

AGENDA FOR PEDALS MEETING:
7.30 p.m. on
Monday 21 November 2005
in the upper room of the Globe PH, 152
London Road, NG2 3BQ (between London
Road and Meadows Way just north of
north of Trent Bridge)

AGENDA

- 1. Welcome, and apologies for absence**
- 2. Discussion with Cllr. Brian Grocock about cycling issues in Nottingham (7.30-8.30 p.m)**
- 3. Minutes of Pedals meeting of 17 October and matters arising**
- 4. Newsletter feedback and next issue**
- 5. Report from CCN/CTC Autumn Cycle Campaigners' Conference, Warrington, Saturday 12 November**
- 6. Finance**
- 7. Events / meetings**
- 8. (other) cycle facility and traffic matters**
- 9. Miscellaneous items**
- 10. Any other business**

BACKGROUND NOTES

* means feedback especially wanted please

** means help please!

1. Welcome and apologies

Apologies for absence from

Bill Istead, Mara Ozolins, Lawrence Geary, John Bannister, John Wilson.

2. Discussion with Cllr. Brian Grocock about cycling issues in Nottingham
Cllr. Grocock is City Council Cabinet Portfolio Holder for Transport and Street Management.

We agreed at the September meeting to give priority, after his introduction, to discussing these issues:-

- Why does cycling nowadays often seem to be neglected or given only low priority consideration in the City Council's major projects, e.g. The Turning Point, the Clear Zone Review, the changes at the junction of Friar Lane and Maid Marian Way?
- What provision will there be for cyclists in association with future transport and planning Major Projects, e.g. the Broad Marsh redevelopment, and associated highway changes, and the redevelopment of Nottingham Station, including well-signed and well-maintained plentiful secure short and long-term cycle parking and improved cycle access?

- Many cyclists are not clear where in the City Centre they can and cannot legally cycle. What can be done to provide better signs and markings to help them know this, especially in terms of cross-city routes (north-south-north and east-west-east) and to major destinations within it, e.g. from the QMC and The Park towards the Old Market Square following the severance of the Friar Lane route 2-3 years ago?
- Why is it taking so long to get an alternative route for cyclists signed across the City Centre via the Lace Market, between North Sherwood Street/Mansfield Road and Carrington St/Nottingham Station for those who wish to ride on streets away from the tram tracks and away from the bus traffic on the Inner Ring Road?
- Why when general traffic regulations exempt cyclists is this always not made clear, e.g. with 'except cycles' plates under 'No Through Road' and 'No Right Turn' signs and why is the signing and marking in some cases positively misleading, e.g. the recently installed 'No Entry' signs on Carlton Street/Goosegate, a route where two-way cycle access has been allowed by the City Council since 1998? The signs and markings on this route were at first clear but have been made much less clear and much more confusing and especially recently, despite many Pedals pleas to clarify the situation and make it safer!
- The City Council has recently started to introduce more on-highway cycle facilities such as advance stop lines for cyclists which Pedals welcomes. However, the value of these is eroded when drivers intrude into them. What is being done by the City Council to educate drivers about what the Highway Code says about these and to enforce their proper and safe use?
- Pedals also has very much supported the recent improvements to the canal towpath between London Road and Thane Road and much looks forward to more of these such as replacing the narrow bridge near Castle Meadow Road where there was a recent accident with a cyclist colliding with the parapets, as reported in the Evening Post. When is properly rideable replacement for this bridge to be installed and other further improvements including much better lighting and more local cycle route direction signs from various access points?
- What is the City Council doing to make sure that off-highway paths such as the improved canal towpath are safe to use after dark, through better lighting?
- Why does it often prove so difficult to get even small-scale improvements, such as repairing bent or missing signs, or cutting back intruding or overhanging vegetation, seen to after such details have been reported via the City Council's Highway Defects form on the website? Often even a simple acknowledgement of the report is

not made or it is not uncommon for there to be no sign of any action months or even years later? What evaluation of the effectiveness of this reporting service has been made by the City Council and what are the results

- Why does the standard of supervision in some road works often seem so poor so that substandard details are left uncorrected when the work is finished off? For example, why is one of the direction signs Including a cycle route direction sign, on the east side of the junction of Crossgate Drive and Queen's Drive still facing completely the wrong way well over a year after the completion of the resurfacing etc. scheme at this site and when the fault was first reported more than a year ago?
- Why are some gully grates still being incorrectly installed, i.e. with the slots parallel to the direction of traffic rather than at 90 degrees, posing a danger to pedal cyclists? (c.f. email from Graham Lansdell of 12 September to Dave Tebbett, Service Manger, Highway Construction, citing 3 locations where this is a problem)? Can we have an assurance that such dangerous features will not be installed in future please?

Other issues suggested to me since then that we might raise:-

- Ensuring that kerbs on cycle paths are always flush
- Clarification of arrangements for relocation of the Trinity Square car park following demolition of the existing car park and building of the new one, including temporary relocation

3. Minutes of the Pedals Meeting held 17 October 2005 at The Globe.

Present: Hugh McClintock, Susan Young, Dave Morris, Peter Osborne, Arthur Williams, Lawrence Geary, David Miller, John Bannister and Roger Codling.

Apologies for absence: Bill Istead, Alistair Morgan, Andrew Martin, Steve Brewer and Roy Wilson,

Revision of Nottingham Cycle Maps

The main purpose of this month's Pedals meeting was to put forward suggestions to Steve Brewer (Nottingham's cycling officer) on improvements to the two Nottingham city cycle maps. These maps are revised annually. Despite Steve Brewer's absence, suggestions were made and will be presented to him at a later date. Essentially the suggestions were:

- Toucan crossings and advanced stop lines should be added.
- The distinction between brown off road and green traffic free routes needs clarifying.
- The grey routes are too busy/ dangerous for cyclists.
- The city boundary should be removed (pointless clutter – who cares about this?)

- Indicate steepness of hills with chevrons.
- Busy and or dangerous routes could be indicated in pink or red.
- Inaccuracies (and there are many, e.g. a cycle route on the railway at Colwick) need correcting.
- Pedals should offer to join a working group to get this map correct as there is so much wrong with the current version.

Pedals Tool Kit.

Dave Morris and Peter Osborne are visiting the trailer kept at Carlton Fire Station on Saturday 22nd and will report back to the next Pedals meeting.

Finance and Membership.

No news

Other Stuff...

Licensed Pedicabs in Nottingham.

A recent proposal this from the City Council who have solicited opinions from Pedals. It was suggested that they be licensed as Hackney carriages (hailable in the street), rather than private hire (bookable only in advance).

Lockers at Hucknall NET Station.

Andrew Martin still to report on this.

CTC/CCN Conference, Warrington. Sat Nov 12th.

Roy Wilson is unable to attend. Hugh may go instead.

Update:

Discussion on City cycle maps at the October meeting: message of 19 Oct from Steve Brewer and my response.

"Steve

Thanks for your message. We were sorry that you could not make the meeting but decided to carry on the discussion on the City cycle maps without you. We got some very useful feedback which I will pass on to you when I have had a chance to write it up, probably sometime next week.

Our next meetings are already rather full up but I will see if we might be able to give you half an hour on this at the January or February meeting which will be the earliest opportunity now.
Hugh"

>>> "Steve Brewer"

<steve.brewer@nottinghamcity.gov.uk> 19 October 2005 >>>

Hugh

I must apologise for not being able to attend the meeting on Monday, I had some issues to deal with at home. Please would you arrange a slot at your next convenient meeting. Many thanks.

Steve Brewer,
Transport Strategy Team
Tel: 91 55255"

PS. I have agreed with Steve to give him a half hour slot at the January meeting, before the discussion with Ed Ducker. Meanwhile I have sent him a note of the comments made plus a few more that came in later, including some from the County Council and City Council's Bicycle User Groups (BUGs). If anyone wants a copy please let me know.*

Comments on the new Bristol cycle maps (and their relevance for Nottingham) from Sara Basterfield, CTC and Bristol Cycling Campaign:

Hugh
Thanks for asking for my opinion of the Bristol/BANES/N Somerset and South Glos maps. In brief, I like them (but I live here!). I can't say I have used the maps much at all yet as the real test is when one goes to an unfamiliar part of town.

I think it is good that the 4 authorities were able to work together and agree a common format. Bristol involved users via Bike Forum and got people to comment on formats etc - this was seen positively.

In my view, the problem for map designers is that map users (i.e. people) are all different! Also, I feel that my needs in 2005 are different from my needs in 1999 when I had just started cycling again. At that stage, I was just looking for advice on quiet roads/routes. However, I think the format they have used does, on the whole, cater well for different needs.

I think feedback on them has been positive but I don't know if any formal monitoring has taken place. Why not contact the Bristol (+ other 3 authorities) cycle team to hear what they have to say - lessons learnt etc?
Hope this helps. , Regards
Sara"

Pedals and Pedicabs: message of 18 October (i.e. after our last meeting) from Nick Moss

Hugh
The main difference between private hire and hackney carriages is the latter can be flagged down in a street or pick up people at a rank. Licensing by the City only covers jobs where the base is in the city.

The Council can impose reasonably necessary conditions. Unreasonable ones can be challenged in the magistrates court.

I am not sure what approach the city is taking with conditions and a lot depends on what is meant by granting a licence in principle.

I have no objection to the idea - sounds like a good one.

there is a national organisation called the National Private Hire Association with offices in Manchester. a guy called Brian Roland used to run it. I knew him pretty well. Would be worth sounding them out for practical and legal advice. see the attached link- http://www.phtm.co.uk/?inc_id=8
Nick

PS. Since this message Chris Juden, CTC Technical Adviser, has been in touch with the City Council and given some useful advice, I understand.

Pedals trailer storage: message of 22 Oct. from Peter Osborne and my response:

"Peter
Thanks for this message and sorry you have had all this trouble. I might mention that trying to find somewhere accessible and affordable for us to store the trailer has been a big problem going back many years!
Hugh"

">> <peter.osborne@ouvip.com> 22 October 2005
>>>

Hi Hugh - tried to visit the trailer at Carlton Fire station this morning. I had arranged to see it at 11.30, but the fire crew went off on "exercises" at 11.20, so we did not get to see the trailer. We have to question the wisdom of keeping it there given its lack of accessibility. May be we can discuss this at the next meeting.
Regards, Peter."

Bike Maintenance Classes: message of 19 Oct. from Bettina Lange:

"I am not sure which aspect you would like me to comment on. Please tell me. The classes I organized for T2000 had different target groups from the ones you are probably aiming at. We targeted disadvantaged groups (women and those on low incomes) not currently using a bike regularly.

One factor in attracting these groups was the venue, the International Community Centre as central for most people on low incomes as they tended to live not very far away from there.

Regarding help from cycle shops, that was less successful as they are businesses keen to sell their products, whereas we were trying to equip participants in the classes with the skills to carry out repairs themselves at minimal cost.

A query was raised in the email correspondence you copied me in on about what happened to equipment T2000 borrowed from Pedals. The answer is nothing because we did not use any Pedals equipment, with the exception of one bike stand at a public event, which was returned on the day.
Bettina"

Discussion bikes on pavements and other bad cycling

I forgot to mention at the meeting that the only way I can think of with any hope of curing this problem would be to require that, for all such misdemeanours, a fine of £100 (minimum) should be levied on Pedals in general, or me in particular! On the other hand it might just bankrupt Pedals without really doing much to reduce the problem!

I have heard that, in some parts of the country, cyclists riding without lights are required by the Police either to pay a fine or to report within 24 hours to a police station with a set of working lights! Should we press for this here?*

Rushcliffe Community Quiz, 18 October:

The Pedals team managed to end up equal 3rd (out of c14) in this event, at Cotgrave!

4. Autumn newsletter feedback and plans for next issue

**Feedback on Autumn newsletter
Pedals newsletter and banner design: message of 3 Nov from Derrick Hankey**

"Derrick
Yes, I agree with your comments about the John Clark banner and the relatively illegible reference to Nelsons. I will raise it at the next Pedals meeting on

Monday 21st and then get back to you and to him with any further comments.
Many thanks, Hugh”

>>> 03 November 2005 >>>

Hugh,

I hope that you will convey to your committee the problem with the new John Clark logo. Even reduced to 75%, to make it fit the page width, it covers half the page in depth so it can hardly be used as a 'Header' on an A5 Front Cover. To make it presentable as a header I have to reduce the depth considerably and then, as you observed, it puts the logo out of proportion. It also makes the Nelsons website address under their name unreadable.
Regards, Derrick”

(comments from Peter Osborne, 31 Oct)

“Certainly a huge improvement on the previous version. A couple of small changes I would make are:

1. A reminder (in each issue) of the 10% discount available to Pedals members in various bike shops in Nottingham. (I saved £5 in Freewheel on Saturday).
2. Except where it is obvious, photos should have a caption saying what the photo is.
3. May be the Nelsons logo should be a bit bigger on the front so their web address can be read (and because they are a sponsor)

Is Rebecca going to write more articles? There is plenty of "interesting" law about cycling and drugs and alcohol; riding on pavements etc. I expect she would come up with some pretty entertaining stuff.

Also - is it worth emailing agendas and minutes to all Pedals members every month. Then they are reminded monthly that they belong to Pedals rather than just quarterly (by Nottingham Cyclist). Who knows, we might get some offers of help.
Regards, Peter.”

Other comments would be welcome please, before we start to plan the next issue in detail. Lawrence Geary and I have arranged an editorial subgroup meeting at my house on the evening of 14 December to discuss this, in time for the next issue going to press soon after our 16 January meeting.

I apologise for the delay in getting this issue out and intend to try to streamline the process more next time so that we can revert to our habit of getting the issue to press soon after our meeting and out in time to give people a bit notice of the next one.

As well as making comments on how the quality could be further improved (I am well aware that it still far from perfect) offers of articles, cartoons, photos etc. would be welcome to make it more lively please!**

One suggestion I have already had is to add a contents index on the front page, as well as to make the Nelson logo more prominent. We have now had the cheque for Nelson's first year of sponsorship payment, I understand from Susan.

5. Report from CCN/CTC Autumn Cycle Campaigners' Conference, Warrington, Saturday 12 November.

This was a well-attended and interesting meeting, with a varied range of speakers and discussions. It was very well organised by the Warrington Cycling Campaign (who also have a good website, by the way!). They must have had about 10 people around helping in one way or another, all attired in special yellow T-Shirts.

The meeting including a special discussion at lunchtime involving active members of local campaign groups and CTC Right to Ride representatives on improving networking and support for local groups and RTR reps, as well as finding ways of plugging gaps in the national network of such cycle campaigners. The CTC propose to change their Policy handbook to make it more up to date and user-friendly and easier to download, in sections, from their website. It was also stressed that it was important for local campaign groups and RTR reps to communicate (by email etc.) and work together at regional level.

The CTC at national level has been doing some successful lobbying on rights of way matters and is now much involved in work on the Road Safety Bill. We are asked to write to our MPs about this.

The CTC are also urging support for the 22 November Day of Action by the Transport 2000 and the Slower Speeds Initiative on campaigning for much more use of 20mph speed limits (in residential areas in particular) and we were urged to write to our MPs about this, using the toolkit distributed. The current Secretary of State, Alistair Darling, is opposed to wider use of such measures, but it is thought important to persuade him that such measures enjoy a wide range of support (not just from cyclists' groups but from many others) and stepping up the pressure now should help to demonstrate this and get the policy changed in the long run a bit sooner rather than later. I will bring a copy of the campaign briefing to our meeting.

Reflecting later on Saturday's meeting I realised that it is now well over ten years since Pedals last hosted one of these twice-yearly meetings (we hosted several in the early years when they were much smaller). With our current reduce numbers of active members it seems unlikely, I regret, that we will be able to do so in the foreseeable future, especially when these days even getting people to attend such events seems much more difficult than it was even 4-5 years ago. Am I wrong in being so pessimistic?*

The conferences usually now attract 100 people or more and also involved providing accommodation for visiting campaigners, in members' homes, a pub get together on the Friday night, a communal meal in a restaurant on the Saturday night, and a ride or two on the Sunday, for those who stay on.

PS. Andre Curtis from the Cheltenham Cycling Campaign has now taken over from John Franklin as Chair of the Cycle Campaigns Network, a role John has had for many years.

6. Finance

Susan Young to report.

7. Events/forthcoming meetings.

Message of 28 Oct: SEEN fair at Nottingham University: One World Week

"I am writing to you on behalf of the Nottingham University Student Union Environment and Social Justice Committee to invite your group to an event on Thursday the 24th of November being held on campus during One World Week (20-27th of November).

We will be hosting a number of events throughout the week all taking place in the Atrium on University Park campus. The Atrium is a very large space and will attract a very large number of students, both coming there directly (we will also be running a cafe in the room throughout the week) and passing through.

On the Thursday we will be holding a freshers fair type event which aims to give exposure to local groups and movements in Nottingham.

The room will be open all day and so we are quite flexible with what you are able to do. We can provide tables if you would like to run a stall/information booth. Alternatively if you are unable to attend we will have several boards up on which we can display posters/information.

This would be a great opportunity to get more awareness for your event and attract new members and volunteers.
I hope you can take part in the event.

Thank you for your time,
Sophie Lafayette
on behalf of the Social Justice and Environment Committee
<http://www.su.nottingham.ac.uk/environment/>

Is anyone able to man a stall at this event please?***
I can at least make sure that they have some leaflets/information.

Pedals winter meetings: (room bookings will need to be confirmed with The Globe!)

19 December: Christmas Social evening, including Quiz (Dave Miller) and Cuba talk/slide show (Lawrence Geary and Dave Morris) and festive eats (we need to order these from the pub!)

16 January
Workshops on City cycle maps with Steve Brewer (half an hour)
Discussion with Ed Ducker (1 hour)

20 February:
Talk on cycling in Hannover: Torsten Thalmann

20 March:
AGM

24 (not 17) April which is Easter Monday next year, 15 May, 19 June, 17 July Pedals Spring and summer meetings and mini-rides

For each of these and 21 August (when there is no business) we need two volunteers please for each mini-ride. If these are to go in the 2006 Guided Rides brochure (deadline for entries: 16 January) they must be finalised at this meeting please, our last before the deadline. The meetings begin at 8.30 p.m in April and May and 9 p.m. in June and July.

Other forthcoming events, including ones mentioned at the Guided Ride leaders debriefing meeting at County Hall on 9 November:

- Thursday 19 January: **CTC Regional Benchmarking Project visit** to Nottinghamshire. The programme will last all day and include several talks (including one by me) and a cycle tour.
- **Bike Week:** 17-25 June
- **Great Notts. Bike Ride:** Sunday 25 June
- **Park Life Festival of Cycling:** organiser: Vicky Hudson of the Nottingham Greenwood Community Forest Partnership team, in August/September and including Guided Rides.
- **Easy Rides:** Rushcliffe Primary Care Trust want next year to expand this very popular programme of shorter rides, beyond Rushcliffe.
- **Guided Rides** programme (started by Pedals in 1983): next year marks the **20th anniversary** of the County Council's involvement and they are discussing special events. All offers of rides please are wanted by the County Council **by 16 January.***

8. Cycle facility and other traffic matters.

Nottingham Station cycle lockers suspension of service

Message of 19 Oct. from Dave Holladay, CTC Public Transport Campaigner:

"This is certainly NOT in line with developments at most other stations, one exception being Ashford International which demonstrates well the crass incompetence of the people instigating the action, wrecking a set of lockers, leaving parked bikes insecure (at Edinburgh Haymarket removed bikes were dumped in a pile and at least 2 were stolen) contact Spokes (Lothian) and Spokes East Kent for details.

Contact Martin Powell at GMPTE (gmpte.gov.uk) about their BLUC (Bike Locker Users Club) scheme for many stations in 3 LA areas – including some high graded locations like Stockport, where lockers are on the platforms.

All fully agreed with local BT Police and Transec as robust and secure scheme - the Nottingham station management are talking poppycock (which if you know its Dutch origins is a pretty apposite comment).

Bike lockers have remained in use when cars were excluded on a royal visit to a site in SW England simply because the locker users were all known and the site was properly managed - effectively the CT shell company people are telling you they are incompetent to manage this facility, but rather than give the job to someone competent they are going to close it.

Dave Holladay, Transportation Management Solutions
Working for CTC - The National Cyclists' Organisation
on Public Transport Campaigns & Policy

at 69 Meadow
Godalming
GU7 3HS
Phone CTC HQ 0870 873 0060
Phone (Mobile) 07 710 535 404
Phone (Glasgow) 0141 332 4733
Website www.ctc.org.uk
Based Godalming (HQ) & Glasgow

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

From: Hugh McClintock
[\[mailto:Hugh.Mcclintock@nottingham.ac.uk\]](mailto:Hugh.Mcclintock@nottingham.ac.uk)
Sent: 19 October 2005 11:16
To: Dave Holladay
Subject: Fwd: FW: Midland Station Bicycle Facilities (Again!)

"Dave
Is this withdrawal in line with recent developments at other stations, do you know?"

I might add that it still does not excuse Central Trains appalling record in the maintenance of the cycle stands in the "Porte Cochere" (i.e. forecourt) area at Nottingham Station, 2 or 3 of which have been in a badly vandalised state, in a very prominent position, for well over a year. This is despite a series of phone calls and emails to Sharon Smith (Station Manager) to discuss the problem, and a meeting with her a few months ago, and despite this problem being featured a year ago by BBC TV East Midlands as one of a number of clear examples of poor maintenance of cycle facilities locally!
Hugh"

>>> "Steve Brewer"
<steve.brewer@nottinghamcity.gov.uk> 19 October 2005
Hugh
For information!!

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

From: Sharon Smith
[\[mailto:sharon.smith@centraltrains.co.uk\]](mailto:sharon.smith@centraltrains.co.uk)
Sent: 18 October 2005 13:05
To: richard.wood@nottinghamcity.gov.uk;
steve.cliff2@btinternet.com
Cc: Mike Hampson (E-mail); Steve brewer; Paul Frost
Subject: Re: FW: Midland Station Bicycle Facilities (Again!)

"Dear Steve & Richard,
I can confirm that the cycle lockers here at Nottingham are being temporarily withdrawn, following additional security requirements in the wake of the London bombings.

Whilst I fully understand the frustration and inconvenience this move will cause to some customers, I am hopeful that it is a temporary action and that full usage of the facility will be restored when the security risk level at this station has decreased. On that, I await further Instruction from Central's Head of Safety and the Department of Transport.

I apologise for not consulting with the City Council previously, but would stress in mitigation that I am duty bound to comply with any security advice regarding Nottingham station. Currently, and understandably, there are pieces of advice and associated recommendations spewing out of Transec and other related departments on an almost weekly basis.

I will endeavour to keep you up to date with future developments.

Kind regards,
Sharon Smith
Route Manager Nottingham & Robin Hood
Tel/Fax: 0115 957 6001 (057 6001)
Mobile: 07880 765307
sharon.smith@centraltrains.co.uk "

...message from Richard Wood to Sharon Smith:

Hi Sharon
Can you please advise me about this? It would indeed be very disappointing if the cycle lockers at Nottingham Station were to be taken out of use. I sincerely hope that you would consult the City Council on any such action - especially since we bought them! Looking forward to hearing from you.
Regards, Richard"

Richard Wood
City Development
Nottingham City Council
Exchange Buildings
Smithy Row
Nottingham
NG1 2BS
Tel: 0115 9155422
Fax: 0115 9155349

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

From: Steve Cliff
[\[mailto:steve.cliff2@btinternet.com\]](mailto:steve.cliff2@btinternet.com)
Sent: 17 October 2005 21:17
To: sharon.smith@centraltrains.co.uk
Cc: richard.wood@nottinghamcity.gov.uk
Subject: **Midland Station Bicycle Facilities (Again!)**

Please find attached copy of my letter to you by post, just in case it gets lost.
I welcome your response.

Regards
Steve Cliff
H: 0115 9623809
M: 07775 624175
E:steve.cliff2@btinternet.com

... Comments from Sharon Smith, Station Manager, on Dave Holladay's message re Station cycle lockers and cycle stands

"Dear Hugh,
With regard to the damaged cycle stands, we have been given a quote by contractors to get the work done. We are, however, awaiting their submission of a method statement and risk assessment before we can give the go-ahead for work to commence. There is also a Network Rail involvement because, as our landlords, they are liable for some issues and our facilities dept. are following up the damage to the kerb with them. I am continuing to chase for action, but until we have the go-ahead I'm unable to progress this much further.

As to the cycle lockers, Central's position on this is non-negotiable whilst the current security rating is in position. The guidelines that Transec provide are onerous at Category A stations, of which Nottingham is one. At the point in time that the level of risk is reduced we will have no hesitation in bringing suitable cycle lockers back into use.

The Transec guidelines are from the Dept. for Transport and we are required to implement them as appropriate.

Kind regards,
Sharon Smith
Route Manager Nottingham & Robin Hood
Tel/Fax: 0115 957 6001 (057 6001)
Mobile: 07880 765307"

PS. At the suggestion of Dave Holladay (CTC Public Transport Campaigner) I compiled a report on this sorry saga to be submitted as evidence to the current **House of Commons Transport Committee Inquiry into Transport Security**, and to help him provide a case study of such **problems with cycle lockers**, along with a few others at some major stations elsewhere in the country. The deadline for getting this in was very tight so I did not have time to consult widely on the draft.

Nottingham Transport Planning and Cycling: talk in London by Grant Butterworth (Nottingham City Council); message from Alix Stradwick, Hackney, London:

"Dear Hugh,

This is just a brief email to let you know in your Pedals capacity about the presentation at the Transport Planning Society last Thursday in London at which I attended for Hackney Council. It was the final lecture in a series on European best practice in transport planning schemes.

Grant Butterworth did a very good overview of what Nottingham has done with bus, pedestrian and tram schemes but there was no reference to cycling at all (except for two slides showing 'before' and 'after' the removal of street clutter, including a cycle parking sign). The whole series seemed to have not had much emphasis on cycling - at least in the headings, as I went to two of them - but it was particularly notable in its absence here.

Having worked on cycling issues and cycling being one important aspect of school travel, I wanted to know how cycling fitted in to Nottingham's transport strategy. I was picked as the last questioner of the evening and unfortunately received an unsatisfactory reply both in the delivery manner of the response and its content. However I have managed to speak with Grant today and he has acknowledged this and apologised for being "flippant" about cycling and not mentioning it at all in the presentation. He has admitted honestly that cycling has perhaps lost out in Nottingham but that there are of course some "heated and lengthy debates internally" on the details of some schemes that can't be easily resolved.

Anyway I thought I would let you know, just so that you know that it is noticed when cycling falls off the agenda!

Kind regards, Alix"

Dangerous gully grate: copy of message of 27 October from Graham Lansdell to City Council:

"Dear Mr Tebbett

Further to my e-mail in September, I have a further location for you where there is a dangerous gully grate, due to its incorrect installation, such that the slots are parallel to the direction of traffic. It is on Mansfield Road, Nottingham (southbound side), south of where Redcliffe Road joins Mansfield Road, but before reaching the roundabout junction with Gregory Boulevard.

I trust that you will add this site to the others you already have, and arrange for remedial work to be carried out.

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

Highway Maintenance: message of 1 Nov from Paul Hill

"Dear Hugh,

Yesterday I submitted reports to the Council about the fallen leaves on Castle Boulevard, enclosing photographs, explaining that as the piles of leaves are so thick in places are getting caught in cyclists' wheels, and also the pedestrian section alongside the iron railing has been halved in width due to the overgrowth, which often results in the pedestrian having to walk on the cycle path.

Also reported the trees' debris in the blocked gully that runs down the centre of the NCN 6 shared path between Charnock Ave, Wollaton and Lenton Lodge. Last Monday 24th October we had the downpours which resulted in a flood due to the blocked gully. It was only a few weeks earlier that I reported similar conditions which resulted in the gully being cleared within a few days.

At this time of year when trees are daily shedding their leaves I cannot understand why Nottingham City Council are not regularly sweeping the shared pathways as a matter of Health and Safety, say every 2 weeks, and this is an issue that should be taken up with them.

If you need to see any pictures of the above areas that I reported, please let me know and I will send some to you.

Regards, Paul "

The Turning Point scheme and cyclists: comments on the interviews which Steve Hunt (Nottm City Council) and I did for BBC Radio Nottingham, broadcast on 1 November.

"Comments on the interviews this morning on BBC Radio Nottingham about cyclists' views on the Turning Point scheme. Seems like we have made it to the BBC News website as well!

Hugh

>>> "Richard Holt" <richard.holt@empics.com> 01 November 2005 >>>

Hi Hugh,

I have just read your views on the Turning Point on the BBC website

<http://news.bbc.co.uk/1/hi/england/nottinghamshire/4395246.stm>.

I cycle everyday from Sherwood to my work place by the Castle and am extremely concerned over a number of situations the turning point now puts me in on my bike, one of which I believe is only a matter of time before I am knocked off my bike.

Firstly the fact that the road that leads from the Castle Gate (?Friar Lane) to Maid Marian way is now a one way street means that each time I cycle down it towards the city centre I am breaking the law. This is a previously designated cycle route from Lenton to the City Centre and the Blue Signs still point you along it. Of course you could cycle up Standard Hill

and down Mount Street but this is not the logical route for a cyclist.

But I am particularly concerned about the junction between South Sherwood Street, North Sherwood Street and Shakespeare Street, by the Orange Tree bar.

Cycling out of the city centre down the hill of South Sherwood Street and trying to continue up North Sherwood Street, which I believe is an encouraged cycle route, puts you in dangerous conflict with cars pulling out of Shakespeare Street. I have twice narrowly missed colliding with cars at this junction.

Why are cars travelling eastwards along this road not put under traffic lights. I really feel it's a matter of time before a cyclist is knocked off their bike at this junction as I cycle it everyday I fear that it might be me.

I agree with your points raised about crossing the city. You are now in conflict with buses all the time. Steps have been made in the right direction but there are some issues that should be changed.

Sorry to sound like I am from Tunbridge Wells but I am genuinely concerned.
Regards, Richard Holt "

...and from Chris Dixon

"Hugh,
While we're all having a rant about Turning Point (heard you on the radio by the way), the craziest thing to me is that cycles are allowed to travel eastbound along both parts of Parliament Street, but coming from Chapel Bar you reach the Theatre Royal and are forced to turn left with the car traffic and not able to go straight ahead towards the Vic Centre.

The legal route would have you go right around the loop as far as Shakespeare Street and back along Milton Street - a huge detour. Of course, I make an illegal dodge around the central reservation and carry on legally along Parliament Street - but it's not without risk.
Chris Dixon"

...and from Dave Morris:

Re. Richard Holt's comments on conflict at The Orange Tree bar, Shakespeare
St:

I am also forced to take this gamble every day on my commute home, as the route up North Sherwood Street is now my only option to get to Mapperley Park (You will remember my last message on this). With the days getting darker, I think this junction will become more dangerous for cyclists.

Cycling Northwards on South Sherwood Street, you cross Shakespeare Street and continue north on the North Sherwood Street cycle route by using the dropped kerb outside the Orange Tree bar, riding across the footway to the cycle route sign/ cycle gap.

The problem is that traffic travelling east on Shakespeare Street (towards Milton Street) is not signalised. Unless cars are stopped by pedestrians using the zebra crossing, there is a good chance of being T-boned by a car emerging from your left. In addition, as the footway can be busy, you may need to extra take time in this danger zone to spot a gap amongst pedestrians.

Why is eastbound traffic allowed to filter through this junction when other movements are signalised?
Dave."

PS. I have now arranged a **meeting on 25 November** with Steve Hunt and Steve Brewer to discuss this further. Arthur Williams will also be coming.

Does anyone have **any further comments, please**, including feedback on the **new ASLs** which the City Council have recently installed in this area?*

Pedals media publicity (including feature on Cycling on Pavements)

About 9-10 seconds of 10 minutes of filming which I recorded with BBC TV was shown in this item, on Cycling on Pavements, which lead the East Midlands Today bulletin on 1 March.

...message from Paul Hill (1 Nov)

"Hello Hugh,
I saw the excellent news item on BBC East Midlands yesterday evening and in reference to cycling on pavements, it brought back to me a few memories of incidents which took place a few weeks back.

Just as we had turned the corner from Derby Street into Derby Road and heading towards Canning Circus [we were pushing our cycles at this point] when we were suddenly confronted by a maniac [adult cyclist at this] riding his bike at top speed down the pavement towards Toll House island.

Many schoolchildren are also a problem as they sometimes ride on pavements at high speed or leave their cycles lying on the pavement outside shops - unlocked for easy theft. Here is one example of a local school boy being irresponsible with his pushbike, and my good deed for the day going unnoticed by this thoughtless young school boy in his Ellis Guilford uniform. The other day while waiting outside Spar in Nuthall Road, Aspley, looking after our bikes while my mate was shopping, I spotted a local schoolboy who coming home from school around 4 pm lay his bike in the middle of the pavement, behind the metal bench, and thus blocking the right of way for the groups of mothers with pushchairs, and elderly pedestrians with walking frames.

I decided to be a good citizen and move his bike out of the way and lean it against the tree, only to be confronted by the young owner of the bike who demanded I leave his bike alone, despite my explanation to him that leaving his bike in the middle of the pavement was going to cause accidents and all I was doing was moving his bike to a more safer place to prevent accidents as there were people walking up and down the pavement, he stood defiant and was having none of it because he didn't listen to a word I was saying.

If I hadn't moved his bike and an accident had occurred I would have been in the doghouse with the local police and I could have been sued by the person who had the accident for not doing anything to prevent it in the first place. Where kids are concerned it's Damned if you do and Damned if you don't these days. So much for my good deed of the day!

I swear I would never move another kid's bike out of the way after that episode. Many schoolchildren

need reminding about the dangers of leaving their bikes in the middle of the pavement, although I am sure that the children are taught the Highway Code in schools, and by many parents.
Paul”

Hugh McClintock
<Hugh.Mcclintock@nottingham.ac.uk> wrote:
“I have just done some filming for BBC East Midlands Today, including an interview, for a feature they should be running later today (lunchtime and this evening, assuming no more newsworthy items crop up!) on the subject of cyclists riding on pavements. I also don't know how much they are likely to use. I had suggested they do some filming on Abbey Street (Lenton), between the Gregory Street traffic lights and the Dunkirk flyover island, where I know this can be a particular problem but they arrived too late to get the best shots when the problem is, I think, most prevalent (8.45-8.55).

I also suggested they might do some filming on Friar Lane, to show an example of where more cyclists have been tempted to take to pavement riding since Friar Lane was made one-way only 2-3 years ago, severing that route for cyclists into and out of the Old Market Square.

Just before I left home this morning to record this feature BBC Radio Nottingham put out an interview I did with them last night on cyclists and the Turning Point Scheme. My piece was followed by an interview with Steve Hunt from the City Council.

I am aware that I probably came over as seeming a bit manic but my excuse is that I was doing the interview while trying to dodge other pedestrians and street furniture between the Vic Centre Clock Tower and Parliament Street ends of Milton St, while trying to make sure I could be heard above the traffic noise! (I was by the way pushing my bike then and not riding it!)
Hugh”

...copy of my letter to the NEP (3 Nov);
abbreviated version published on 10 Nov)
“Your feature (2 Nov.) on drivers' problems with The Turning Point makes no reference to its impact on cyclists, a matter on which Pedals has repeatedly raised many detailed concerns with the City Council.

When this scheme was first proposed Pedals welcomed it in principle, feeling that cyclists would benefit from the reduction in traffic on these streets. However, the reality is that, in peak periods at least, conditions can still be quite intimidating for cyclists, with wider pavements and buses in both directions leaving little room for a cyclist to squeeze through.

We also thought that cyclists would benefit from being able to ride in both directions on Parliament Street and Milton Street. Up to a point they have indeed benefited but these benefits have been limited both by some poor signing of the cycle exemptions and by new restrictions on entering or leaving Parliament Street, e.g. by the Theatre Royal.

Some roads and junctions have been made distinctly more awkward and dangerous by the scheme such as the junction of Shakespeare Street and South Sherwood Street. You can no longer cycle directly from the fairly quiet North Sherwood Street into South Sherwood Street, even though cyclists are allowed to share the bus lane towards the Royal Centre.

Many of these points were raised by Pedals with the City Council when the scheme was first proposed early last year but it is only recently that they have begun to take any serious note of these, e.g. with the welcome provision of Advance Stop Lines for cyclists at junctions such as that where Shakespeare Street meets Mansfield Road. In general Shakespeare Street now carries far more traffic and is less safe for cyclists.

What is most worrying is that there was no attempt when these plans were drawn up to consider systematically what its impact would be on the routes that cyclists want to take, in different directions, e.g. cycling from Carlton and the east of the City towards the area north-west of the centre, including the Nottingham Trent University campus.

Similarly, no real thought was given to how it could be designed to help cyclists to ride safely across the City Centre, between North Sherwood Street or Mansfield Road and Carrington Street and the Station, avoiding both busy roads and narrow streets with tram tracks. This is very important for less confident cyclists who most need encouragement and support and who may be most worried about cycling both in busy traffic and near tram tracks.

Pedals has always realised that busy pedestrian streets are not suitable for cyclists to use. However, a few properly signed quiet and safe routes are needed across the City Centre, and for many years we have found these very difficult to achieve, despite the introduction of a few very welcome facilities such as the contraflow cycle lane on Carlton Street / Goosegate, the cycle lanes by part of the NET route on Middle Hill, and the toucan crossing at the junction of Castlegate and Maid Marian Way. These however need to be improved and extended, as continuous and clearly signed through routes.

We welcome the recent signs of willingness by the City Council to take some note of our concerns but it is a great pity that these were not taken on board much earlier. Much more needs to be done to rectify the situation for cyclists in this part of the city.

A key lesson from this experience is that it is vital to ensure that cyclists' needs are much more thoroughly considered and provided for alongside the other important and complex issues in the design and implementation of such major projects.

Hugh McClintock,
Chairman, Pedals

A60 Mansfield Road, Carrington – bus lane scheme

I have had a letter from the City Council informing us of the start of work on utility diversions in connection with the new bus (and cycle) lane. The utility works will continue until next April.

Canning Circus Pedestrian Scheme: message of 2 Nov. from Chris Dixon with comments on the City Council's revised proposals sent to Craig McLennan, City Council

“Craig,
ref TMP6537
Please accept this email as an objection to the traffic regulation order for Canning Circus. The grounds for the objection are the prohibition of the right turn from Canning Terrace into Derby Road (the Ben Bowers

U-turn) and the failure to make alternative provision for cyclists to make this turn, forcing them to consider dangerous and illegal manoeuvres to avoid an excessively long and sharply inclined detour.

I understand that you consider there can be no safe means for traffic to make the above turn, but provision for cyclists could easily be made by making two of the new pedestrian crossings (those shown either side of Ben Bowers) into Toucan crossings. This would allow cyclists in the left lane of Canning Terrace to cross first to the central reservation (by Ben Bowers) and then to the south side of Derby Road to continue their journeys into the Ropewalk area.

Please advise me if you require this objection by post.

Regards, Chris Dixon
Charnwood, Marston Road
NG3 7AN

... on Nov 2, 2005, at 15:28, Craig MacLennan wrote:

Canning Circus Pedestrian Scheme: Traffic Regulation Order TMP6537.

Thank you for your personal input into the Canning Circus consultation regarding cycle issues. Please note that advanced stop lines are being introduced, as shown in drawing number MTP/ 200/500/05. There will also be an exemption for cycles from the Ropewalk into Derby Road. Cycle parking is also going to be implemented on the 'island', with the exact location to be determined at a more detailed design stage. The movement of cyclists around the Canning Circus junction will also be enhanced by reducing the number of traffic movements and lanes.

From the Consultation leaflet that was sent out in June 2005, we received a high number of responses and comments. This has confirmed the importance of the area in terms of the pedestrian movements linked to the local shops / businesses and as a route to and from the city centre. A range of issues were raised in the responses and as a result the City Council has carried out a detailed review of the original proposals.

Having listened to the comments from yourself and others and looked at what was said, we have acted to make changes to the scheme. This means we will change the Traffic Regulation Order in the following way: -

It was originally proposed to ban the left-turn from Derby Road into the Ropewalk. Under the revised proposals this left-turn will be retained. However, to provide enough width to introduce the new pedestrian crossing on Derby Road and to remove the level difference at the junction in order to improve the footpath, a prohibition of driving (except cycles) will be introduced from the Ropewalk into Derby Road. This will mean that no traffic other than bicycles will be able to exit the Ropewalk into Derby Road. Signs will be introduced to show alternative routes.

The banning of the left turn from St Helens Street into Alfreton Road will not proceed. The number of 'pay and display' parking spaces on the 'island' will only now be reduced from 14 to 12. The two spaces adjacent to the 'Falcon Inn' will be removed as part of the landscaping proposals.

The provision of a loading only bay on the 'island' will not proceed. As originally proposed, two additional 'pay and display' bays will be provided on the Ropewalk.

Following other comments received there has also been a reappraisal of the pedestrian crossing arrangements. A crossing will be provided on Derby Road in the vicinity of 'Ben Bowers' (in a position similar to the existing crossing). The revised arrangements allows for all pedestrian movements as originally proposed.

There were calls to retain the 'u-turn' outside 'Ben Bowers' and the feasibility of retention was studied. However, it has proved impossible to accommodate this traffic movement safely alongside the upgraded adjacent pedestrian facilities.

I would like to take this opportunity to inform you that public advertisement of the Traffic Regulation Order proposals is taking place between 31 October 2005 and 28 November 2005 and that any written objections to the proposals (stating grounds and ref TMP6537) must be received by me by the 28th day of November 2005.

Yours sincerely,
Craig MacLennan, Major Projects"

I have also now received a **consultation letter**, wanting **comments by 28 November**. **Any further comments please?***

Copy of message of 3 Nov. from Susan Young to Lynne Pearce re siting of cycle stands at QMC Lynne

One major issue that remains is the siting of the original outdoor cycle stands by the now locked door to the medical school. They are being used only as a last resort as they are now dangerously sited, users having to walk through the goods yard to an entrance. As there are so few pedestrians/cyclists in that area, the danger to these groups is significantly higher - critical mass effect.

Instead, cyclists are parking bikes to the railings by the EENT building as the cycle stands there are very quickly full but much better sited due to the new restrictions. Maybe more stands in that area could be considered.

For much of the year, the secure compound is very full hence there is not really any spare capacity there for cycles to relocate.

It is not ideal for many people to transfer their parking to the consultants' car park facility as the perimeter road is not pedestrian/cycle friendly and without a contraflow, can add significantly to a journey. The goods yard area is a natural point of entry for many at QMC, both on foot and by cycle.

Whilst on the issue, the area for cyclists to go past the barrier into the goods yard requires high level cycling skills, being difficult to negotiate and I have noticed many avoid it altogether. It is easy to cycle fluidly out of the goods yard however. An improvement in the design would be greatly appreciated.

Signs warning drivers of motor vehicles that they may encounter cyclists and pedestrians in the goods yard may now be appropriate. In the past there were so many, there was a safety in numbers but now they

are primarily lurking at the edges, could be far more easily overlooked hence adding to any danger they may face.
Susan
Susan Young”

Junction of Queen’s Drive and Crossgate Drive: growing congestion and dangers for cyclists on the cycle route: copy of my message of 3 Nov. to the City Council:

“Dear all,
On my regular journey home from work in recent weeks, using the cross-town cycle route from Lenton to The Meadows and West Bridgford, I have noticed not only the much increased congestion at the junction of Queen's Drive, Crossgate Drive and Meadows Way, but the dangers this is now posing for cyclists on the cycle route crossing Queen's Drive through this junction towards Meadows Way/Robin Hood Way and Wilford Bridge etc.

The extra traffic that I observe at this junction in the evening peak (I normally pass this way between 17.20 and 17.30) is, I imagine, due at least to the build-up of development on the 'ng2' site (i.e. the former Royal Ordnance Factory) just up the road and the fact that it is likely to remain a very car dependent development up until the time when (eventually?) it is served by the NET Phase 2 extension towards the QMC, Beeston and Chilwell.

The consequence, as I now regularly observe, is that northbound traffic, in particular, now has to queue much further back, through the junction and often means that there are still motor vehicles blocking it when the lights go green for traffic on Crossgate Drive, including cyclists approaching from the Lenton direction via Birdcage Walk. What makes it particularly hairy is that you can never be sure if this motor traffic that is caught when the lights change will remain stationary until the lights go green again for them, or will try and edge forward to close any gaps. The situation is made worse, as I clearly saw last night, by other motor vehicles trying to turn into Queen's Drive, e.g. from the Meadows Way (east) side of the junction, making it even harder for any crossing traffic, including vulnerable cyclists, to predict who is going to be coming from what direction and squeezing into the narrow spaces they think they can fit through when they get a green signal and think they have the right to proceed!

Having seen clearly how this problem has got worse in recent weeks I would like to suggest please that some action is urgently required to deal with this increasingly dangerous situation, and not just from the point of view of cyclists' safety. I am aware that box junction solutions, with their paraphernalia of extra signs and markings, may no longer be considered appropriate in view of the current wish to reduce such intrusive and unsightly clutter but some action is certainly required.
Hugh

PS. While on the subject of this junction could I please mention again a matter that I first raised over a year ago when this junction was resurfaced? This is that the advance direction sign (including the cycle route direction sign) on the slip road from Meadows Way to Queen's Drive (Clifton Bridge direction) is *still* erected in the wrong place! It should surely be facing traffic (including cyclists) going straight ahead through the junction from Meadows Way to Crossgate Drive (and Birdcage Walk).

I cannot understand why the contractor responsible for the resurfacing last year was allowed to get away with putting the sign back in the wrong place but even more I fail to understand why, despite my reporting it 2 or 3 times, it has still not been put back in the right place!

Having misleading direction signs surely can only add to the increasing safety problems of this junction if it means that those using it are less sure which way they are supposed to be going and get distracted from watching out closely for what other users of the junction are up to! This is particularly serious on a busy junction that forms part of a major cycle route and which cyclists are therefore very much encouraged to use!”

Cycle path Defects: Victoria Embankment missing cycle route signs: message of 17 Oct from Peter Goode, Nottingham City Council:

“Hugh
I am raising this with a number of colleagues. I agree that this could look like another example of no action and it is useful that you raise it. I think that the issue here is that although the reply to you is partially correct it misses the point and we need to train our junior staff to recognise the bigger picture.

The reply which states that Victoria Embankment is not adopted highway is of course correct and maintenance of it does fall to a different department (but yes still the City Council and not your problem to help us work out which one) but there is none-the-less a right of way and permitted public access including the creation by some means of a cycle route which has an elevated status such that it is no doubt on official maps etc and signed and promoted as part of the authority's cycling strategy etc. We do appear to fall down on a maintenance strategy and ownership of the cycle route / right of way etc. I guess that the issue is that the maintenance of the surface and other structural items such as kerbs, drainage etc is the responsibility of the land owner / occupier just as a farmer is responsible for the maintenance of a rural footpath across his field but the maintenance of the additional items such as route marking are not his responsibility just as way marking and signage of public footpaths is done by the highway authority.

I think there is a similar issue on the cycle route through the Island Site (London Road to Manvers St) where the planning permission was granted subject to there being a public cycle route through the development but no intention that the development roads etc would have to become maintainable / adopted highway.

Clearly we need to differentiate between the adoption of the road and the maintenance of those aspects which make it the route which it is.

I trust that we can provide you with a better solution than currently seems to be the case.
Peter Goode
Nottingham City Council”

...this was a response to mine of 28 Sept: to Peter Goode and to Steve Brewer:

“This response seems to be like the start of another round of continual passing the buck, judging by some previous experiences of reporting problems on the Victoria Embankment! It refers to the continuing saga

of the cluster of cycle route direction signs opposite the west end of the suspension bridge which have now been missing for several years, despite my reporting them on several occasions! (There is a similar problem at the other end, I might add, which I have also reported often to Notts. CC, also to no avail!)

One of the things we want to bring up with Cllr. Grocock at the Pedals meeting next month is the effectiveness of the online Highway Defects Reporting system and this seems a good example to raise of what all too often happens when problems are reported and, either are not acknowledged, or are acknowledged and then nothing happens at all for at least a long time after, without any explanation as to the reason why!

Any suggestions on how this matter can be dealt with without yet more delay and buck-passing please?
Hugh”

Ring Road cycle track abuse: message of 18 October from Paul Hill

“Hello Hugh

As you are aware of the many complaints about drivers abusing the ring road cycle path, I recently came across this particular driver who blocked the entire shared path on Western Boulevard, on the approach to Wilkinson Street and decided to photograph the offending vehicle and I was thinking of sending these pictures to the company advertised on the spare wheel cover at the rear. Would Pedals be interested in reporting the incident to the Company concerned?
Paul Hill “

Any comments, please? I would like to include a feature on this in the next newsletter, using some of his pictures and also, space permitting, one of the ones he has sent me more recently showing motor vehicle obstruction of the cycle path access by the River Leen by the Stores Road side of the QMC.

I have forwarded Paul's messages and photos to the City Council for their comments.

"Except Cycles" plate below a No Through Road sign: message to Steve Hunt and Steve Brewer, Nottm. City Council

Steve

Steve

Any progress on the clarification of signs for cycle access at these points that we discussed with Polly Brant at our site meetings back in the summer and including these?

- top of Carlton Street and Goosegate contraflow cycle lane, including need for 'except cycles' plates under 'No Right Turn' and 'No Left Turn' signs on the side streets feeding into it.

- 'except cycles' plate under 'All Traffic Turn Left' sign at junction of Bridlesmith Gate and Victoria Street.

- 'except cycles' plate under 'All Traffic Turn Left' sign at junction of Houndsgate and Wheeler Gate, i.e. west side of St. Peter's Square.

- 'except cycles' plate under 'No Through Road' sign at junction at junction of East Circus Street and Park Row, on approach to Park Row/Maid Marian Way cycle gap.

- provision of more cycle route direction signs to help publicise route to Maid Marian Way toucan crossing, especially from Castle Hill (west end of Friar Lane) and Castle Road end of Friar Lane.
Thanks, Hugh”

... Copy of message from Graham Lansdell to Liz Johnson (now Liz Hisketh!) 10 Nov:

“Dear Liz Johnson

Hugh McClintock copied me in on an e-mail which he sent to you regarding the absence of an **"Except Cycles" plate below a No Through Road sign.**

I have located some other sites where this problem exists, and notified the City Council of them many months ago, but no action has been taken. As Hugh obviously believes that you are someone who can get this sort of thing sorted out, I am taking the liberty of sending you the locations which I have spotted. Please let me know whether you can get them corrected, and if not, advise me who else to contact.

1. Park Row: signs at its junction with Regent Street and with its junction with East Circus Street.

2. Bentinck road: at its junction with Radford Road, along with other signs in the vicinity all relating to the same closure (except for cycles) of Bentinck Road at its north-western end.

Finally, in view of the fact that it must surely cost more to re-visit sites to add supplementary plates than to erect the plates when the No Through Road signs are initially put up, I would like to offer my services to the City Council, (at no charge), to view traffic schemes at the design stage, in order to pick up situations where the need for such supplementary plates are needed, in view of the fact that at present the City Council staff designing such schemes are not doing this themselves.

I would welcome your view on my offer. If you feel the need to pass it on to somebody else in the Council, please do so, but please let me know who it is that you forward it to.

Thanks.

Graham Lansdell”

Wollaton Vale new cycle lanes:

Any comments on these please? When I saw the proposals I was worried they might be a bit narrow but they should still be an improvement on the former shared paths which often had poor visibility at crossings with private drives.

A453 Improvements and cyclists: message of 26 October from Roger Cook, Edmund Nuttall and my response:

“Dear Mr. Cook

Thank you for your message.

Pedals has for many years taken a close interest in the saga of the A453T plans and always regarded it as very important to ensure that whatever scheme finally emerged included good standard provision for cyclists both within and outside the Clifton built-up area.

Within Clifton we wish to see an extension of the present cycle paths between Clifton Bridge and Clifton village, with a series of safe crossing points to connect this to the centre of Clifton.

Between the Crusader roundabout and the M1 we also wish to see continuous, good standard, cycle paths, again linked to a series of safe crossing points of the widened road, to facilitate local access, and with good connections to and from the proposed East Midlands Parkway Station, to encourage the promotion of bikes in conjunction with rail travel (and also including plentiful and secure short and long-term cycle parking at the new station).

The route should also have safe and attractive connections to the existing riverside path between Clifton Bridge and Barton Fabis which is part of Sustrans proposed National Cycle Network Route 15, and, across the M1, to and from NEMA and its associated business parks, to encourage safe cycling to and from work.

We are well aware that the aim of maximising the opportunities for safe cycling as an integral part of the scheme are shared by many other people. For example, at one of the public meetings about that I attended in Clifton in September 2004, I found myself in a very interesting conversation with the Chair of the Thrumpton Parish Meeting. She mentioned that she did cycle for some local trips, e.g. to and from Hathern, as did many others, but that she was appalled, when driving, to see how cyclists now have to cope with the busy traffic on the road and how some resort to riding on the grass verge. She did also, I recall, mention how several people had mentioned to her that they would like to be able to cycle safely to and from the new Parkway Station, once built. I also recall one of the people manning the Exhibition telling me that lots of people visiting it had made comments about the need for good cycling provision.

I am therefore quite sure that there is much pent-up demand for cycling in the area, on this relatively flat route (the riverside path provides a flatter alternative for those who do not want to ride up the hill between Barton Lodge and Clifton), if the conditions for cycling are now made much safer.

I would be very happy to provide more information, should you so wish.
Hugh McClintock
(Chairman, Pedals)

>>> "Cook, Roger" <Roger.Cook@edmund-nuttall.co.uk> 26 October 2005 >>>

Dear Mr McClintock
Please forgive the email, but I have a lot of issues to deal with as part of our tender for this scheme. I represent Edmund Nuttall Ltd, who as I say are tendering for this scheme on behalf of the Highways Agency. As part of our submission I am looking at community engagement issues and in particular the question of non-motorised users (NMUs). Whilst it is relatively easy to provide cycling facilities through the urban area of Clifton, it becomes more difficult in terms of connecting the Clifton cycle ways to the Power Station (for the proposed Parkway Station) and the M1 corridor, always supposing that this is what cyclists want. The feedback from the public meeting suggests that this is so.

My reason for contacting you is to ascertain your thoughts on this matter and any possible solutions that you or your organisation might propose, no matter how "off the Wall". We would certainly welcome these as it may help with our tender bid. As a company we actively seek the views of people

affected by our jobs, as it helps with community relations and in certain cases it has helped us save our clients money.

My time scale regrettably is tight. If you were able to respond within a couple of days it would be appreciated.

Best regards
Roger Cook, Submissions Manager
Edmund Nuttall Ltd
Tel: 07795-613601

Consultation by City and County Councils on the new Provisional Local Transport Plan:

We are asked to make comments by 9 December on (the summary of) this new 350 page document. Anyone interested please in putting such comments together?*

Signing and safety: A52T Gamston toucan crossing and Grantham canal towpath: message of 24 Oct to Ed Ducker et al, Notts. CC.

"I noticed at the weekend that, although some extra direction signs for cyclists to the Gamston A52T toucan crossing have been provided on the Gamston side there is still a general lack of direction signing for cyclists from further back from the crossing, as Pedals mentioned the need for some time ago. This is the case both from the end of Davies Road and, even more, on the eastern (Bassingfield and Cotgrave) side of the crossing where there is very little signing at all.

Not only does this mean that the crossing is still quite hard to find, unless you know the area well, lessening the potential to make it well used, but it also means potential negative safety implications in that it is still easy for people wanting to cross the A52T at this point (whether cyclists or pedestrians) to try to use much more dangerous crossing points, e.g. on the line of the Grantham canal to the north of the crossing. For example, if you approach Gamston on the towpath from the Cotgrave direction, arriving at Tollerton Lane, there is nothing to direct you towards the crossing! I remember pointing this out at the last Highways South Cycle Working Group meeting and understood that action would then be taken to improve the signing.

Since long before the crossing was completed Pedals has been emphasising the need to ensure comprehensive direction signing, from all approaches, and to publicise its existence widely, but this still has not been done. Indeed it seems as though the existence of the canal towpath route in general is still very poorly publicised; there are no direction signs further back, e.g. from the Cotgrave-Stragglethorpe road or points east of it. This is a such a waste of what is basically a most attractive route and tremendous asset (especially if its' reputation as a source of punctures during the hedge-cutting season could be tackled!). Could I therefore please make a further plea for this proper promotion of the crossing and route to be done at least, by the County and Borough Councils, in collaboration with both the British Waterways and the Highways Agency?

One other detailed point that still has not been addressed several years after Pedals first raised it, is the issue of the potential safety hazards to path users arising from the sharp bend near where the path emerges on Hollygate Lane, Cotgrave. At this point motor traffic tends to be accelerating as it leaves the

village and may well not be expecting walkers or cyclists to want to cross the road at this point, between the connecting sections of the towpath. Can the matter of finding ways of reducing this danger also at last please be addressed?
Hugh”

PS. I have since discussed this matter with Dan O’Neill of the County Council who is working on it.

Re: new Hucknall Station cycle lockers: message of 6 Nov. from Andrew Martin

“Andrew
Thanks for this rather depressing report which I shall pass on to Ed Ducker!
Hugh

>>> "Andrew" <andrew@veggies.org.uk> 07 November 2005 >>>

Dear Hugh
I visited Hucknall on Friday 4/11/05 to inspect the four cycle lockers near the station. Three of the lockers had doors which were jammed shut/distorted and thus out of use.

The remaining unit had a door which was padlocked and seemed to be operable/in use. I hope this information is sufficient for your purposes.
Regards, Andrew”

PS. A wider point that arises from this matter is how we can improve our effectiveness in getting feedback on such changes. This came about following complaints last year from Chris Stevens and Jo Cleary, then still living in Hucknall, about the poor state of the cycle lockers. I took this up with several people including County Councillor Chris Baron, a local councillor and also chair of the NET Advisory Committee. Completely new lockers were provided and Cllr. Baron asked me for comments. By then Jo and Cleary had left the area and it proved rather difficult to get local any local feedback. Indeed I had none at all until Andrew volunteered to go and have a look.

Given that, I know, some people think that Pedals never shows any interest in anything outside West Bridgford, how can we do better to get comments on things happening in areas from which we rarely if ever get people coming to our meetings?***

Sheffield bikes on trams experiment

Simon Gellar from Sheffield Pedal Pushers tells me that South Yorkshire Passenger Transport Executive (SYPTe) who run the Sheffield Supertram have agreed on one coming Sunday to run an experiment in which 10 cyclists will be allowed to take their bikes on the tram. This will be closely monitored before they decide whether or not to extend it.

Items for Notts. County Council Highways South Cycle Working Group meeting, 15 December.

One thing I want to raise is the matter of cycle maps and having revised cycle maps that include the same coverage of adjoining areas as in the City, regularly updated and based on the format of the new Bristol cycle maps discussed last month.

Any other particular items for me to bring up then please?*

9. Miscellaneous items

**DfT News Release 2005/0104: Cycling Demonstration Towns Project
19 October 2005**

GOVERNMENT PUSHES PEDALS TO BOOST CYCLING

Six towns in England will share in nearly £17 million to promote cycling Transport Minister Derek Twigg announced today.

The new Cycling Demonstration Towns will lead the way in encouraging local people to use pedal power. The funds will be used to make the environment more cyclist friendly, offering safety training and promotion to encourage take up.

Under the scheme, the towns will receive a total of £8.4 million Government funding over three years and this investment will be matched by the local authority.

The new Cycling Demonstration Towns are: Brighton, Darlington, Derby, Exeter, Lancaster and Aylesbury. They were chosen following recommendations from Cycling England - an independent expert body set up by the Department for Transport last March.

Derek Twigg said:

"I am delighted to announce the six towns which have been chosen to lead the way in promoting cycling across England and I congratulate Cycling England on the work they have done so far. Cycling is a fun, healthy and environmentally friendly way to travel. Research has shown cycling can improve fitness and reduce obesity which can cause serious health problems. This investment shows Government is committed to encouraging more people to take up cycling in all or part of their journeys."

Chairman of Cycling England, Phillip Darnton said:

"We want to support towns to work with local schools, hospitals, employers and the wider community to demonstrate the real benefits that cycling can bring: from reducing congestion to increasing levels of physical activity. People want to cycle and we must work together to help them do so more safely and more often."

Notes to editors

1. From 1st November, five of the towns will each receive £500,000 per year for three years and Aylesbury will receive £300,000 per year over the same period.
2. Cycling England had originally proposed funding for five Cycling Demonstration Towns. However a sixth town, Aylesbury has been included because it is a growth area with the opportunity to plan cycling into a major new programme of development.
3. The Cycling Demonstration Towns were chosen from a shortlist of 9 local authorities following initial

expressions of interest from 32 local authorities.

4. Cycling England is a new independent expert body and was created by Department for Transport in March 2005 to plan and co-ordinate cycling across the country. Cycling England are supported and directed by a cross Government group including representatives from the Department for Transport, Health, Education and Skills, Culture Media and Sport and the Office of the Deputy Prime Minister. Cycling England has a budget of £5m a year for the next three years to allocate to cycling programmes

PS. I have been asked by some people why there was no Nottingham bid for this project. The answer is that, I understand, Nottingham City Council were not asked to bid. It seems that those places who were asked were those places had who shown interest last year in the Department for Transport's Sustainable Travel Towns Project, whether or not they were successful in getting funding from that.

Hugh,
16.11.05