

AGENDA FOR PEDALS MEETING:

7.30 p.m. on

Monday 17 October 2005

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

AGENDA

- 1. Welcome, and apologies for absence**
- 2. Discussion with Steve Brewer about revising the Nottingham cycle maps**
- 3. Minutes of Pedals meeting of 19 September and matters arising**
- 4. Finance**
- 5. Events / meetings**
- 6. NET matters**
- 7. (other) cycle facility and traffic matters**
- 8. Critical mass rides**
- 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.

2. Discussion with Steve Brewer about revising the City cycle maps

Cllr. Grocock, City Council Cabinet Portfolio Holder for Transport and Street Management, cannot now come until the November meeting and, as Ed Ducker did not want to bring forward our planned meeting with him, I agreed with Steve Brewer that he should take the one hour slot at the beginning of this meeting.

I have already had some comments on the 2005 revisions of the maps from Arthur Williams and Lawrence Geary. It will be useful to have these contributions as well as comments from other people please. Steve wants to have a regular annual revision process for the maps.**

3. Minutes of the Pedals Meeting held 19th September 2005 at the Globe.

Present: Hugh McClintock, Susan Young, Dave Morris, Peter Osborne, Gordon McGowan, Arthur Williams, Lawrence Geary, Roy Wilson, Andrew Martin, David Miller, John Bannister and Gordon Smerdon-White.

Apologies for absence: Bill Istead, Mara Ozolins and Roger Codling.

Discussion with Representative of the Big Wheel.

Gary Smerdon-White, an adviser to the Greater Nottingham Transport Partnership presented Jupiter Design's proposed cycling strategy. The strategy's main focus is on the health benefits of cycling. This presentation was followed by an open discussion amongst Pedals members. Numerous suggestions and comments were made about the strategy. Jupiter will return after Christmas with an update. Funding for this strategy is expected to be made available in February or March 2006.

Pedals Tool Kit.

Following the assessment of the tool kit held by Dave Clarke, it was agreed that a visit to Carlton Fire Station to check out the trailer should be made. It is believed that most of Pedals' tools and bike stands are held there, so before any money is spent on new tools the current situation needs to be further evaluated. Dave Morris, Andrew Martin and Peter Osborne to deal with this and report back to the next Pedals meeting.

Finance and Membership.

Standing orders remain constant. About 60 people have not renewed which is why payment by standing order needs to be encouraged. It takes two or three reminder letters to get people to pay up. Donations were received from people at events such as the Riverside and the Asian Mela.

Of the 1200 "Superflyers" distributed, only three were returned. Very few people have signed up at stalls this year. There are still 750 leaflets to dispose of before Christmas.

The second issue of the Newsletter is due in January 2006. We need to find out if Nelsons will sponsor the newsletter for another year.

Newsletter Printing Arrangements.

The printing arrangements are just about sorted. It will be about two thirds of the length of previous versions. Derek Hankey needs an extra week to get printing arrangements finalised. There will be more photos and fewer articles. John Clark has designed a new banner.

Other Stuff...

Councillor Brian Grocock is attending the October Pedals meeting. To make the most of this meeting, Pedals members can email Hugh with specific questions to put to Councillor Grocock.

The Big Wheel Day Out. Pedals is doing a stall. We have just enough cover for this.

CTC/CCN Conference, Warrington. Sat Nov 12th. Roy Wilson interested in attending.

Replacement Publicity Officer. We desperately need a replacement for Dave Clark. We also need people to man the stalls and continue the excellent work that Dave and Liz have done over the years. We may just have to concentrate the two biggest events (Tour of Britain and Big Day Out). Alternatively we could try and share a stall, e.g. with Ridewise. Storage of the marquee is also required.

Lockers at Hucknall NET Station. Six of these have been installed. Andrew Martin is to investigate them.

Pedals Website. Dave Silvester has offered to help Alistair Morgan is going to revamp the website. Links to maps will be added and pdfs for downloading.

Update:

Pedals toolkit

Peter Osborne to report on his inspection of the Pedals trailer contents.

Station cycle parking:

Reports from Andrew Martin on the new Hucknall Station cycle lockers and his renewed attempt to get action re the damaged cycle stands at Nottingham Station, if he has had a chance to follow these up since last month.

Autumn newsletter publication

I checked the newsletter proofs last weekend and Derrick is now making revisions and sending all the artwork through to our new printers Novaprint in St. Helen's for printing. I still don't know the exact date it will be ready for stuffing and dispatch but should have a better idea by the time of our meeting so will then ask for help please in getting this done! All being well I hope this will be Thursday evening of next week (20 Oct) but I will have to confirm the likely date with the printers later this week.**

The Big Wheel Big Day Out at Nottingham Castle, 23 Sept.

Many thanks to those who helped with the Pedals stall; Susan, Peter and Gordon.

We are still of course looking for a replacement Publicity Officer but meanwhile I would underline the importance for anyone helping with our stall of making sure that the material is up to date and not too tatty.

Helping at the events last month I noticed that we had lots of last years City cycle maps mixed up with the newer ones which came out earlier this year, for example!

A good supply of rubber band for use on the stall and when putting stuff away also helps to stop leaflets etc. getting tatty and torn.

The Big Day Out (23 Sept): comments to The Big Wheel

"Gary, Anisha, Lynn, Kay
Hope you felt that The Big Day Out was successful? It certainly seemed to go very well, with lots of people and activity, and we were well pleased with the number of people coming to the Pedals display, once we had relocated to the central aisle.

I gather however that the Doctor Bike this year did not get many takers and it seemed to us a pity that they were not located close to the Pedals stall so that we could more easily reinforce each others' efforts. It anyway seemed that the Castle location, although very pleasant in lots of ways, did not lend itself so well to people with bikes who just happened to be passing by as in the Old Market Square. We certainly were aware on the Pedals stall that this year there were relatively few people passing by with bikes.

If the Castle area is to be used again next year, we wondered if it might be possible to raise the profile of cycling a bit more, particularly to help Doctor Bike get more customers? It would help, we thought, to have that close to the Pedals display, and also perhaps to have a designated and well marked and publicised secure bike park and for all these facilities to feature prominently in the advance publicity.

No doubt after all your events in running this year's event planning next year's is along way off but I thought I would mention these ideas while fresh in my mind so that they can perhaps please be considered carefully when you do get round to planning next year's event?
Thanks, Hugh"

PS. Many thanks to Susan, Andrew, Gordon and Peter for helping with the stall.

...PPS. Comments from Susan.

"Hugh
Good points. One problem with the castle (and it was the same at the arboretum - we must get to that event & ensure a Dr Bike) is that the narrow road between the stalls is not really conducive to bikes or even pushchairs. They easily get clogged up. Setting the stalls further back would have helped.
Susan"

...and from Peter Osborne (26 Sept)

"Hi Hugh - I was on the stall for a couple of hours in the afternoon and thought it went really well - helped by perfect weather! It highlighted a couple of things for me:

1. The importance of the Pedals stall at such events
2. The importance of very good quality literature to give away.

Most people were interested in the maps, so it is really important that these are of the highest quality. Also literature from related organisations such as CTC and Sustrans is useful too. I spoke to several people who were concerned about safe routes, which is of course what Sustrans offers.
Regards, Peter"

and response from Lynn Hanna, The Big Wheel:-

"Hello Hugh
Thanks for these welcome remarks. We had nearly 9,000 to the Castle, but certainly we felt we could have done a bit more to accommodate bikes, particularly when the bike stands outside were full. When we do another one, perhaps we can talk to Pedals about the best logistics for this. In practice we let people in with bikes and they then chained them to various artefacts. More consideration will be given to it next time.

Incidentally, thanks very much for your sterling work there. I'm glad you got a good number of enquiries.
Lynn"

Rushcliffe Community Quiz: 18 Oct

The event takes place Tue Oct 18th at 7pm at Cotgrave Welfare. There is a complementary buffet on arrival. We need to finalise arrangements for our team for this event.

Pedals Website.

Gordon McGowan has offered to help provide some better photos for the update. Many are very dated and we could anyway do with more! Any other offers please? ** (We also need more offers of photos for the newsletter, now we are trying to make that more attractive!)

CCN/CTC Autumn Campaigners' Conference, Warrington, Sat. 12 November

Warrington Cycle Campaign will on 12th November play host to a conference on how to transform the urban environment through cycling.

Speakers at the 'Streets Ahead' National Conference, organised by CTC and CCN, and sponsored by Urban Engineering, will explain why the need to increase exercise levels, reduce pollution, ease congestion and generally improve the quality of urban life, all can be tackled through the promotion of cycling.

Delegates will hear from speakers, including an urban planner from Hilden in Germany, who have put into place policies to successfully increase cycling within their communities, or have influential voices in transport development. More info <http://www.ctc.org.uk/DesktopDefault.aspx?TabID=3961>

4. Finance

Susan Young to report.

5. Events/Meetings

Message forwarded by Dave Morris: Josie Dew talk, 20 Oct:

"GUEST LECTURE BY JOSIE DEW - CYCLIST AND AUTHOR AT COTSWOLD OUTDOOR

Come and be inspired by tales of action and adventure from Josie Dew, the cyclist who has excelled in her chosen field.

Thursday 20th October 7.00pm
FREE ADMISSION

Join us for our guest lecture by The North Face sponsored cycling athlete and author Josie Dew at the new branch of Cotswold Outdoor in Nottingham Josie developed a passion for two wheels after falling out of moving car when she was young. She cycled a 50 mile route to school and spent weekends cycling around the UK. At 16 Josie set up a small catering business earning her enough money to cycle to Africa and back. Since then she has cycled 280 000 miles in nearly 50 countries and has still found time to become a widely published author.

Free Refreshments
Enjoy a selection of free drinks and nibbles with our compliments."

Park Life Cycling festival meeting on 17 Nov.: message of 20 Sept. from Vicky Hudson, Notts CC.

"Vicky

I will bring up your request at the next Pedals meeting. As we have just had the September one, this Monday evening, that will not now be until Monday 17 October.
I will be in touch after that
Hugh

>>> Vicky Hudson <vicky.hudson@nottsc.gov.uk>
21 September 2005 >>>

Hi Hugh

Thanks for your email, could you please ask your ride leaders if anybody would be interested in leading a ride during the festival in August 2006.

Many Thanks
Vicky"

Dr. Bike at Park Life 2006: message from Peter Osborn (23 Sept):

"Hi Hugh - had a call recently from Victoria Hudson of "Park Life". They are organising a two week cycling festival at the end of August 2006. They want four Dr Bike sessions at the weekends and three during the week - and they are willing to pay! Can you add this to the October agenda?

I know it is a long time from now but we need to sort out over the winter months how Pedals will staff next year's events. A few more hurricanes in the Gulf of Mexico and everyone will be cycling!
Regards, Peter"

Monday 21 November Pedals meeting: City cycle maps revision process

Ed Ducker, Cycling officer from the County Council, will now be coming in January so we can devote the first half of this meeting to our discussion with Cllr. Grocock. I will circulate with the November agenda a suggested agenda for this discussion as agreed in September.

Broxtowe Partnership Community Strategy 2006 Event: 9.30-1.30 p.m on 30 November

Does anyone wish to represent Pedals at this event please?*

CTC Midlands Regional Benchmarking Project visit to Nottinghamshire, 19 Jan.

Ed Ducker tells me that this has now been fixed for 19 January 2006. He has asked me to give a talk on the Pedals perspective to the visiting group, from about 10 local authorities throughout the Midlands. They will be doing a local cycle tour as well as having talks and discussions with various people. Only the County Council, not Nottingham City Council, are involved in this visit, please note.

Bike Week 2006: 17-25 June

Next year's nationwide Bike Week (17-25 June) is aimed to get 'more people cycling more often'. Bike Week 2006 is promoting 'cycling to leisure and for pleasure', encouraging Sustrans supporters to arrange local rides suitable for families, women and novices to appealing destinations and on mainly traffic-free safe routes.

More than 250,000 people are expected to participate in at least 1,500 events registered at www.bikeweek.org.uk

A new Bike Week Event Organisers Guide (including a free materials order form) will be published in November - for your free copy email HQ@bikeweek.org.uk or phone 0845 612 0661.

6. NET

No further matters to report this month.

7. (Other) cycle facility and traffic matters:

Meadows Matters - Have Your Say: comments to the City Council on their Meadows Action Plan (20 Sept)

"Richard / Jennifer,
We discussed this matter, and Cathy Melia's recent comments to you, at the Pedals monthly meeting last evening and I am writing to endorse what Cathy said.

I might say that we were very surprised, in a document focusing on area that has lots of cycling provision and much cycling both by local residents and people making through trips that there seems to be no reference to cycle routes on the Key (only to Primary Pedestrian Routes) and only one reference at all to cycling, at location 1 (Queen's Drive/Castle Bridge Road junction).

At least, however, we are pleased to see a recognition of the need to improve cycle provision here, an omission we first pointed out to the former Local Highway Authority, Nottinghamshire County Council, when Castle Bridge Road was first built, twenty years ago! There must be more coherent cycling provision through this junction, providing a much easier and safer link between Castle Meadow Road and Meadows Way (including Gritley Mews etc; this would be much less quiet and safe if a through road were built here (as proposed; 4).

Several of the things we would like to see in this area relate to our earlier detailed comments on the proposed NET routes through The Meadows, e.g. the need to ensure safe cycling provision alongside the tram at the junction of Queen's Drive and King's Meadow Road (location 2), on Meadows Way and on Queen's Walk and in the vicinity of the north end of Wilford Bridge.

One of the omissions we were particularly surprised to see was a lack of reference to cycling at Location 3 (Crossgate Drive) in view of its critical importance on the east-west cycle route linking The Meadows and Lenton with Beeston and West Bridgford. Any arrangements to "improve and simplify" this junction must take full account of this as well as cycle access to and from the riverside path now being improve as part of the flood alleviation scheme enhancement.

Location 5. Any road closure on Robin Hood Way East/West must ensure that cyclists are exempted.

Location 6. Meadows Way and Arkwright Street. This is also a critical junction for cyclists and the proposed changes must take account of cyclists' needs as well the alignment of the NET route.

Location 7: Arkwright Walk. Again we are very surprised at the lack of any reference to this being a very important cycle route and the consequent need to retain this (with improvements to make it more

comfortable to ride through) in any changes, whichever of the 3 options is chosen.

Location 8. Trent Bridge Gateway. These changes should allow for cycle access to the existing and proposed future riverside path extensions and also for enhanced cycling provision over Trent Bridge, e.g. shared bus and cycle lanes to link to the existing provision south of the bridge.

Location 9. Victoria Embankment: This is also a very important cycle route and must be kept open for cyclists. We would welcome any measures to reduce the speeds of motor traffic and also the volume of through motor traffic which can be quite significant in the peak periods.

Location 11. Bridgeway Centre. Any partial or full redevelopment must make provision for enhanced cycle access. The coherence of the cycle routes through this area, especially the one between Arkwright Street north (Nottingham station) and Arkwright Street (towards Trent Bridge) was much eroded by the series of environmental improvements partially obstructing the route when they were introduced in the early-mid 1990s. The signing of the route also worsened, aggravated by the particularly poor level of maintenance of cycle route signs in The Meadows area.

Location 15. Riverside Way area. Plans for partial or full redevelopment of this site must safeguard the present well-used cycle cut-through between Riverside Way and Robin Hood Way and take account of the need to maintain safe cycle access in any changes necessitated by the introduction of the NET nearby.

Location 17. Trent works site. Plans for partial or full redevelopment of this site must safeguard the present cycle route following Wilford Crescent East and the path across the eastern edge of the recreation ground towards the Victoria Embankment near the Suspension Bridge .

Hugh
(Chairman, Pedals)"

Queen's Drive flood defences work: temporary cycle facilities message of 26 Sept. from Pete Goode, City Council:

"Are you aware of the temporary cycle facilities on Queens Drive which have been put in place whilst the flood defence works take place? I have checked these and asked the contractor to address some points which he failed to install correctly but also spoke to a couple of cyclists at junctions and they found it all OK.
Peter Goode
Nottingham City Council
Highway Network Management
Tel 0115 9156070 Fax 0115 9156524"

Any comments, please?*

King Edward Street - Taxis and Pedal Cycles access to Bus Plug (TMP6508): message to Paul Ghattaora, City Council:

Dear Mr. Ghattaora
Thank you for your letter of 16 September about proposed taxi ranks and access improvements - citywide.

We very much welcome the proposal to allow cyclists to use the existing south west bound bus only section of King Edward Street between its junctions with Bath Street and Huntingdon Street and to make the right turn from King Edward Street in a north-westerly direction into Huntingdon Street.

Pedals first suggested this change several years ago and are very pleased that it is at last to be implemented.

Yours sincerely,
Hugh McClintock
(Chairman, Pedals)"

provision of 'except cycles' plates (especially in the City Centre): message of 20 Sept. to Steve Hunt and Steve Brewer, City Council:

"One of the things that I had discussed quite a bit in recent months with Polly Brant in particular was the need for more comprehensive and consistent signing of exceptions for cyclists where cyclists could legally ride through road closure and make turns etc. prohibited to motor traffic.

For some reason the number of cases where supplementary 'except cycles' signs have not been included at appropriate locations seems to have increased in many cases, especially in the City Centre, in recent years, as a result of successive changes in schemes like the Clear Zone and The Turning Point, and there are also more longstanding examples.

The purpose of this message is to highlight this general problem and to request please that, following Polly's departure, the need to address it is still recognised, in newer and older schemes.

As a first step can we have an assurance please that the inclusion of such signs will not be overlooked in future traffic management changes where appropriate? This is important with temporary as well as permanent signs and in The Turning Point there have been several such omissions (some now put right, e.g. in the new permanent signs on Milton St. at the junction with Shakespeare Street). Having pointed out examples of such omissions in the temporary signs we were surprised to see several more however in the new permanent signs! At our recent meeting about The Turning Point I mentioned several examples, e.g. the new contraflow bus lane signs facing northbound traffic on South Sherwood Street.

A few months ago I pointed out several cases to Polly in the most recent Clear Zone changes including the 'All Traffic Turn Left' sign on the west side of St. Peter's Square. There is a similar lack under the 'All Traffic Turn Left' sign on Bridlesmith Gate just south of the Cheapside/Victoria Street junction.

There have been several others in the Carlton Street/Goosegate area, including streets leading into those roads, for some years, in fact since the first introduction of the Clear Zone about four years ago and the consequent much greater lack of clarity, for cyclists, drivers and pedestrians, of the right of cyclists to ride in both directions on that route.

Locations where 'except cycles' plates are needed under No Through Road signs include the approaches to the cycle gap into the top of Maid Marian Way at the bottom of Park Row.

Pedals would much appreciate having the signing at these locations clarified as soon as possible please. We are well aware of the general policy on reducing the number and size of signs in the City Centre but would point out that such signs need only be small and unobtrusive. Not to have them can cause much confusion and misunderstanding for cyclists and other road users, thus aggravating and not reducing tensions between different road users!

On the other hand to make sure that such signs are included (and maintained properly) can do much to draw the attention of cyclists to quieter, safer and more direct routes and can thus offer positive alternatives to the busier and more dangerous ones (e.g. using the route up Castle Hill, Standard Hill and The Ropewalk etc. as an alternative to Maid Marian Way and Derby Road for cyclists wishing to ride between Castle Boulevard and Canning Circus).
Hugh"

Nottingham University travel plan work

Jo Cleary tells me that she has been commissioned to do a few days work with Nottingham University giving advice about their Travel Plan and that she is likely to be using this limited time to concentrate on a few aspects including cycling. I have given her various suggestions about desirable cycling improvements on or near the campus, some of which were mentioned in an earlier Staff Travel survey a good ten or so years ago and which have still not been acted on!

Jo has already had one meeting with Gavin Scott, the University's Environment (and Staff Travel) Coordinator whom I met earlier this year soon after he was appointed. Susan Young has also met him. Several concerns of Nottingham University cyclists overlap with those of cyclists at the QMC.

Signing of shared path between Wilford (Landmere Lane) and Ruddington: message to Ed Ducker and Paul Hillier, Notts. CC

Cycling to the Ruddington Green Fair on Saturday I noticed that there is still absolutely no signing of the shared path on Ruddington Lane, south of Landmere Lane, built a good two years (or more?) ago. I remember mentioning this sometime early last year to Paul Horn, when he was cycling officer, and understood that it was "in hand" but there is still no progress.

At the event one of the first people I got talking to at the Pedals stall mentioned the same problem and said that local people just did not know whether it was legally available for cyclists or not! It does seem a very odd way to promote a basically useful bit of new cycle infrastructure! Can you tell me please just when this long overdue signing will take place?
Hugh"

PS. Paul Hillier tells me that the signing will now be done this year!

Potential new cycle route between Clifton and Ruddington Wilford Road): message of 19 Sept. to Steve Brewer (City Council) and Ed Ducker (Notts. Cc)

At the Ruddington Green Fair on Saturday one of the organisers, Chris Murden, was talking to me about the potential that exists for a new cycle route

between Clifton and Ruddington (Wilford Road) as an alternative to the increasingly busy and dangerous Clifton Lane/Clifton Road route.

His suggestion is for a route east of Swansdowne Drive and Farnborough Road (Clifton) continuing by the stream via the southern boundary of the Tennis Courts and Bowling Green continuing eastwards towards Wilford Road via the track that comes out by Wilwell Bungalow, not far from the Ruddington Grange Golf Course.

Such a route, he points out, would not only provide a safer alternative to the other route but also a more direct route for many and be of particular benefit to people going to and from the FE College in Clifton and the Nottingham South and Wilford Industrial Estate. It would also provide a through route on paths and quiet roads connecting all the way from the Clifton Lane cycle path by the A453 through to the shared path on Wilford Road and its links to Compton Acres etc.

Chris' proposal seems to be very worthwhile and I would be interested in your comments please and whether you would be able to investigate this. Chris, I understand, will be contacting you separately to put his suggestion.
Hugh"

Gresham Park development (West Bridgford) and local cycle routes: message of 20 Sept. to Ed Ducker (Notts CC) and Mike Harbron (formerly of Rushcliffe BC) and response.

"Hugh,
I've had a quick word with Mike Luxton via Derek Clowes. Apparently Mike sent a consultation plan on proposed rights of way in this area in mid-August. The CTC were included (Godalming) and County ROW plus the local trail rider's fellowship but not Pedals. Basically the existing southerly cycle path alongside the embankment from Coronation Avenue will split after approx 250 metres with one arm following the embankment and emerging at Wilford Lane after a loop round the proposed tram maintenance area to the immediate north of Wilford Lane. It will be 3m wide and lit. The other arm will fork left and link with Bede Ling. There appears to be an anomaly as it is 3m, and lit for only part of the way, the remainder being 2m unlit. There is also the retention of the existing east west footpaths from the embankment toward the river just west of the existing housing. I will post a copy of the letter of consultation and plan to you."

>>> "Hugh McClintock"
<Hugh.Mcclintock@nottingham.ac.uk> 20/09/2005 10:35:12 >>>

"Ed
Mike

At the recent Highways South Cycling Working Group meeting I raised the matter of the implications for local cycle routes of the proposed Gresham Park development off Wilford Lane and the associated changes in the highway infrastructure.

When I asked in particular what would be happening to the present cycle route alignment north of Bede Ling and Wilford Lane you said you would find out and let me know. I wonder if you have yet got any further with this please?
Hugh"

..my response of 26 Sept. to Mike Harbron, Rushcliffe BC

"Mike

Thanks for sending me a copy of the informal consultation letter (MPL/WAS/2P100, 17 August 2005) about the diversion of West Bridgford footpaths Nos 8, 9 and 24 in the Gresham Park school redevelopment area north of Wilford Lane. It would have been helpful to have had an earlier chance to make comments but I am grateful to you for ensuring that we now have such an opportunity after all!

The diversion of the cycle route north of Wilford Lane (Bede Ling) to Wilford, while far from ideal, with its series of turns, is not as bad as Pedals had feared and I am glad to see that cyclists on this route will not have to take the extra detour to the east via the new access road etc, i.e. P-R-S-T. It would however be helpful for the accompanying plan, as well as the letter, to make clear which are shared use routes for cyclists as well as pedestrians. This applies not just to the diverted route but also to the path A-V-W to be rebuilt by the Environment Agency as part of their flood alleviation scheme, and the path alongside the proposed NET route on the former railway east of Wilford, i.e. A-D-Z-E-G-F (though we would prefer a more direct link between points G and F, if at possible).

We are pleased to note that the new shared paths will be 3m width and with lighting and hope that a serious effort will be made to ensure that this effective width is not eroded through poor maintenance and cutting back of intruding vegetation as is the case on some existing paths, e.g. just south of the Bede Ling toucan crossing on the cycle path between Wilford Lane and Rugby Road. This has remained very unsatisfactory since the toucan crossing was installed a few years ago, despite many appeals to the County Council to cut it back and ensure a clearer and more inviting access gap to the cycle path.

Care should also be taken to ensure that shared path access points have flush kerbs; this unfortunately was not done at point A, where the current path on top of the flood embankment from Rivermead joins Coronation Avenue, when the layout in the vicinity was changed with the development of the cycle path through to Bede Ling a few years ago. Previously that access point was flush but now it is not!

Direction signs for the paths are also very important and again it is vital that there are adequate maintenance arrangements for these.
Hugh"

Domed studs and cyclists: message of 26 Sept. from Margaret Tuck:

"I see from CTC Newsnet that the fight goes on. I saw some red ones used as pavement markers on an unnumbered road from Sutton (cum Lound) where it meets the A638 to Retford. They covered perhaps half a mile until they met a proper pavement. I can't be bothered to make a fuss as the road was very quiet but a white line would have been adequate. I feel better for knowing that I am not alone for worrying about the wretched things.

I spent a few days in East Yorkshire and saw white ones in the middle of the road there. The firm must have done a very hard sell.
Margaret"

Member of the Metropolitan Police Authority”

contempt that they believe we deserve? This failure plays right into the hands of our enemies, in other words, it sometimes feels to me!”

9. Miscellaneous items

End of rant! Any comments, please?*

Possible bike maintenance classes for Nottingham City Council: my message of 6 October to Peter Osborn:

HMCC, 12.10.05

“Yesterday I met Cindi Miln, the new City Council Staff Travel Officer. In the course of a discussion about what Pedals did she asked if it might be possible for Pedals to help her organise some bike maintenance classes for City Council staff. I said that, as far as I knew, there were no longer any bike maintenance classes but that we had a small pool of volunteers to run Doctor Bike Sessions and that I would take it up with you as the coordinator.

The conversation also reminded me that, a couple of years ago, Nottingham Transport 200 had a small grant to run some maintenance classes which, I believe, Bettina Lange was coordinating. I have however not heard of them for some time so doubt if they are still running but will copy Bettina in on this message in case she is able to update us!

Meanwhile, I would be glad to know please if you think we might be able to help Cindi and I will also bring this up at the next Pedals meeting, on Monday week.
Thanks, Hugh”

Offer of a possible presentation on transport and cycling in Hannover:

Torsten Thurman, a German planner now working in Nottingham with the East Midlands Development Agency (Emda), and a regular cyclist, whom I met recently, has offered to come around and give a presentation at Pedals meeting on sustainable transport in the Hannover Region, Germany, if there is interest?

Recent Evening Post letters on cycling

The NEP in recent weeks has had (once again!) had a whole stream of letters complaining about the antics of cycling. I have tried to reply (they did print two letters of mine) as did one or two other cyclists but it is very difficult.

Once it leaves me wondering if it is not a grave weakness of Pedals that we seem to be so very poor at dealing with complaints of this kind, however exaggerated they may sometimes be.

Do we, I wonder, brush aside such complaints with the all too facile sounding comment that Pedals members don't behave like that and that we have no control over those who do?

Does our reaction too easily take the form of criticising poor behaviour by drivers (of which there is of course much) as though, in the light of that, and our 'holier than thou' environmental etc. credentials, complaints about cyclists do not really matter?

Should we not be making a far more serious attempt to acknowledge the problem and do something about it?

The fact that we seem to be so inadequate at doing so, I realise, greatly weakens our credibility and means that people who might otherwise be inclined to listen to what we say just treat us with the