, to whom he had referred my complaints, passing it on to Kevin Heathcote and asking for his comments!*

Pedals Trailer: message of 17 Feb from Peter Osborne:

"Hi Hugh

We have at last managed to get access to the trailer. Much of the stuff that is supposed to be in it is missing. We found ten bike stands, a rather poor set of tools and lots of display boards. There was an assortment of other somewhat irrelevant stuff, including, bizarrely - a fire extinguisher! The actual condition of the trailer seemed quite reasonable. I guess the next step is to decide the trailer's future. I think as far as Dr. Bike is concerned, it is irrelevant. Regards, Peter"

...PS: 22 Feb

"Regarding the saga of the trailer - several issues...

1. We need someone who can tow it from the fire station, assuming its roadworthiness.
 2. Should we do it up and sell it
 3. How should the remaining tools, bike stands and display boards be disposed.
 4. The trailer is completely irrelevant as far as Dr. Bike is concerned.
- Regards, Peter"

Storing Pedals display

Since our last stalls, at the end of last summer, at the Tour of Britain Nottingham finish, and The Big Day Out, both a few weeks after Dave Clark stepped down as Publicity Officer, the stall and display marquee have been sitting at the back of my garage, rather getting in the way. Has anyone please alternative suggestions for housing them until they are next needed?

Pedals website upgrading: message of 22 Feb from Alistair Morgan:

"Alistair

Thanks for this which I will put on the agenda for the next Pedals meeting. It sounds very promising!
Hugh

>>> "MORGAN, Alistair"

<alistair.morgan@atosorigin.com> 22 February 2006

>>>

Hugh,
cc Dave

I received this email below this morning.
I had a quick look at the website and it looks an excellent idea.

It's an example of what everyone seems to be calling Web 2.0 to me. Building a site that actually incorporates usage of functions from another site, in this case Google Maps, in order to support a particular idea you have.

But as a mechanism by which we could enable cyclists in Nottingham to submit incident reports to a central point it seems a very good idea.

It's worth having a look at the original Seattle site (www.ghostcycle.org/) and the London site (www.ghostcycle.org.uk/).

Whether we would want to set up a Ghostcycle "franchise" site or just use the data collection idea (and include a note acknowledging our usage of their idea) is an issue possibly for discussion at the next Pedals meeting."
regards, Alistair

Notts. CC Highways South Cycle Working Group meeting, 1 March

I have already circulated to those on email copies of the minutes produced by Ed Ducker, so that people have a chance to read them first and then raise any points out our meeting. *

Other people can say if they wish to me read them out but they are quite lengthy!

One thing I raised was the extent of progress by the County Council with their Rights of Way Improvement Plans (ROWIMPs are now intended to complement the new Local Transport Plans) but was told by Pete Jarman that the current stage is still only about strategy, with proposals for detailed new links or upgrading etc. only to follow much later.

ROWIMPs are an area we need to watch carefully, with both the County and the City Councils producing separate ones. Again I have a feeling that cycling issues may be rather neglected in these, unless we are careful, e.g. I get the impression that the City Council seem to have forgotten the resolution they agreed to back in 1981 (following the publication of Pedals 'Bike City bikeway proposals) that any new path created in the city in future would be designed for shared use by cyclists and pedestrians and not just be footpaths!

The Big Wheel cycling and walking campaign

This is to be launched this Spring, Gary Smerdon-White tells me, and I have promised to give them 2 pages spread in our next newsletter to publicise it.

B2. Reprint of membership forms and distribution

As far as I know our stocks of these, both 'old-style' (light green) and newer style 'superflyer' are now just about exhausted. Would someone please volunteers to arrange a reprint?*

We need also to decide how many and what design (and colour) we are going for and to ensure that contact details etc. are up to date.*

B3. Events / meetings

Friday 24th March: Lunchtime briefing about plans for Greater Nottingham Greenweeks 2006, to be held from 12-2 p.m at the Blue Bell Hill Environment Centre, Blue Bell Hill Primary and Nursery School, Gordon Road, St. Ann's, Nottm NG3 2LE. Can anyone go please?*

Lunch will be provided but space is limited and pre-booking is essential for catering and school security.

Tuesday 4 April: next meeting of the Greater Nottingham LRT Advisory Committee, County Hall, 4.30 p.m.

I cant manage this meeting as I have a clash. Can anyone else go please?*

One item that may come up is the latest position about the cycle lockers saga at Hucknall Station. New arrangements were introduced last year but Andrew Martin told me a few months ago that they were very unsatisfactory again. I have passed his complaints on to Ed Ducker,

Next Pedals meeting, Monday 24 April (not 17th!)

A reminder that with the third Monday in April being Easter Monday our April meeting will be a week later than normal, i.e. Monday 24th. Also then, we start our programme of pre-meeting mini-rides, at 7 p.m. from opposite Nottingham Station, with the meeting itself starting at 8.30 p.m. at The Globe.

We need to remember to confirm this and other future meeting dates with the pub.

Notts. CC Highways South Cycle Working Group meeting, 1 June, 9.30 at Trent Bridge House, Fox Road, West Bridgford

I shall be away on 1 June and therefore cannot make the next CWG meeting. Can anyone else go please?*

Mini Rides before Spring/summer meetings, departing at 7 p.m. from the top of Queen's Bridge Road.

Volunteer ride leaders are: John Park and Susan (April), Lawrence (May), Hugh (June), David Miller (July & possibly August, with Susan).

Message of 26 Feb. from John Stubbs, Chairman, Derby Cycling Group: East Midlands Regional Cycling Event, Saturday 6th May

"Dear everyone,
Following the last email about this event we have started to firm up the programme.

The venue will be the Flowerpot. 25 King Street Derby DE1 3DZ. Location:
<http://www.streetmap.co.uk/streetmap.dll?G2M?X=435102&Y=336652&A=Y&Z=1>

There is plentiful, secure cycle parking available there.

Provision programme:
11.30: Introduction and welcome: tea/coffee available at the bar
11.45 - 12.15: Presentation * Derby as a Cycle Demonstration Town and Cycling in the East Midland
12.15 * 12.45: Discussion, questions, answers
12.45 * 13.30: Lunch (although we cannot provide lunch, the Flowerpot does excellent, very reasonably priced meals)
13.45 * 17.00 (approx): Cycle ride to various locations in Derby. Precise itinerary is still to be decided. We are aware that many of you will be coming by train and therefore will be on Brompton's etc. With sufficient prior notice we could provide some bicycles and helmets for those unable to bring their own.
17.00 onwards, light refreshments and informal discussion back at the Flowerpot

Members of the DCG will be at Derby Railway to meet the following trains: the 10.56 arrival from Market Harborough, Leicester and Loughborough, the 11.05 arrival from Leicester, the 11.02 from Chesterfield and the 11.00 from Nottingham (09.23 from Lincoln via Nottingham). We will then escort you to the venue.

We will also escort any one back to the railway station at the end of the afternoon and if anyone needs to leave early (i.e. while on the ride) we can

also see that you get back to the station in time for your train.

Although the event is still a while off, it would be very helpful to our planning if you could let us know, as best you can, how many are likely to be coming in your group. We can then alert the Flowerpot as to the likely catering requirements and make necessary adjustments to the ride itinerary.

We hope this programme seems attractive to you and please don't hesitate to ask if you have any questions.

Derby Cycling Group:
www.derbycyclinggroup.org.uk

John Stubbs: john.stubbs@derbycyclinggroup.org.uk

Copied to:
Chesterfield Cycle Campaign:
www.freewebs.com/chesterfieldcc.
Alastair Meikle: alastair@meikle.clara.co.uk

Leicester Spokes:
www.leicesterspokes.org.uk
Roger Lovell: Hilddodger01@aol.com
Andy Salkeld: andy.salkeld@leicester.gov.uk

Lincoln Cycle Campaign Group
www.cyclelincs.org.uk
Sylvia Turner: info@cyclelincs.org.uk

Loughborough District Cycle Users Campaign:
www.ldcuc.org.uk
John Wright: john.catt@ntlworld.com

Northampton and CTC East Midlands:
John Cutler: johncutler@ardua88.freemove.co.uk

Nottingham Pedals:
www.pedals.org.uk
Hugh McClintock: john.catt@ntlworld.com

CTC (East Midlands)
Ray Clay: rayjohn@clayr.freemove.co.uk

Transport 2000 (Derbyshire East Midlands):
Jim Froggatt: jim.froggatt@ntlworld.com

Autumn 2006 Special discussion / visiting speakers

Last month we agreed in principle to invite someone from the Police for a discussion on the whole area of improving driving and riding standards of behaviour.

As we have no time for outside speakers until the autumn, I have not yet followed this up but it occurred to me that we might wish anyway to discuss what we think should be the priorities for such slots (October, November and January, are really the only times for these, with September and January being 'catch up with business' meetings after no business meetings in December and August.

Having at least one slot with someone talking about exotic (cycling) holidays always goes down well but I have heard some comments recently about the importance of making sure that we have "regular" (i.e. at least once a year?) slots for detailed discussions with Steve Brewer and with Ed Ducker. Comments, please?*

Advance notice: Velo-City 2007 European cycling conference, Munich 13-15 June 2007

I have spare copies of the first announcement for this (biannual) conference, to be organised next year by the City of Munich, the German Federal Ministry of Transport, Building and Urban Affairs and the European Cyclists' Federation, and to which I hope to go.

B4. Spring/summer Newsletter

A reminder that this will be going to press soon two days after our next meeting so could I please have any items not later than the meeting (Monday 24 April).

B5. Consultation on revisions to the Highway Code

Those on email will already have details from me of the notes sent round both by the CTC and the Cycle Campaigns Network urging people to contact their local MPs about this. The concern is over proposed new wording in the Highway Code which will change the present wording suggesting that cyclists "consider using cycle facilities" into wording suggesting they ought to (regardless of their quality or of their value for a particular trip/destination).

The fear is that insurance companies will leap on such behaviour, as they are now inclined to leap on cases of non-helmet wearing, to claim that cyclists in accidents in such situations have been negligent and therefore must accept at least some of the blame. More details on Monday or on the CCN and CTC websites, Comments, please!*

Highway Code consultation: CTC Campaign: message of 6 March from Roger Geffen, CTC

"Dear all
CTC is extremely concerned about this and other aspects of the draft Highway Code. We have launched an online campaign encouraging cyclists to write to their MPs urging some drastic improvements - 3000 cyclists have done so in the first week of the campaign.
<http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4303>

Do please take part - it only takes a couple of minutes - and pass the word on.

Best wishes
Roger Geffen
Campaigns & Policy Manager, CTC"

Message of 6 March from Cycle Campaigns Network: draft revisions to Highway Code campaign

on 6/3/06 20:22, CCN at ccn@cyclenetwork.org.uk wrote:

"Please see
<http://www.cyclenetwork.org.uk/latest/latest.html>
and the latest CCN News for details of the CCN/CTC campaign to bring about changes to the draft new Highway Code so that it benefits rather than harms cycling, as it would do greatly if allowed to proceed unchanged.

Recently uploaded to the Latest News page is a document listing the changes to the Highway Code that we would like to see and which may be used as

a basis for you to approach your MP. Please arrange to do this as soon as you can.

Please feed back any news, such as the views of your MP, to this list or directly to CTC or CCN (John Franklin)

B6. Cycle facility and traffic matters

Message of 26 Feb from Nick Moss: Formal Complaint to the City Council about cycle facilities on Carrington Street outside Nottingham Station:

This message from Nick Moss gives details of his formal complaint to the City Council about the latest changes on Carrington Street outside Nottingham Station. We briefly discussed these at last week's Pedals meeting and agreed that, with not all the markings then not yet introduced we needed a bit more time to evaluate the changes before making comments at our next meeting.

We can now include Nick's comments too in our discussions and I thought I would circulate them now to give people more of a chance beforehand to think about how much they do or do not agree with them.

>>> "Nick Moss" <nickmossy@hotmail.com> 26 February 2006 >>>

"Dear Councillor Grocock

I am writing to you in your capacity as portfolio holder for transport and streets.

I wish to make a formal complaint about the cycle facilities outside Nottingham Station.

This arises out of the work that has recently been carried out at that location. I regularly, along with hundreds of others, use this route.

Prior to work the route into and out of the City on a bike was fine. The route along Carrington Street to Arkwright Street North and vice versa was safe and convenient.

Unfortunately the new design is unsafe and inconvenient.

On Carrington Street heading out of the City the 2 lane traffic from the junction with Station Street suddenly becomes 1 lane. It is now necessary to move out into the outside lane into the path of traffic because a kerb has been built blocking the inside lane just beyond the entrance to the station's short stay car park at the.

The natural line to follow has always been to take the inside lane along Carrington Street as you pass the railway station knowing that at the junction with Queens Road you pass straight on. That is no longer possible.

People are now forced to cycle in the outside lane from the junction with Station Street in order to avoid the manoeuvre into the outside lane caused by the kerb.

The single lane section is also very narrow. This is a busy bus route and it is not possible to cycle between the bus and the pavement because the road is so narrow. A pinch point has been created that did not exist before.

Buses and cars are now required to squeeze past the cyclist as they approach the traffic lights. Buses and cars also have to wait whilst cyclists reach the single lane.

The design has suddenly created the environment for hostility to develop between road users.

A similar situation exists in the opposite direction. A pinch point has been created at the very location where cyclists and cars and buses meet. Despite the advance stop line at Arkwright Street North by the time cyclists reach Carrington Street buses and cars have caught up with the cyclist and they are squeezed into too narrow a space. This situation did not exist before.

I have been told by the cycling office that cyclists' needs and safety were fully considered in the design of the new facilities.

Frankly I find this unbelievable. If true this is very worrying.

The design has created dangerous and unnecessary pinch points.

The road has been made too narrow at a very popular location for commuter cyclists. I find it inconceivable that anyone with a smattering of the needs of cyclists could have come up with such a dangerous design.

The facility will discourage new and returning cyclists from using their bike because the design creates such a problem.

Unfortunately this is not the first concern I have had with bad design of new facilities in the City. The toucan crossing at Castle Gate is equally badly designed.

It is crucial the City makes sure its designs are good otherwise it will continue to fail to encourage cycling in the City. What is worse is the scheme was expensive and the money has been wasted.

I would like this complaint to be formally investigated. I would like the scheme to be altered. This can easily be achieved by widening the road at the 2 locations and marking a cycle lane through the junction. This may involve spending money but it needs to be done. If the job had been done properly in the first place this would not be necessary.

There was absolutely no need to extend the pavement as far as was done.

If your highway designers cannot find a way round it I can provide the solution.

I also want all future cycle designs to be properly scrutinised by people who use the facilities because there is growing evidence to show that what is being built is badly designed. Taxpayers' money is being wasted by bad design.

There will be an accident at these locations because of the bad design.

I look forward to hearing from you
Nick Moss
21 Brockley Road
West Bridgford
Nottingham

NG2 5JY
981 1129"

...and comments to Cllr. Grocock from Dave

Morris:

"Dear Cllr Grocock,
(CC'd Hugh McClintock Nick Moss, PEDALS)

Re. Nick Moss' criticisms of the revised Carrington Street layout: Having seen the scheme plans that Steve Brewer brought to the recent PEDALS meeting, I am aware of the alterations in question, but cannot make any personal comment on their function, as I rarely use that part of Carrington Street, south of the main station entrance.

I was re-assured by Steve Brewer's explanation of the scheme at the PEDALS meeting. However, until recently, this scheme was very much a "work in progress". Now that the lane markings and kerb-lines have been finalised, I find Nick's experience quite worrying, particularly given the very high number of both cyclists and buses on this route and the very good provision for cyclists that previously existed on Carrington Street, with adequate lane widths and the central refuge and link into Queens Bridge Road. As Nick says, this route is very well used. Anything that affects the perception of safety in reaching this important destination will be a very retro-grade step.

PEDALS is regularly receiving complaints from cyclists about several recent changes which have either severed important routes across the city centre or made them less convenient/ safe. Some of these changes have been made despite prior consultation, in which PEDALS highlighted potential negative impacts for cyclists. Some changes seem to have been 'desk-based', with little in-depth appreciation of how proposed changes affect conditions on the ground. The result is that cycling is gradually becoming less viable in the city centre.

From recent consultation between PEDALS and the City Council, it seems that many officers (in addition to Steve Brewer) are involved in some way in designing cycle infrastructure. Whilst it's encouraging that cyclists' needs are being considered by mainstream highways staff, it seems that awareness of cyclists' needs amongst some highways engineers is not what it might be and the resulting designs have often been inadequate.

I fail to see why this situation has arisen. The IHT guidelines on Cycle-Friendly Infrastructure (Institution of Highways and Transportation) have been around for long enough to enable generalist highway engineers to avoid many of the basic mistakes that we've seen recently, in severing strategic routes or introducing conflict at revised junction layouts. This undermines Nottingham's reputation for innovation in providing for pedestrians and cyclists and reduces the potential contribution of walking and cycling within the city's wider transport strategy.

I would support Nick's request that this situation be formally investigated, in order to both maintain cyclists' safety and reduce the need for subsequent re-design and additional expenditure.
With best regards, Dave Morris."

...and comments from Andrew Martin

"Dear All

I agree with Nick's points.
This reinforces my view that Pedals needs to put more pressure on the City Council for real

consultation prior to and during construction of highway schemes. Otherwise why does Pedals exist?

Have a good week
Andrew"

What do others think about this?*

My impression (as an occasional rather than daily user of this route, and mostly outside rush hours) is that the space could certainly have been used better to make cyclists feel less squeezed, particular on the station side where the pavement build-out to discourage motor traffic turning left could have been narrowed to leave room for a decent cycle lane alongside the buses, but also on the other side where the paving at the top of Queen's Bridge Road now extends further into Carrington Street, squeezing northbound cyclists coming through the junction.

Trinity Square cycle lockers: message of 27 Feb. from Andrew Martin and my response

"Andrew

Thanks for chasing this. What you were told fits with what I have been told too.

We must continue to keep a close eye on the situation, especially in view of what happened with the cycle lockers at Hucknall Station when that was rebuilt for the NET and the contractor lost the lockers!
Hugh

>>> "Andrew" <andrew@veggies.org.uk> 27 February 2006 >>>

Hello Hugh

I felt motivated today to enquire about the cycle lockers and cage from the former Trinity Square car park. I rang Chris Keane (Senior Project Engineer, 915 6732) and actually spoke with him! He asked 'where I was from' so I just said I am a member of the public (to gauge the response to an enquiry from a non-Pedals person). Chris was receptive and assured me that the lockers and cage are amongst a number of items currently securely stored somewhere; he mentioned that late Summer / September may be the time when the lockers are refitted in the new location. I stated that I would ring again in about four months time for an update on progress.

Kind regards

Andrew"

Turning Point Scheme: Orange Tree Junction (Shakespeare St/Sherwood St): copy of message of 6 March from Liz Hiskens to Richard Holt (Pedals member)

"From: Liz Hiskens

[\[mailto:liz.hiskens@nottinghamcity.gov.uk\]](mailto:liz.hiskens@nottinghamcity.gov.uk)

Sent: 06 March 2006 08:56

To: 'richard.holt@empics.com'

Cc: Steve brewer; 'Hugh.'

Subject: RE: Orange Tree Junction

Richard,

Thank you for your e-mail forwarded to me via Hugh regarding the above junction.

Through the design process the Shakespeare Street/South Sherwood Street junction was modelled with all three signal controlled arms and with signal controlled pedestrian facilities across both Shakespeare Street and South Sherwood Street. The results of this showed that the junction would have insufficient capacity to deal with the projected

traffic flows. Therefore, we were unable to implement this facility.

Pedestrian flows across Shakespeare Street are heavy (students attending lectures) and need to be provided for and although predicted traffic flows into and out of Shakespeare Street (west) were low, it would have been necessary to stop all traffic movements whilst the pedestrian movement was given a green facility.

By providing a zebra crossing, only traffic entering or exiting Shakespeare Street (west) would be affected by these pedestrian movements, so the majority of the traffic could be allowed to continue to move whilst the pedestrians were given a controlled facility. The raised zebra crossing has been placed at this location as it is on the pedestrian desire line and this was identified through pedestrian surveys. It would not be possible to have a signal controlled junction arm so close to a zebra crossing and so it is necessary for this arm to operate as a give way.

The traffic signal section has looked at this junction again but it has been confirmed that it is not possible to signalise this movement without losing the pedestrian crossing facility.

If you require any further information, please do not hesitate to contact me on tel: 0115 9156752
Liz Hiskens
Major Transport Projects
Lawrence House
Talbot Street
Nottingham
NG1 5NT"

...response from Dave Morris (6 March)

"Hello all,
Maybe I've misunderstood Liz's explanation of the way in which the junction arms were modelled, but I'm still unclear why (in terms of signalling & junction operation), the Shakespeare Street arm could not have originally been designed with a red phase (rather than a give way) when Sherwood Street was on green and an ADDITIONAL red ONLY on the Shakespeare Street arm, operated on-demand by the pedestrian crossing.

I don't know if this would conform with standard signalling procedures but, given that the existing non-signalised crossing already provides pedestrian priority at all times, the only operational change would be a red signal on the Shakespeare Street arm (rather than a give way) during the green phase on South Sherwood Street.

I'm surprised that the predicted impact on junction capacity was thought to be significant, given that traffic flow on Shakespeare Street is acknowledged as being low.

Anyway, signalling scenarios aside- As Liz points out, the issue is space: The close proximity of the pedestrian crossing to the main junction that precludes other signalling options.

I almost ended up on the bonnet of a Jaguar last week, that came down Shakespeare Street without slowing over the raised crossing. I noticed last night that the cycle logos have now been installed. We can only hope this goes some way to alleviating the problems. And that, if they work, they are re-lined when they fade.
Regards, Dave M."

...and again from Dave M:

"Hello all,
I was just surprised that adding the modelling of a signal on the Shakespeare Street arm would affect overall capacity so much, given that flows are low (on that one arm) and already subject to pedestrian priority on the crossing.

Given the space constraints, there is obviously no scope for squeezing in additional (and costly) signals near the pedestrian crossing. But the situation has been very disconcerting, as the give way markings obviously haven't discouraged vehicles from emerging from Shakespeare Street with seemingly little appreciation of cyclists wishing to use the 'Orange Tree' cut-through.

Liz & colleagues: Thanks for the recent changes to the junction. Fingers crossed they do the job.
Best regards, Dave M."

...and comments from Dave Hulson, Traffic Signal Design, Nottingham City Council

"Hello Dave,
I have been asked by Liz to reply to you directly to explain why the west arm of Shakespeare St can not be signalled at its junction with Shakespeare St.

From your message below, I believe that you understand why we could not have the existing zebra crossing operating over Shakespeare St with traffic signals controlling vehicles travelling east along Shakespeare St. Just in case this is not clear, the reason was the concern that drivers seeing a green signal allowing them to proceed east along Shakespeare St would be 'drawn' across the zebra crossing and that this would put pedestrians using the zebra crossing at risk.

Given the strong demand for pedestrian movements across this arm of the junction and the desire to improve the junction for pedestrians, the only alternative to a zebra crossing was a fully signal controlled pedestrian crossing. Because of the limited amount of space available at the junction it would not have been possible to provide an island in the middle of Shakespeare St that would have allowed pedestrians to cross Shakespeare St in two movements and so any pedestrian facility here would have to have suitable timings for pedestrians crossing Shakespeare St in one movement.

There is no time when traffic on South Sherwood St has a green signal when it would be safe for pedestrians to cross the west arm of Shakespeare St. Similarly, there is no time when traffic on the east arm of Shakespeare St has a green signal when it would be safe for pedestrians to cross the west arm of Shakespeare St.

Therefore, every time that the signal controlled pedestrian facility on the west arm of Shakespeare St was called, it would be necessary to stop the traffic on South Sherwood St and stop the traffic on Shakespeare St. A suitable time would need to be provided to ensure that traffic had cleared the junction and the pedestrian facility before displaying a green man signal to the pedestrians.

Following the green man signal it would be necessary to provide sufficient time for any pedestrian who had started to cross the road just before the green man signal ended to complete their crossing safely. Therefore, to provide a signal

controlled crossing facility over this particular arm at this junction it would be necessary to stop all traffic movements for around 20 seconds.

Throughout the Turning Point scheme, the junctions have been designed to work at a 60 second cycle time. This means that they will be capable of going through all of their appropriate stages, providing appropriate timings for the signal controlled manoeuvres every sixty seconds. This allows the junctions to be co-ordinated with each other and keeps delays to pedestrians to an acceptable level.

As you can imagine, if 20 seconds were to be given over to pedestrians out of every 60 second cycle at this junction (not unlikely during the busy evening period), the effects on the junction capacity would be significant. This is why the junction design evolved into what was constructed and it is extremely unlikely that this layout will be changed significantly in the foreseeable future.

As you can see, it is not the traffic levels on Shakespeare St that impact on the junction capacity but the time that is required to safely provide a signalled pedestrian facility. The zebra crossing combined with give way control on the one arm avoid these problems by allowing the junction to operate with only minimal disruption caused by the zebra because of the low traffic levels on Shakespeare St.
Regards,
Dave Hulson
Traffic Signal Design
Nottingham City Council
(0115) 9156601"

...and response to this message from Dave Morris (7 March)

"Hello Dave,
Thanks very much for your detailed reply. I appreciate that any changes to the junction, such as a central refuge or signal timings, would be difficult to implement and have wider impacts on circulation.

The problem cyclists experience is that vehicles entering the junction from Shakespeare Street (eastbound) aren't aware of the cut-through across the Orange Tree footway.

They reasonably expect the cyclist to make the same movement as all other traffic and therefore to maintain a regular and fairly quick speed through the downhill curve into Shakespeare Street. Drivers therefore time their entry to the junction accordingly.

When the cyclist "unexpectedly" slows on the approach to the cut-through they often find themselves side-on to a vehicle as it crosses the give-way line. To a lesser extent, vehicles following the cyclist can also pose a risk when the footway is very busy, as the cyclist may have to brake heavily in order to filter into a suitable gap across the footway. During the evening peak I've taken to filtering left into Shakespeare Street to avoid this conflict & then doubling-back to the Orange Tree.

The cut-through is vital to maintaining a viable route northwards (preferable to the perils of a slow climb up Mansfield Road), so cyclists will continue to use it. With longer daylight hours and the recent bike logos etc., I hope the situation will improve.
Thanks again for your help.
Dave M."

new 'ng2' development (former ROF site, The Meadows) cycle links: copy of my message of 8 March to Steve Brewer, City Council

"Steve
Have you managed since our brief discussion on the matter last week to find out what the position is about connecting up the new shared paths at the west end of the 'ng' development (on the former ROF site)? There is now only about 10-12 metres between the latest bit of this that appeared last week and the existing Birdcage Walk path but the new fence runs between them and there is no sign of a link being made.

Maybe that is just a matter of time, I realise, but the fence suggests otherwise, so it would be useful to have clarification. The new shared paths would of course be far more valuable if they connected with the existing ones to give more direct cycle access to and from the new development (whether or not the NET extension to Beeston and Chilwell eventually comes through alongside to make another hole in the fence).

Even better would be for such a connection in turn to connect south to Rennie Hogg Road (in the Riverside retail park) with upgrading of the present rough path (that I have mentioned before to you) that runs alongside 'Comet' between the north end of Rennie Hogg Road and the bottom of the path linking to Birdcage Walk from the west end of Longwall Avenue.

It is clear from the tyre marks and other pressure on the vegetation that a good many cyclists (and pedestrians) do use this already, suggesting it would be even better used if it was upgraded to a proper shared path.
Hugh"

Cars parked on Thane Road cycle track: exchange of messages (8 March) between Chris Gardner and Helen Taylor (City Council)

"Helen,
Thanks for the prompt reply, it is reassuring to know that changes are being proposed. In the meantime what can be done to prevent these cars parking on the cycle track with potential for collisions with cyclists instead of "...getting hit by passing/turning HGVs/buses."
Cheers, Chris"

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

From: Helen Richardson
[\[mailto:helen.richardson@nottinghamcity.gov.uk\]](mailto:helen.richardson@nottinghamcity.gov.uk)
Sent: 08 March 2006 18:06
To: Gardner, Chris
Cc: Hugh.Mcclintock@nottingham.ac.uk; 'Steve Brewer'
Subject: RE: Cars parked on cycle track

"Hi Chris,
My colleague Gillian Waudby is currently putting some proposals together for the section of Thane Road going from the mini roundabout up to just beyond the bus stops near the junction of Bull Close Road.

These proposals will consist of waiting restrictions (probably DYL's) to stop parked vehicles which currently hinder HGVs turning in and out of Bull Close Road. In turn this will stop vehicles from

parking half on the highway and half on the shared segregated cycle/footway along Thane Road, which they have been doing to avoid getting hit by passing/turning HGVs/buses.

It is envisaged that the consultation letters will be distributed over the next month, but the entire consultation for the Traffic Regulation Order could take between 6 and 9 months for completion. I will inform you when our proposals are to be implemented (should they get the go ahead)

Although some of the parked cars will transfer further down Thane Road, this is a much straighter/visible stretch of road therefore it is very unlikely that vehicles will park up on the footway at this location.

Hope the above is of assistance. Please let me know whether you would like a copy of the consultation letter once finalised and I will let Gillian know.
Helen Richardson
Technical officer - Traffic Management
Ext 56562"

Queens Bridge Road Cycle Track: copy of message of 10 March from Helen Richardson of Nottm City Council to Graham Lansdell

"Dear Graham,
Further to the e-mail which you sent to Polly Brant in September 2005, your query has now been passed on to me as I am ward officer for this area.

Having spoken to Steve Brewer about the Queen's Bridge Road cycle track this was a Transport Strategy/Major Projects scheme which Highway Design implemented.

The scheme is now complete and provides significant improvements for pedestrians and cyclists in this area and there has already been much positive feedback from users.

The 'exceptional' circumstance in relation to the 1.5m width was that the authority wanted a cycle route which was sympathetic with the surrounding pedestrian environment and that because the route was at the same level as the surround pedestrian area there was plenty of room for overrun by cyclists if required. However cycle flows on this route are very much 'tidal' and therefore it is unlikely that there will be any conflict. Also, CFI is as it says on the cover guidance.

I have passed on your comments to Highway Design and will investigate and correct if necessary the orientation of the gully.

I trust that the above is of assistance.
Kind Regards,
Helen Richardson
Technical Officer - Traffic Management
Ext 56562 "

Proposed changes on Hockley: City Council Primary Pedestrian Route

See: <http://www.nottinghamcity.gov.uk/investing-in-hockley.pdf>

I hope to bring to the meeting copies of the City Council's new consultation leaflet on the proposals for Hockley involving many changes to the surface and some of the traffic arrangements.

These include completely blocking to general through traffic the area between Broad Street and Heathcote

Street but allowing cyclists through (and including a group of cycle stands).

From the top of Carlton Street/Goosegate cyclists would follow a contraflow cycle lane on the south side of the street. This should make it easier to avoid conflicts with motor traffic turning into and out of George Street and Broad Street but might, I fear, make it a bit trickier for cyclists to turn into, depending on the detailed layout, signs and markings at this point which are not clear from the current plan (Steve Brewer has promised me a more detailed plan of these later). I would be interested to know what others think.**

Comments are wanted by 31 March.

Middle Hill/Weekday Cross tram tracks 'cyclist bypass' markings

Work has now taken place to improve the markings on the approach to the tram tracks 'cyclists'; bypass on Middle Hill, just south of Weekday Cross, and north of where the tram tracks run up on to the viaduct towards the Station.

Meadows Area Action Plan

I took the opportunity of a public exhibition on the City Council's Meadows Action Plan to reiterate some of our longstanding concerns for this area including the need for much better cycle connections across Queen's Drive at the Castle Bridge Road junction. I said that we supported plans to do away with the very unpleasant subways (e.g. on Arkwright Walk) and replace them with decent surface crossings.

I was rather alarmed to be shown what I was told were first draft plans of changes to the layout of the Queen's Drive/Crossgate Drive/Meadows Way junction (to make more room for a development site to its south) which, if unchanged, would definitely make it worse for cyclists. They made no reference to cycling and certainly no recognition that this junction is a very important crossing for cyclists. I was assured that we would have an opportunity to make detailed comments in due course!

River Trent (south bank) paths: signing and surface issues: copy of my message of 6 March to the City, Rushcliffe and County Councils:

"Dear all,
Back in the early 1980s work started on the development/upgrading of a series of sections of shared use path on the south bank of the River Trent, from Wilford and Clifton Bridge outwards towards Clifton Grove and Barton Fabis. Most of this work was completed by the early 1990s but one aspect that was never attended to properly was the signing of the route.

From the outset Pedals had stressed the importance of good signing, making clear to all users that it was a shared path route and the destinations it served. However, no signing was installed for several years and, when it was done, on the City Council section, the signs after all only included the pedestrian symbol and did not make clear that it was a shared path, despite our pleas! Since it is now more than 20 years since the first sections of this path, between Clifton Bridge and Clifton Grove, were upgraded, Pedals considers that it is high time that this deficiency was rectified!

Some of the signs that were erected now have now considerably deteriorated so we suggest that there is anyway a need to review and upgrade the signing and we strongly suggest that the opportunity to be taken to introduce a more comprehensive and coherent signing of the whole route, including the sections in the City and Rushcliffe, to improve publicity for the path and to encourage usage.

At the same time there are other issues that need addressing, particularly in terms of surfacing. Most of the City sections of the path are in tolerable, if not ideal condition, bearing in mind its primary status as a leisure route rather than a commuter route but there are some parts, e.g. near the bottom of the hill from Clifton village (near Clifton Hall), that can be very awkward and discouraging in wet weather.

The most degraded surface conditions, however, are now to be found on the section of the path a little further west (towards Barton Fabis) just west of the City/Rushcliffe boundary. On this stretch I recall that, when the path was upgraded some years ago, there was much controversy on the surface to be used, but, in the end, it was improved to a reasonable standard for leisure cycling and without the risk of getting very boggy in wet weather, as before.

However, maintenance seems to have been neglected in recent years so that the path has effectively gone back to its previous very poor condition, perhaps in part because of heavy use by horseriders, and the result is that it now very difficult to use not just for cyclists but also for walkers, and especially in wetter weather. Pedals would therefore like please to see work put in hand sooner rather than later to restore the path, as well as the introduction of arrangements to ensure that it does not again deteriorate so badly!

Pedals believes that the riverside routes, like those now being improved by the Beeston and Nottingham canal, and on some sections of the north bank of the Trent (e.g. near Clifton Bridge) offer great potential as attractive traffic-free routes to and from nearby countryside but they must all be kept in a good basic conditions, clearly and coherently signed, well-maintained and well publicised and promoted.

This particular path, as you no doubt know, forms part of a longer distance route being developed by Sustrans and the upgrading work certainly needs to be developed in that context. However, we would like to stress, the deterioration of some parts has become so bad that it must be urgently addressed without waiting for the development and upgrading of wider links as part of the Sustrans proposals. Signing and publicity and promotion, after years of neglect, must also be improved as soon as possible please, to help exploit the full potential of this most useful series of interconnecting routes, on both banks of the Trent and the canal.

Hugh
(Chairman, Pedals)"

Re: Fw: A453 widening - Highways Agency press release. (forwarded by Paul Hillier, Notts CC)

"Paul
Thanks for bringing this to my attention which we will certainly follow up.
Hugh

>>> Paul Hillier <paul.hillier@nottsc.gov.uk> 08 March 2006 >>>

Hugh,
in case you haven't seen the press release or heard about it on the radio...Time to step up the pressure on the consultants about the cycle route.
Paul Hillier,
Local Transport Plan Officer (Greater Nottingham)
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054

...A453 dualling: appointment of contractors by the Highways Agency

Having been informed of the appointment of contractors for this upgrading scheme (between Clifton and the M1) I have written to Bruce Phenix of the HA asking for contact details with a view to arranging a meeting to make them fully aware of the case for a good standard of cycling provision as an integral part of the scheme.

Cycle work IS welcome: my response of 6 March to letter in the March 2006 issue of West Bridgford 'Wot's Wot' criticising Advance Cycle Stop Lines in WB:

"Dear Editor,
In your March issue (p5) you asked for comments on the new Advance Stop Lines for cyclists from people who have benefited from these changes.

May I therefore offer some comments, both as a cyclist who has benefited from the particular ASL on Musters Road that Roy Hogg complained about, and on the value of ASLs more generally?

When properly designed, with adequate space in the 'cycle box' and with a good approach cycle lane, ASLs do definitely help to make cycling safer, especially if drivers do not encroach into the box. They give cyclists a chance to position themselves in front of drivers, where drivers can see them clearly, and out of range of the fumes from drivers' exhaust pipes. They help to make junctions safer for cyclists, especially when they are turning.

Every week seems to bring fresh news of the devastating impact that climate change is having, reminding us of the more and more urgent need to reduce our dependence on fossil fuels, including their use for land transport. In practical terms this means measures like cycle lanes, bus lanes and safer pedestrian crossings. Some of these may, it is true, in some cases contribute to congestion at least in the short term, but this is surely acceptable if we are to reallocate road space to provide the quality alternatives to get people out of their cars. It is also absurd to blame this particular ASL for causing 'chaos' at rush hour when congestion was common long before it was installed!

The reluctance of many people to use cars less is surely the biggest contributor to congestion, let us be clear, and we need every encouragement to people to use alternatives, at least for some of their trips. Cycling is very suited to many short trips and we should therefore welcome measures like this which give cyclists a real advantage and therefore encourage people to cycle.

Finally, I would point out that, as surveys, have shown, most cyclists are also drivers and therefore do pay road tax. When we choose to cycle rather than drive far less wear and tear is caused to roads, and therefore we are helping to save public expenditure, not add to it. This is even more true when the role of cycling in helping to save health

service costs is also taken into account, given the enormous advantages in terms of both public and individual health from getting more people on bikes.
Yours faithfully,
Hugh McClintock,
Chairman,
Pedals (Nottingham Cycling Campaign)"

Beeston cycle lanes: comments from Robin Phillips (6 March)

"> PS. Any comments please on the new Broadgate cycle lanes? Roger Geffen
> of CTC was telling me yesterday that he is very impressed with them.

Yes, I have used them 4 times a week since they were done. Pleased with them. I am hoping that the cycle track extension to the top end of Regent Street (which I think you told us to expect by the end of May) is equally good. They seem to have gone to some trouble to pick up adjacent pot-holes etc, leaving the over-all state of the carriageway pretty good. I am hoping the 2 depressed trenches across the top end of Regent Street will be taken in by the surfacing improvements.

Beeston High Road and Broadgate cycle lanes: comments of 3 March from Anne Sladen

"Hi Hugh

Work still in progress between junction with Humber rd and the pedestrianised part of the High Rd, (by the shops and Park).

Lanes for cars are narrower and no way for bikes to pass buses at bus stops. Traffic lights at Humber Rd /Broadgate junction were working earlier this week.

Re: Need for cycle rack on Queens Road Beeston near Station Rd crossing: reply of 14 March from Ed Ducker (Notts CC) to Robin Phillips:

edward.ducker@nottsc.gov.uk> 14 March 2006

>>>

"Robin,

Thanks for your e-mail.

I have asked that this site is added to the list of possible cycle parking locations for 2006/7. We will investigate land ownership and if there is land belonging to the Council here or nearby which can have parking on some will be installed there.

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

-----Robin Phillips

rphillips@beeston12.freemove.co.uk> wrote: -----

To: Hugh.Mcclintock@nottingham.ac.uk

From: Robin Phillips

rphillips@beeston12.freemove.co.uk>

Date: 13/03/2006 05:53PM

cc: edward.ducker@nottsc.gov.uk

Subject: Need for cycle rack on Queens Road Beeston near Station Rd crossing

Dear Hugh and Ed,

This afternoon I happened to wait for a while by the entrance of the Co-op store by this crossroad, and I suggest that a very useful place to install 2 or 3 Sheffield cycle rack stands would be right by

lighting column 347 on the south side of Queens Road.

The number of young people on bikes who come along to this store and have no satisfactory place to park their machine is striking. Most of them are making short-term visits to the store, and would benefit from such a provision. For lack of it they have to simply leave their bikes strewn across the paving, causing danger to passers-by.

I do hope you may be able to consider a provision at this junction. There are other shops nearby, but no provision at all.

Yours sincerely, Robin."

Hucknall Station cycle lockers: message of 13 March from Ed Ducker

"Hugh

For info - lockers have been ordered but still problems with locating CCTV. Nick Moss assures me installation of this is imminent and lockers will go in as soon as this has been resolved.

Ed"

Trial of bikes on Sheffield Supertram: message of 10 March from Simon Geller, Sheffield Pedal Pushers

"Hugh, cc all

Your email is timely as it sparks me to remind you and others of the following:

On Sunday, the 26th March Pedal Pushers Sheffield Cycle Campaign will be conducting a trial of bike carriage on Sheffield Supertram, with co-operation from Supertram.

The trial will consist of a small group of volunteers getting on and off trams with their bikes during the day. Supertram staff will be warned to expect this and the volunteers will have placards attached to their cycles, making it plain that this is only a trial.

Most of the volunteers will be Pedal Pushers members but we would welcome offers from other regular cyclists. The plan is to meet at the Cathedral tramstop at 10 a.m. for a briefing before setting off on our journeys. Up to four cyclists could be carried on each tram, with two at each end. Priority would of course be given to elderly and disabled people and baby carriages as usual.

It should be made clear that this is a low-key affair, as Supertram do not want to give the impression that the ban on cycles has now been lifted. However, if the trial is successful there is a possibility that Supertram will lift some of the restrictions on carriage of cycles.

As the 26th is Mother's day our motto for the day will be "Visit your Mum by bike & tram" or "Visit your kids by bike & tram on Mother's Day" - why should Mums miss out on the fun? Incidentally it is two years to the day since we surveyed passengers on Supertram for their attitudes to bikes on the tram, which sparked off this process, and was the topic of my poster presentation to Velo-City in Paris in 2003.

There are a number of ways of turning this into a fun day out - you could head from Halfway to Rother Valley Country Park for example, where apart from cycling round the lake, visiting the cafe etc you could take NCN Route 67 towards Chesterfield, or Route 6

towards Worksop (both destinations are on the National Rail network for return journeys.) From Hillsborough you can take the Rural Links bike bus service towards Bradfield, where you can enjoy tea and cake at the Post Office Cafe (run by a keen cyclist) , Supertram would however like us to avoid the Meadowhall service, which is usually very busy on Sundays

If you're interested in taking part please get in touch. If not, I promise not to trouble you again on this topic. Simon
pp. Sheffield Pedal Pushers"

B7. Miscellaneous items

Message of 6 March from Paul Hill: Sad News: Robert Anthony Spencer

"Dear Hugh

It's with great sadness that I have to report the sudden death (at home) of my friend flatmate/cycle camping companion Robert Anthony Spencer, aged 51 whose name you may have come across in my correspondence to Pedals.

It was the biggest shock of my life as I found his body Saturday evening at around 8.20 pm, but was officially declared dead by the paramedics 30 minutes later. He had suffered breathing difficulties Wednesday prior when coming back from the local shops but recovered at the pharmacy who called the ambulance, tests were done in the ambulance and blood and ECG tests all showed no signs of problems.

He seemed alright at home through Thursday and then Friday afternoon he suffered breathing problems again, I gave him a paper bag to breathe in as he asked for one, then Saturday evening shortly after supper, he returned from upstairs having difficulty breathing, sat down on the settee and put his head on the pillow, I naturally thinking he was only resting to get his breath back, I asked if he needed anything and was told no, so I took the supper pots into the kitchen, then within a few seconds heard something wrong with his breathing and the tea tray being kicked, at that point dashed back to the living room to find his body on the settee with no sign of life. I suspected a massive heart attack because his head shot forward and back and his lips were blue. But Coroner's report concluded he died of Pulmonary Embolis and DVT

I was all for complaining to the hospital that they hadn't done something right or that they had missed something, but I have been talking to lots of people who say that it's not always easy to detect things like weak blood vessels which is what could have pulled the trigger. If he had stayed in hospital for a few days, they might not have been able to trace the vessel and he could have ended up dying in hospital,

Although Robert didn't tell me he was ready to meet God when he lay down Sat eve, I suspect he did so without wanting anything was his way of saying he was about to die but didn't want me to know that he was on his way to meet his maker. I wish I could have told him for the last time how much he meant to me as a friend and whispered my goodbyes before God took him to a better world. I am ever so thankful that he didn't suffer.

We had been friends for just over 16 years, and recently between us was planning cycle camping trips for this year, which I will try and endeavour to carry out in the course of 2006. Though it will be hard going away without him. I am planning a few things in his memory.

Tonight's edition of the Evening Post carries a personal message from myself.

We are having a church service at 10 am followed by cremation at 1040 on Monday 13th March.
Paul Hill"

"Stop at red" website

I read in The Guardian of 8 March a report of the new website set up by Andy Shrimpton of the 'Cycle Heaven' cycle shop in York to help curb the number of cyclists going through red lights.

This has now been supported, I gather, by the Bicycle Association, the Association of Cycle Traders and Sustrans as a nationwide initiative. People are encouraged to visit the campaign's website: www.stopatred.org to sign the online pledge. Any comments, please?

Mobile cycle repair: message of 6 March from Susan Young

"Hi there

I have seen advertising for BB Ben's Bikes a mobile repair service - 07747 782167. He seems to have left fliers and cards on bikes at both QMC and University Park.

Does anyone know anything about him, who he is, is he good etc?

Regards
Susan

Cycle trainer query: message of 13 March from Iain Macbeth (former Boots Staff Travel coordinator)

Don't suppose anyone might possibly be able to help answer this query from Iain Macbeth (former Boots Staff Travel Coordinator) please?
Hugh

>>> "iain.macbeth" <iain.macbeth@wyg.com> 14 March 2006
WHITE YOUNG GREEN
Executive Park, Avalon Way, Anstey,
Leicester, LE7 7GR
+44 (0)116 234 8000
www.wyg.com

"Hi Hugh,
Bit of an off the wall query, but do you know whether anyone hires out those static cycle training machines where you attach a roller to your back wheel and it varies the resistance to mimic a climb on the tour de France etc?

Reason for asking is that WYG have an exhibition stand at the 30th UK Transport Conference at the University, and I'm trying to think of something a bit fun for people to have a go at! Any suggestions or thoughts welcome!

Regards
Iain Macbeth, Associate
White Young Green
Tel: +44 (0) 116 234 8000

Fax: +44 (0) 116 234 8001
Mobile: +44 (0) 7768 558 022"

...response from Dave Morris:

"Hugh,
There's a "virtual Reality" training system called I-Magic, produced by TACX. See details on this page (click VR Trainers/ I-Magic)
<<http://www.tacx.com/html/index.php?pageid=104>>

They also do something else, called "Video Cycling"
(click Ergo-Trainers / Video Cycling)

The TACX site isn't great. Better to contact the UK distributor, Fisher Outdoor Leisure. The following page shows the bike trainers and the famous bike races that can be simulated:
<<http://www.fisheroutdoor.co.uk/public/index.php/pro duct/trainerstacx/trainers/index.html>>

Maybe they would have a demo trainer that Iain could borrow?

Fisher's contact page is a pro-forma that doesn't provide an Email address or phone number. Any bike shop would know their number, though.
Hope that helps,
Dave."

Advance notice: 6 week absence from 25 July

To help give us time to consider arrangements for handling Pedals business over the late summer I should perhaps mention now that I will be out of the country for about 6 weeks from 25 July, following my full early retirement from Nottingham University, on a long rail trip from Nottingham to Hong Kong (with several stops along the way!)

I realise that this might appear rather awkward, selfish, irresponsible and hypocritical, given my continued urging people to support Pedals stalls at events over the summer (!) but the fact is that the usual spate of consultation and other letters (many with deadlines for response), emails, request for help and comments etc., will no doubt continue this summer just as much as it has in recent years and, if I am re-elected as Chairman (if you are not completely sick of me after almost 26 years in this role!), we need to think of the best way of handling this, especially if we continue to be without a Secretary.

This could perhaps be a very liberating experience for Pedals, giving people a real chance to escape from the stifling experience of being inundated by emails and other pestering!

Any comments please at this stage?*

HMcC, 15.3.06