

**AGENDA FOR PEDALS MEETING:  
7.30 p.m. on  
Monday 16 October 2006  
in the upper room of the Globe PH,  
Rye Hill Street / 152 London Road,  
NG2 3BQ (between London Road and  
Meadows Way just north of north of Trent  
Bridge)**

**AGENDA**

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

**2. Discussion with Andy Salkeld, Leicester City Council, on the promotion of cycling in Leicester. (7.30-8.30 p.m.)**

**\*\*\*Please be punctual for our visiting speaker!\*\*\***

**(8.30-9 p.m.)**

**3. Minutes of Pedals meeting of 18 September and matters arising including:-**

- Pedals trailer disposal
- City cycle map revision and new Kettering cycle map
- Message from Cllr. Emma Dewinton and attached letter re 'The Turning Point etc.' from Cllr. Brian Grocock including invitation to Pedals to make presentation to City Regeneration Panel inquiry into City transport policy at its meeting on Tuesday 9 January 2007
- Cyclist access to Wollaton Park – further messages from City Council and Angela Gilbert

**4. Finance** including possible contribution to Cyclists Defence Fund (Lawrence Geary proposal)

**5. East Midlands Regional Cycling Groups meeting, Saturday 11 November, including**

- Registration progress including payment
- Rota for volunteers for meeting people at the Station, organising cycle parking, checking in those registered and paid, looking after equipment, and for escorting people on the end of afternoon ride
- Equipment needs including laptop, data projector and extension lead

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

- 13 September Cycling and Health meeting at GOEM and possible follow-up
- Report of East Midlands Regional Assembly Transport Task Force meeting, Leicester, Tues. 10 Oct.
- Reminder re CTC Social Evening, Wed 15 November
- Attendance at CCN/CTC Autumn Campaigners Conference, Cheltenham, Sat 26 November
- Possible speakers / topics for Pedals meetings in January and February 2007

**7. Cycle facility and traffic matters including:-**

- Report of A453 widening Non-motorised users consultation meeting, 2 October

- Revisions to markings for cyclists on Carrington Street outside Nottingham Station
- Advance Stop Line enforcement in the city – abuse by buses and taxis
- City Rights of Way and Local Access Forum issues (Roger Codling)
- Beeston cycle parking suggestions
- Safety for cyclists on the southern approach to Trent Bridge from Radcliffe Road, West Bridgford
- Road safety issues: message from Paul Hill
- Master list of possible cycling improvements in Gedling Borough (for next CWG meeting)
- A612 Gedling Integrated Transport Scheme
- Maintenance of cycle facilities; poor response to defects reports and fragmented responsibilities: my message of 28 September to County Councillor Stella Smedley, Cabinet Member for Environment
- Notts CC Highway Design and Road Safety Scrutiny Committee Review: Pedals evidence submission and discussion at meeting on 9 October
- Questionnaire on cyclists' opinions of ASLs – message of 11 Oct from Ed Ducker

**8. Autumn newsletter delays (and feedback)**

**9. Cycling considerations in new East Midlands rail franchise**

**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, John Wilson.

**2. Discussion with Andy Salkeld, Leicester City Council on the promotion of cycling in Leicester. (7.30-8.30 p.m.)**

Andy will be giving an illustrated presentation, for which I am hiring a data projector from Rushcliffe Council for Voluntary Service and Chris Gardner is bringing his laptop.

**3. Minutes of the Pedals Meeting Held 18<sup>th</sup> September 2006 at the Globe.**

**Present:** Hugh McClintock, Susan Young, Peter Osborne, David Miller, Andrew Martin, John Bannister, John Park, Roger Codling, Andrew Househam and Cllr. Emma Dewinton.

**Apologies for absence:** Bill Istead, Roy Wilson, Arthur Williams and Lawrence Geary.

**Meeting With Cllr. Emma Dewinton.** Councillor Dewinton is Chair of the Regeneration and Renewal Panel. The role of this panel is to scrutinise issues relating to the infrastructure of the city including matters such as transport, sustainability and the built environment. Pedals members raised various issues for discussion such as pinchpoints, 20mph speed limits and motorbike gates on cycle paths. Councillor Dewinton will pass these concerns onto the relevant officers on the Panel. The next meeting is January 9<sup>th</sup> and a Pedals representative is welcome to attend. It was suggested that a map showing troublespots for cyclists could be produced for the Panel.

**Trailer.** It was agreed that Pedals should sell the trailer to Chris Gardner's uncle. The tools are all in Chris Gardner's barn. An inventory of the tools needs to be completed prior to their disposal. Some tools should be kept back for Dr. Bike.

**City Maps.** Roger Codling is meeting Ged Newton about these.

**Cyclist Access to Wollaton Park.** Cattle grids and humps are causing difficulties at the main entrance to Wollaton Park on Wollaton Road. Hugh is to pursue this on behalf of the Pedals member who raised the issue.

**East Midlands Cycling Groups Meeting.** Pedals is hosting the next meeting at the Globe on Saturday November 11<sup>th</sup>. The program will consist of two presentations, a buffet lunch, a question and answer session and a short ride. Volunteers (meeters and greeters, bike park security, escorts from train station to the Globe etc.) will be needed to help Pedals successfully host this event. There will be publicity about this important event in the next newsletter.

**Finance.** Pedals need to pay £42 for two years website domain rental. Lawrence Geary is looking into a potential new insurer for public liability insurance. There are two cases of bad debts which Pedals have to write off. Lenton Wheelies owe £40 for books. A bookshop in West Bridgford owes £109 for books. It may be possible to pursue this in the small claims court.

There is £3000 in the current account. £1000 will have to be paid out soon for the next news letter

**Pedals Website Update.** Pedals needs offers of help to update the website. Possible help could come from Cathy Melia or Kevin Stephenson.

**Other Stuff.** Stalls: it was suggested that Pedals and Ridewise should do some joint stalls (Sue to investigate). Ridewise is able to tap into funds from a variety of sources. Dr. Bike receives requests for cycle maintenance classes. Could Pedals offer something jointly with Ridewise?

Andy Salkeld, Cycling Promotion Officer for Leicester City Council will give a talk at October's meeting (Mon 16<sup>th</sup> Oct).

#### **Update:**

##### **Pedals trailer disposal**

I have heard no more about this recently and hope it is now at last settled!

##### **City cycle map revision**

I will bring to the meeting copies of the new cycle map for Kettering, produced by John Cutler of CTC Northants, and following the approach pioneered by the Cheltenham Cycling Campaign a few years ago, i.e. emphasising not cycling facilities (whose quality varies widely) but notations of roads varying according to local cyclists' perceptions of their danger/relative safety.

For another approach to cycle mapping, using Google Earth, and including an online cycle journey planner, see the website of the Cambridge Cycling campaign at [www.camcycle.org.uk/map](http://www.camcycle.org.uk/map)

**Sent: Friday, October 06, 2006 1:40 PM**

**Subject: RE: response to Pedals presentation at June GNTP Cycle Forum: message from Cllr. Emma Dewinton and my response**

"Hi Hugh

I am afraid I am not aware of the issues that you raised at the June GNTP Cycle Forum – have you had the response you are waiting for?

I was so glad to be able to attend your Pedals' meeting on the 18<sup>th</sup> September, and have forwarded various issues raised to Craig MacLennan who has been dealing with your cycling issues. I have also passed on the issues to our Scrutiny staff, so everyone can be included in the January meeting of the Regeneration Panel where we will be looking at City transport issues (9<sup>th</sup> January 2007). I hope you are still able to attend (3 o'clock at the Council House).

I received the attached answer from Brian Grocock at the end of July regarding the Turning Point Scheme issues which you forwarded to me. Best wishes to everyone at Pedals. Emma Dewinton"

##### **...and my response**

"Emma

Thanks for your reply. No, we have not had any response to the issues we raised at the GNTP Cycle Forum in June, which is disappointing. I knew that there would not be much time on the day, but we have still heard nothing since. I thought that I had sent you a copy of my presentation soon after I delivered it so that you were familiar with the issues I raised. They were of course similar to some of the points we discussed with you at the last Pedals meeting.

I am very pleased that you were glad to be able to attend the last Pedals and that you have forwarded some of the issues we raised. I will certainly be very happy also to come along to the Regeneration Panel in January when you are looking at City transport issues and I can then elaborate, if you would like. Would it be helpful if I prepared a Powerpoint presentation for that, as in fact I have just done for a meeting next Monday of the County Council's Scrutiny Panel which is examining Highways and Road Safety issues? If so, please let me know in due course how long I will have for the presentation.

Thanks for forwarding the attached answer from Brian Grocock on The Turning Point Scheme which I will bring to the attention of our next meeting, on Monday 16th October, and may then get back to you on.

Thank you for your best wishes to everyone at Pedals and generally for your very welcome interest and support, and various efforts to gather and discuss our views.  
Hugh”

**The Turning Point scheme and cyclists: copy of letter from Cllr. Brian Grocock, Nottingham City Council Cabinet Portfolio Holder for Transport to Cllr. Emma Dewinton**

Dear Councillor Dewinton,

**Turning Point Scheme – Cycling Issues**

Thank you for your e-mail dated 5<sup>th</sup> July 2006 commenting on the Turning Point Scheme.

The Turning Point represents an £11.7million Government investment scheme to radically improve the way people travel around the Victoria Centre, Royal Centre and Trinity Square area of Nottingham. The scheme has changed the highway network in the Milton Street and Parliament Street area. It contributes to building the Big Wheel – Greater Nottingham’s transport plan to reduce congestion and pollution, improve public transport and enhance pedestrian facilities, making sure that everyone has a wide choice of how they get around.

The framework for the scheme was set by the Department for Transport. The scheme was designed to stringent criteria before approval was granted, and as such I do not have the authority to alter the scheme significantly as it would fall outside the set framework. The City Council is required to demonstrate to the Department for Transport that the objectives of the scheme have been met.

We first announced our plans in June 2002, when we consulted 13,000 households and businesses in the city area, alongside interest groups and the emergency services. A three day exhibition was held, receiving front page coverage in the Nottingham Evening Post and we displayed information on-line. From this initial consultation we received positive support for the concept of the scheme. 85% of respondents said the amount of traffic in the City Centre needed to be reduced and around 72% said that traffic access to Milton Street and Lower Parliament Street should be restricted.

A further consultation exercise was undertaken on the proposed scheme during January 2004. This was publicised by leaflets and letters via Nottingham’s City Councils in-house communication team. Public meetings were held along with exhibitions, radio interviews. The scheme was also promoted through the Big Wheel. Meetings were held with interested parties to help resolve their concerns and through this process close dialogue with Pedals was initiated. Throughout the implementation of the scheme, alterations have been made to accommodate some of the concerns raised by Pedals that were within the scope and financial constraints of the project. These included the implementation of a dropped crossing for cyclists at the junction of North Sherwood Street and Shakespeare Street, as the original design for cyclists was via Shakespeare Street and Mansfield Road to access the north of the city. The prohibited right turn from Upper Parliament Street into King Street and the no right turn from Lower Parliament Street into Milton Street have been removed. In addition, the prescribed right turn from Queen Street into Upper Parliament Street now includes an exemption for cyclists.

A meeting was held on 25<sup>th</sup> August 2005 and a site meeting in November 2005 with Pedals which entailed a scheme walk through and each issue was discussed at length. The issues that we were able to resolve that fell within the scope of the scheme are as follows:

1. A new small island is proposed to be constructed at the northern end of the central island on Theatre Square (South Sherwood Street/Upper Parliament Street junction) with a gap of 1.5 metres to provide a waiting area for cyclists between the flows of traffic. This will enable cyclists to gain access into the Upper Parliament Street restricted area via an advanced stop line forming an integral cycle link. This will be implemented when the scheme has been completed in November 2006.
2. Shakespeare Street westbound approaching South Sherwood Street junction (outside the Fire Station) cyclists are allowed to move ahead of left turning buses. The approach predominantly shows a red light therefore the advance stop line is effective in allowing cyclists to use the waiting area.
3. Advance stop lines have been provided at both the eastbound ahead lanes at the Shakespeare Street/Mansfield Road junction. This also required modification to the traffic signals.
4. The contra-flow bus lane signs on South Sherwood Street were removed and replaced with new signs that included the cycle logo.
5. An advance stop line has been implemented on Milton Street on the northbound approach to the Shakespeare Street junction and includes a short length of cycle lane leading up to the advance stop line.
6. Two cycle logo markings have been implemented on Shakespeare Street to highlight cyclists from South Sherwood Street towards North Sherwood Street to other drivers.

At the site meeting, Pedals requested that the give way markings on Shakespeare Street on the approach to South Sherwood Street were converted to a signalled controlled stop line. This alteration would require the removal of the zebra crossing on Shakespeare Street and replace with a fully signalised junction. It would not be possible to provide a signalled junction without major detriment to pedestrians.

A traffic survey carried out by the City Council revealed that the new arrangements have seen a reduction in daily traffic flows (excluding buses) of between 85% and 90% on Milton Street and Parliament Street routes compared with 2001 flows. This has reduced conflict with cyclists on these streets. However, some unauthorised vehicles continue to enter the restricted area causing unnecessary disruption to authorised users and pedestrians. We continue to look at ways to address this which will in turn reduce vehicle/cycle conflicts.

I am sorry to read that cyclists feel intimidated at the Parliament Street/Milton Street junction and that they

are being squeezed by a combination of wider pavements and two-way bus flows on a narrowed carriageway. The traffic signals section have investigated this concern and they were unable to find an appropriate marking within The Traffic Signs Regulations and General Direction 2002 that will give cyclists a positive message without compromising other road users. Due to the narrow carriageway there is insufficient carriageway space for a dedicated cycle lane to be implemented at this location. The overall aim of the scheme is to improve facilities for pedestrians, with more crossing points, wider footways, reducing traffic flows and making the area an attractive safer environment. Unfortunately this is a location where it has not been possible to identify extra benefits for cyclists without compromising facilities for pedestrians.

In relation to the comment about the lack of a clear through route between the north and south side of the city centre, in both directions. To provide a signed and generally well-promoted and easy to flow route is outside the scope of the Turning Point Scheme. As previously indicated the Turning Point Scheme was promoted within Department for Transport guidelines and signing dedicated cycle lane routes through the city centre is not part of this scheme.

I confirm that significant cycle concessions were made for the Clear Zone that were to be defended at a Public Inquiry. The city centre is a vibrant pedestrian environment and to implement well defined cycle routes will require significant levels of signing and lining which will clutter the footways and restrict movements by pedestrians. Nottingham City Council's 'Streetscape Design Manual' is a politically endorsed and formal statement of the council's policy must be complied with when designing schemes. One of the corporate objectives within the policy that is: 'pedestrians move freely through a clear, obstacle-free network of streets'. Therefore all schemes are designed with minimal signing and lining requirements to promote clutter free areas.

The Executive Board on the 18<sup>th</sup> January 2005 agreed proposals for the redevelopment of the Old Market Square designed by Gustafson Porter following an international design competition. The contract for works was awarded to Balfour Beatty Civil Engineering Ltd, works commenced in October. The main objective of the Old Market Square redevelopment is to create more open space in part extending the perimeter of the square. This will require the pedestrianisation of Long Row Central and removal of the Beastmarket Hill service road. The square is the historical core of the centre of the city. It is the space that connects many parts of the city and is a major pedestrian thoroughfare linking key city centre attractions and destinations.

With regards to Long Row Central, it is proposed that traffic will travel from east to west with a signalised junction at the bottom of Market Street. In normal circumstances, to ensure that cyclists are kept safe within a busy pedestrian environment, a formalised contra-flow cycle lane would need to be implemented. This would have significant impact on the use of this space and the objectives of the Old Market Square scheme. I suggest that cyclists who wish to access Long Row Central from Market Street dismount, as it is proposed to implement a prescribed right turn at the southern end of Market Street. Cyclists may then cycle from west to east on Long Row Central with caution.

The Beastmarket Hill service road will be removed and will become an integral part of the Square. If this area remained unchanged this would compromise the principles of making the western end of the Market Square more pedestrian friendly.

I note towards the end of the letter, issues regarding Queen's Drive and Castle Boulevard have already been brought to our attention and have been addressed separately. I have always encouraged close links with Pedals to increase benefits for cyclists in the work we do and look forward continuing to this dialogue which has taken place in the past. Cycling is an important part of the LTP strategy and we will endeavour to implement cycling provisions where it is possible. It is not always possible to meet individual user requests as we have to balance the needs of the environment and other highway users often in difficult and conflicting circumstances.

I hope this letter clarifies the situation, if you require any further information, please do not hesitate to contact me.  
Portfolio Holder Environment, Transport & Street Services  
Nottingham City Council"

**PS. Quite a lot of points on this letter on which I would like peoples' comments please before I respond**

One thing I will comment on straightaway to start of discussion and that is the sentence "Meetings were held with interested parties to help resolve their concerns and through this process close dialogue with Pedals was initiated." This rather glosses over the actual position which is that there were initially very few changes in response to Pedals original comments on the proposals out for consultation in early 2004.

The series of changes that were made to help cyclists only began to appear following the meetings Arthur and I had with the City Council late in 2005 in response to our criticisms of the impact on cyclists once much of the scheme had been implemented, particular the major changes to two-way traffic on Parliament Street and South Sherwood St etc. in August 2005. It would have saved a lot of hassle if the City had taken more serious note of our original comments early in 2004, well before the scheme was finalised and the start of work.

The changes made since our meeting late last year are of benefit and more of the agreed changes, e.g. at the Theatre Square end of Parliament Street will follow soon but fundamental problems remain, mostly because of an apparent inability to help cyclists without compromising the interest of other road users. These locations include:-

- At the Orange Tree PH junction (Shakespeare Street/Sherwood St junction)
- Turning right into Milton Street from Parliament Street by the Victoria Centre
- Failing to appreciate how much the benefits to cyclists from a general reduction of traffic on Parliament Street would be undermined by new problems from cyclists feeling more squeezed by a

combination of the narrower carriageway, the wider pavements and more buses.

- Failing to appreciate how the benefits to cyclists of being able to cycle in both directions on Parliament Street and South Sherwood Street would be undermined by the problems at several locations in being able legally and easily to turn into and out of these roads (some of these problems have now been eased or will be soon)
- A failure to take a strategic approach to considering the likely impact of the whole scheme on the movements cyclists want to make in various directions including in particular movements from the east side of the city, e.g. towards Talbot Street, Goldsmith Street and the NTU city centre campus, and for cyclists wishing to have a clear route across the city centre, in both directions, avoiding the tram tracks.

I would be glad of other comments please, both on the Turning Point and the other issues referred to in Cllr. Grocock's letter.\*

**Cyclist access to Wollaton Park – message of 19 September from Angela Gilbert, received just after the last Pedals meeting**

"Dear Hugh,

Thank you very much for your e-mail. I am back at work today after a holiday but just before I went away Bob Chaffin, temporarily Manager at Wollaton Park, was kind enough to telephone me to discuss the problem.

He explained that the plan, funding permitting, is to eventually erect permanent fences in place of the present temporary ones either side of the cattle grids to include gates and footpath to allow cyclists etc to get round the grids rather than use the pedestrian gates which are apparently not wide enough for some baby buggies. In the meantime the humps either side of the cattle grids will be moved further away from the grids so vehicles and cyclists hit firm ground rather than come straight off the hump onto the grid, and eventually an automatic opening system will be fitted to the pedestrian gates.

Mr Chaffin explained that the main purpose of the grids is to keep the deer in, not only for their own safety but that of drivers who, should an accident occur as a result of an escaping deer, might seek compensation from the City Council.

I really feel that cyclists should have the same ability to access any park or site that other road users enjoy so the gate-in-fence approach is still not ideal. Take this morning, for example. I followed a car into Wollaton Park and there was another car behind me. If I braked to dismount there is danger of the car behind running in to me so keeping going at the same speed is the safest option.

By addressing the problem of occasional deer escape and the perceived issue of compensation culture, the City Council have created another problem affecting cyclists, pram and buggy pushers and wheelchair users.

Thanks ever so much for including the subject on tonight's agenda. Unfortunately I can't be there myself since I am attending a wildlife trust talk in

Beeston but I am very grateful that the topic will be discussed.

Best wishes, Angela"

**...and my message of 19 Sept to Bob Chaffin, City Council**

"Dear Mr. Chaffin

The recent exchanges of correspondence between you and Angela Gilbert on the matter of the problems for cyclists arising from the changed access arrangements on the Wollaton Road side of Wollaton Park were discussed last night at the first Pedals monthly meeting following our summer (August) break.

We agreed with Mrs. Gilbert's comments and that the present situation (which we know is temporary) is very unsatisfactory, especially for less confident cyclists who are most likely to be intimidated by the combination of the long cattle grids and the nearby steep humps, especially when being followed by a motor vehicle.

Using the pedestrian entrances is not a satisfactory solution, we agreed, because they are often closed, because space is limited through them and the connecting footways and because this would aggravate cyclists/pedestrian conflict, particularly without extensive further work to upgrade the accesses and the connecting links.

We appreciate the importance of strengthening measures to prevent deer escaping but would please request in your design of permanent arrangements that, if at possible, it be made possible for cyclists to ride alongside the grid, within the new fences, and then to use the same entrance and exit as motor vehicles. We understand that you propose to change the location of the humps and would also ask either that the gradient of these be eased for cyclists or, better still, that cycle gaps be included alongside them.

Also important please is to ensure that cycle access to and from Wollaton Park is better signed. Cycle access was signed many years ago from the Middleton Boulevard end of Lime Tree Avenue but not from the Wollaton Road end, despite the routes across Wollaton Park being shown on the City cycle maps. Well-maintained secure and clear cycle route direction signing is very important, Pedals believes, to encourage awareness of routes and their use.  
Yours sincerely,  
Hugh McClintock"

**...and his response of 26 Sept.:**

"Thank you for your recent email regarding cycle access at Wollaton Park.

We have reviewed the situation at the main entrance and exit gates following Ms Gilbert's email and have relocated the speed retardant humps further away from the grids.

With regard to the making of provision for cyclists to ride alongside the grid inside the fencing and the subsequent images you have sent showing examples, unfortunately this is not a viable solution as any gap between the cattle grid and fence can then be exploited by the Deer to escape from the park. Recent experiences this year have shown that even with a very small gap, the Deer can and will escape.

With regard to the use of the pedestrian gates adjacent to the vehicle entrance and exit, these are opened and closed as the vehicle gates and therefore are available for use during opening hours.

Interestingly with the exception of the vehicle entrances all other gates in the Park are pedestrian gates and used by both cyclists and pedestrians and we feel that this is the safest option for entering the Park off Wollaton Road.

The footpath adjacent to the vehicle entrance has recently been upgraded and we hope shortly to introduce electric pedestrian gates which are activated by a push button mechanism for ease of opening

In addition once the permanent fencing is installed, side gates will be available to bypass the grid.

I hope therefore that these arrangements will alleviate some of the present difficulties. We are therefore endeavoring to do all that is practical to accommodate the cyclists but as you will appreciate Wollaton Park is a historic Deer Park and consequently this aspect and associated Health and Safety issues are given priority.

I do however take note of your comments and appreciate you taking the time to write with your views.

R Chaffin  
Service Manager Arts and Events”

**...and comments of 28 Sept from Angela Gilbert on this:**

“Many thanks for pursuing this and circulating Mr Chaffin's response for comment. I appreciate the time he has taken and that he listens to the issues we raise. I have pleasure in offering a few comments.

Mr Chaffin points out the ease of access at other entrances that are shared between pedestrians and cyclists. This is irrelevant since one has to dismount to use these entrances, anyway, and the cyclist is not approaching directly from a road. Therefore the Wollaton Road vehicle entrance has its own specific requirements.

I maintain that since cyclists are invariably travelling into the Wollaton Road vehicle entrance from the road itself, often following, or followed by, a motor vehicle, that the cyclist should not have to dismount. This is unsafe.

Moving the speed retarding bumps has made a big difference in that one's tyres hit solid ground before going over the grid and I am grateful to the Council for undertaking this work promptly. However the humps are very steep, as was pointed out in your original message to Mr Chaffin. If a small area of ground either side of the humps could be made good we could cycle around the humps before going over the grid. This would be a cheap and easy short-term option but still means we have to cycle over the grids themselves.

I strongly feel that any form of transport that can legitimately use the roadway should be able to access any facility on a par with other road users. Dismounting to use the pedestrian gate is not safe for either the cyclist or adjacent pedestrians and pushing a bicycle through a gate out onto a public footpath is awkward and could cause collision with pedestrians. I speak from experience! Therefore I feel that

pedestrian access/egress from Wollaton Road should remain the domain of pedestrians whether there is an automatic opening system or not.

We live in an environment where every individual should be taking steps to eliminate pollution and minimise their carbon footprints and cycling should be encouraged. The issue of cycle entry/exit into Wollaton Park is an important one and clearly was not considered when the decision to install the cattle grids was made. Hugh, it really annoys me when us cyclists are metaphorically pushed aside as insignificant and our wellbeing given little or no consideration. Three cheers for organisations such as Pedals!  
Best wishes, Angela”

PS. I would be interested in other peoples' comments before taking this further and perhaps suggesting a meeting on site with both Angela and Bob Chaffin to try to help resolve this.

#### 4. Finance

Susan Young to report on our general financial situation.

Lawrence Geary proposes that we send a donation of £100 to the Cyclists' Defence Fund. The CDF is an independent charity set up by the CTC to provide assistance to cyclists, particularly in legal matters of wider consequence. It supported the recent case of Daniel Cadden who was fined £1000 with £2000 costs for riding on the road and not a nearby cycle path that he alleged was of poor quality. It was found that he had not shown reasonable consideration for others by riding on the road.

The CTC and CCN believe that it now vitally important to boost the funds available to the CDF because legal assistance is expensive and because there has been a growth in claims for help from the CDF to combat cases such as this and charges of contributory negligence for using cycle facilities or cycle helmets.

Do we agree, as I very much recommend we should?\*

#### 5. East Midlands Regional Cycling Groups meeting, Saturday 11 November, including

- Registration progress including payment of £5/head for catering (due by 30 Oct)
- We need to agree the rota for volunteers for:-
  - meeting people at the Station (min 2-3)
  - organising cycle parking (2)
  - checking in those registered and paid (2)
  - escorting people on the end of afternoon ride (min of 4, depending on numbers)
- Equipment needs including laptop, data projector and extension lead

I would like to be part of the group meeting people at the Station between 10-11 but it may be more important for me to be at The Globe getting things up including in particular the projection equipment for the two presentations (by me and Bella Stewart of Derby City Council) and keeping an eye on them.

Nick Moss has said he is prepared to help on the day and we need at the very least 6 more please (allowing for some multi-tasking) – ideally several more than that!

I will nearer the time work out a route for our end of meeting tour and am inclined to go from The Globe towards the Station, then take the canal towpath right through to Beeston Lock, returning via the north bank of the Trent, the cycle path under Clifton Bridge and past the Park and Ride site, Queen's Drive and Victoria Embankment etc. to the pub or Station for those that prefer. On this route it should be relatively easy to keep people together and not broken up into groups by frequent traffic lights etc. We will need to leave promptly not later than 3 p.m. to be sure of getting back before dark, as is preferable. Any comments please on these ideas?\*

So far I have 18 people registered, some way off our limit of 50. However, John Stubbs tells me that it was not until a few days before the first such meeting, in Derby in May, that he knew just how many were likely to come and I guess that we may expect a similar situation even though we have made clear that we want people to have registered and paid up by Monday 30 October at the latest!

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

##### **13 September Cycling and Health meeting at GOEM and possible follow-up**

Helen Ross of the Nottingham PCT and Sarah Bowles of the Sports Council are doing some more detailed work on the health benefits of cycling to be used in transport appraisal and we are then likely to have a further meeting in which several people are very interested.

These include Kevin Mayne, Director of the CTC, to whom I mentioned this initiative when I met him in London two weeks ago. The CTC are very keen to work closely on health issues with a Regional Government Office and the two other possible GOs they had in mind have now fallen through with the loss of key senior people. Kevin has offered to come up and attend our next meeting which could be very useful support.

##### **Report of East Midlands Regional Assembly Transport Task Force meeting, Leicester, Tues. 10 Oct.**

Some months ago I was asked to join this as the Cycling rep, a role that Jo Cleary used to play although she had little time to attend their quarterly meetings. This one in Leicester will be the first I have been able to make since I was asked to join and provides another opportunity to ensure that cycling issues are promoted at regional level. I will give a verbal report of the meeting on Monday.

I had the chance both to raise our concerns about the lack of adequate provision for cyclists in the A453 widening scheme and also the issue of provision for cyclists in the new East Midlands Rail franchise arrangements, which I discussed with Zach Stamps from DfT Rail who was there (see below – item 9).

Among the others on this Transport Task Force is Cllr. Lucy Care from Derby City Council (who also came to this meeting by bike and train!). She is the political champion of the Cycle Derby project, being promoted by Cycling England and Derby City Council

over the next 3 years as one of the Cycling Demonstration Town projects. She is also the daughter of a former Derby Cycling Group activist, David Turner, who some years ago was responsible for the first Derby cycling map and who at one time had a lot of contact with Pedals!

Cycling England, by the way, are starting up a new email discussion group especially for interested councillors and Lucy is an obvious strong local candidate for this, along of course with our own John Bannister (Rushcliffe BC) who I have already also proposed. I can't think of many other suitable local candidates. Can anyone else please?\*

##### **Reminder re CTC Social Evening, Wed 15 November**

This involved our old friend, Pete Davis the Storyteller and is in aid of the Cyclists' Defence Fund (see above)

##### **Attendance at CCN/CTC Autumn Campaigners Conference, Cheltenham, Sat 26 November**

Who is interested in going please?\*

##### **Possible speakers / topics for Pedals meetings in January and February 2007**

**We need to give some thought now to this.**

My suggestions include:

- A discussion on Ridewise developments and plans with Graham Hubbard
- Updates with Steve Brewer and/or Ed Ducker from the City and County Councils

Any more please?\*

Remember that March is our AGM and that in January we might want, with no business meeting in December, to revert to our earlier habit of having only general business, if we think that having a speaker would be cramming in (too much)\*

#### **7. Cycle facility and traffic matters including:-**

##### **Report of A453 widening Non-motorised users meeting, 2 October**

This was a meeting, in Clifton, of representatives of non-motorised users and of local parish councils. As well as Patrick Davis, Roger Codling and myself, the inadequacies of the cycling elements were also strongly emphasised by two of the officers there from Leics CC, I was glad to say and, a bit more mildly, by Colleen Hampson from NEMA! (The need for improved cycle access to and from the airport has, I gather, been mentioned by several people and organisations responding to the recent NEMA Draft Master Plan consultation exercise).

I have since passed on details of the current position to both John Cutler (CTC Northants and CTC Council) and Roger Geffen (CTC Policy and Campaigns Manager) since I know that CTC regionally and nationally are keen to know of local examples of how seriously the Highways Agency are taking cycling issues in new Trunk Road schemes.

The HA showed no willingness to modify their current proposals, saying it would far too expensive to make changes, so it looks as though we will have to fight this issue further at the Public Inquiry, likely to take place next year.

The danger to us is that some of the Local Authorities are so keen to get this scheme built that they will be reluctant to be seen to do anything to jeopardise it as the HA are implying through emphasising so much the cost constraints they are under and consequent inability to take on board any more requested modifications, i.e. if they have to make any such changes the whole scheme will be in jeopardy!

**Revisions to markings for cyclists on Carrington Street outside Nottingham Station**

What do people think of the changes to the markings recently made, following a site meeting Nick Moss had with them earlier in the year?\*

**Advance Stop Line enforcement in the city – abuse by buses and taxis**

I have reminded Andy Gibbons of the City Council's Public Transport section (and also a Pedals member, by the way) of his offer some months ago to raise the issue of respect for the ASLs by bus and taxi drivers at the next of his regular meetings with operators. I have also mentioned this problem recently to Nicola Tidy, NCT's Customer Services Manager.

**City Rights of Way and Local Access Forum issues (Roger Codling)**

Roger has asked me to put this on the agenda so that he can report on the latest (Wed) meeting of the City Local Access Forum he sits on.

John Lee, the Rights of Way Officer, clearly seems unaware of the City Council's agreement back in November 1981, soon after the publication of the Pedals 'Bike City bikeways' cycle network proposals, that all new paths constructed in the city should be designed for shared use, i.e. without barriers and steps that make this difficult.

Signing also needs to make this clear, as I have reminded Roger, not just by using 'Public Bridleway' signs but by mentioning local destinations that the paths serve. We were promised this on the riverside paths west of Clifton Bridge, for example, when they were first built more than 20 years ago but all we eventually got (until the :Public Bridleway signs very recently) was blue destination signs showing only the pedestrian symbol and even these are now only partially legible!

**Beeston cycle parking request reminder - outside Out of this World in Beeston: message of 20 September from Steve Barber**

"I've spoken to Broxtowe Borough Council about this and cycle parking throughout Beeston town centre. They will consider additional parking if representations are made giving good reason why there should be parking at a specific point. A good reason would be that the existing provision is always full (true for outside Wilkos).

Perhaps a survey of how much spare space there is at certain times of the day and how long a walk those spaces are from out of this world would be helpful. Letters from several constituents to Nick making these points may be effective. (whistles and stares into space).

*Steve Barber  
Caseworker for Dr. Nick Palmer MP  
23 Barratt Lane*

*Attenborough  
Nottingham  
NG9 6AD  
0115 943 0721  
fax 0115 943 1244"*

**Beeston Station cycle stands – message of 20 September from Robin Phillips (forwarded to Ed Ducker and Paul Hillier, Notts CC)**

"Ed, Paul

This message from Robin Phillips reminds me that I think I have mentioned to you before please the need for more cycle stands at Beeston Station.

For example, when we passed by the Station in January during our tour on the CTC Regional Benchmarking Project visit I think I commented on how, even on a grey January day, the cycle stands were clearly being well used and subsequently had confirmation from local Pedals members that this was regularly the case.

I will raise the question of further suggestions for cycle stands in Beeston at the next Pedals meeting, on 16 October.  
Hugh

>>> Robin Phillips  
<[rphillips@beeston12.freemove.co.uk](mailto:rphillips@beeston12.freemove.co.uk)> 09/21/06  
2:39 PM  
>>>

Dear Hugh,  
Yesterday I visited the north side of Beeston Station to get a timetable. On the 9 Sheffield stands there were locked EIGHTEEN bicycles! I therefore wheeled min through into the booking office, to keep my hands on it while I did my business with the ticket man.

**...and responses of 22 Sept. from Paul Hillier, Notts CC.**

"Our plans depend to a large part on how the upcoming re-franchising pans out. Central Trains, who lease the station building, developed plans to refurbish it a while ago but they were put into mothballs when it became clear that they would not be renewing the franchise.

If these proposals are built into the new franchise with an early timetable, we will delay our work until the station improvement work. If the proposals are not incorporated into the new franchise or are programmed toward the middle/end of the franchise, we will consider trying to bring our project forward (funding permitting).

Depending on how things pan out, we may be able to do some small scale work in the nearer future, which could involve cycle parking but this will depend on what we can achieve without doing abortive work and what permissions we can get from Central Trains."

Paul  
Thanks for this good news. What is the likely timescale of these improvement plans?  
Hugh

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

**From:** [Paul Hillier](mailto:Paul.Hillier@nottscc.gov.uk)

"Hugh,  
we're working on a major improvement at Beeston station and are hoping to get permission from the car park owners to incorporate it into our design. If we can, we will be adding addition cycle stands. If we

can't we will ask the owners to provide additional parking."  
Paul Hillier  
Local Transport Plan Officer (Greater Nottingham)  
Nottinghamshire County Council  
Tel: 0115 977 4866 Fax: 0115 977 4054

PS. I have reminded Ed and Paul of the request, made by Mara Ozolins a few years ago but not taken up, for cycle stands near the Out of this World store near the Beeston Sainsburys.

....response from Ed Ducker of 9<sup>th</sup> Oct:

**Subject:** Re: Request for cycle parking at Out of this World, Lace Road, Beeston

"Hugh,  
Jarek has advised me that this location has been looked at previously. When it was last investigated it was found that the public footway wasn't wide enough to accommodate cycle stands. The shop was approached to see if their land could be used in part to accommodate the stand as well as part of the footway to which a negative response was received. Therefore, the suggestion was removed from our reserve list of potential cycle parking sites.

There are cycle parking facilities nearby within the Sainsburys grounds and in Beeston town centre but there's no other possible locations nearer to this shop.

Please could you forward this information to Pedals members etc who had also raised this request previously?

Regards,  
Ed Ducker, Cycling & Walking Officer"

...comments from Steve Barber

"Steve  
Thanks for your comments which I will raise at the Pedals meeting next Monday.  
Hugh

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

**From:** BARBER, Stephen  
**To:** Hugh McClintock ; Anne Sladen ; Robin Phillips ; Mara Ozolins

**Sent:** Tuesday, October 10, 2006 9:26 AM

**Subject:** RE: Request for cycle parking at Out of this World, Lace Road, Beeston

I too have raised this. The initial reaction was the same but further investigations were underway. I assume the investigations will reach this conclusion. What about increased cycle provision in the Sainsbury's car park, which is owned by Broxtowe borough Council. What are your views?

Steve Barber  
Caseworker for Dr. Nick Palmer MP

**Safety of cyclists riding on to Trent Bridge from Radcliffe Road, West Bridgford – message of 28 Sept to Ed Ducker, Notts CC**

"Ed  
Someone the other day was reminding me of a point I have been meaning to raise with you for some time and that is the dangers for cyclists heading on to Trent Bridge when emerging from Radcliffe Road. It is all very well having the ASL at the Loughborough Road end of Radcliffe Road (when you can squeeze past waiting traffic to reach it safely!) but, even for more confident cyclists you then have to judge things very carefully, especially in busy conditions, when you ride on to Trent Bridge watching closely for motor traffic threatening to squeeze you on both sides I

cant think of any easy solutions to suggest to overcoming this, if it is not thought viable to delay traffic approaching by the County Hall / old Trent Bridge curve but it does certainly need careful investigation please!

I will raise it at the next Highways South Cycle Working Group meeting but would welcome any comments you might have at this stage.  
Hugh"

...and his response (28 Sept)

"Ed

Thanks for your response. I agree that this needs a lot more careful thought and perhaps we will have a few more useful comments by the time of the next CWG meeting in January.  
Hugh

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

**From:** Edward Ducker

**To:** Hugh McClintock

**Cc:** Paul Hillier ; Dave Berry ; John Bannister ; Gareth Coles ; Nicholas Moss

**Sent:** Thursday, September 28, 2006 2:33 PM

**Subject:** Re: safety cycle movements from Radcliffe Road (West Bridgford) on to Trent Bridge

"Hugh,

I really can't envisage an on road solution to this. I agree that in reality cyclists have to tend to wait ahead of the ASL to get a decent distance ahead of queuing traffic outside of the Trent Bridge Inn, however I'm at a loss to know what realistic suggestion would assist making this a legitimate manoeuvre. Also I don't think it would be particularly desirable to look into formalising the controlled crossings to officially allow cyclists due to high pedestrian numbers (again in reality less confident cyclists, me included, tend to use the signals to cross like a pedestrian towards the Trent).

The other concern I have is even if we could provide a dedicated facility for cyclists through the junction there is still Trent Bridge itself which is not exactly a pleasant cycling experience on-carriageway. Likewise, there is no easy solution to this problem without losing traffic lanes, which I can't see us/ the City Council being able to justify.

Sorry I can't be more positive with this, however I'm happy to investigate further if you receive any possible ideas as to how this could work.

Ed Ducker  
Cycling & Walking Officer  
Traffic Services  
Nottinghamshire County Council  
(0115) 977 4585"

...comments from John Bannister (29 Sept)

"Hi Hugh,  
Perhaps a box for cyclists to wait at in the cleft of the Y while the Bridgford Road traffic joins Trent Bridge, personally, I am happy to keep going, but not everyone is.  
John."

What does anyone else think please?\*

**Road Safety issues: message of 7 Oct from Paul Hill:**

"From: Paul Hill <club501raleigh@btinternet.com>

"Dear Hugh, thank you for all your messages. I have a couple of issues regarding two near misses with motorists, my two experiences may tie in with your forthcoming discussion on road safety issues.

This afternoon, while coming down Arnold Lane towards David Lane (Basford Crossings) approaching the junction with Barlock Lane. As I got very close to that junction I clearly saw a driver waiting at the junction to turn right, and before I had the chance to pass him, he for some reason pulled out forcing me to slam on my brakes to avoid hitting him straight on, my back end shot up giving me a rather nasty pain in the backside, the driver apologised through a closed window and I asked him what he thought he was doing but he didn't say anything, I guess there was a few witnesses to what happened - that driver is blooming lucky I didn't kick in his door for his stupidity. Thank goodness I was wearing helmet as I always do, its second nature, if I had hit him I would have either ended up with some serious injuries possibly if I had been catapulted over his bonnet. This particular incident shook me up a little bit. Very glad not to have ended up at the QMC today as it would have put paid to my trip to Northern Ireland a week on Friday for a week.

Yesterday afternoon, when returning from my cycle ride to Wollaton Park, I was coming up Western Boulevard having decided to use the carriageway for a change, and was within yards of the junction with Newlyn Drive at Aspley, when I came very close to that junction when I saw a driver come sailing out of Newlyn Drive (opposite the central reservation) - whilst looking for a break in traffic coming from the Nuthall Road lights at the same time obviously oblivious to any road users such as myself approaching from Bluecoat School island, its a wonder he never caused an accident due to his stupidity. That road can get very busy at times and it could well easily have been a motorcyclist or it could easily have been a multiple pile-up. At the time I was wearing my helmet thank goodness and also a bright yellow top.

What happened yesterday got me thinking about that road safety advert telling motorists to watch out for motorcyclists when they are waiting at junctions - I certainly think the two I came across this weekend certainly haven't seen it; otherwise they would have taken their time.

Its seems that many motorists these days are too quick to cry wolf and blame others for the accidents they have caused, and in my case, these two would be to blame, and I would win my case!

I will always stick to the ring road cycle path from now on.  
Regards, Paul Hill "

**...and my comments:**

"Paul  
Thanks for this. I am sorry about your near misses. It confirms very much the main findings of the latest Department for Transport statement on road safety and accidents which came out last week.

This emphasised that failure by drivers to look/see properly is a major contributory cause in many accidents so that tackling this, as well as reducing speeds (high speeds leaving less room to recover when other mistakes are made) and enforcing speed limits is vital in reducing accidents.

Drivers, the report said, are often now distracted by their mobile phones, music and sat nav etc.  
Best wishes, Hugh

**Master list of possible cycling improvements in Gedling Borough (for next CWG meeting)**

A reminder that we want ideas please from those who are familiar with cycling problems and opportunities in Gedling, for discussion at the County Council's next Cycle Working Group in January.

**A612 Gedling Integrated Transport Scheme: my message of 6 October to Jarek Bien, Ed Ducker and Paul Hillier, Notts. CC:**

"Jarek

Ed  
Paul

At last month's Highways South CWG meeting I raised again the question of what provision is being made for safe crossings by cyclists on Stoke Lane in the plans for the new A612 Gedling Transport Improvement Scheme which, I see in the latest Highways South Transport and Travel briefing, is due for completion next February. I know that at the CWG meeting you promised an update for the next meeting but, as time is now moving on rapidly, it would be helpful to have this now please.

I know that the new road will include a 1.2 mile section of cycle track between the Colwick Loop Road and Burton Road near Whitworth Drive but am still not clear what is envisaged for cyclists crossing the new road, despite having raised this issue now on more than one occasion.

Please can you assure me that this has not been overlooked and clarify what arrangements there will be for such cyclists?  
Hugh"

**Maintenance of cycle facilities; poor response to defects reports and fragmented responsibilities: my message of 28 September to County Councillor Stella Smedley, Cabinet Member for Environment**

"Councillor Stella Smedley  
Cabinet Member for Environment  
Nottinghamshire County Council

"Dear Councillor Smedley

You may recall my writing to you about a year ago to complain about the poor performance by the County Council in maintaining many cycle facilities and, in particular, the common lack of acknowledgement of any kind, let alone remedial action, for people using the online facility for reporting highway defects, with, in some case, problems not being addressed years and years after they were first reported.

Since then, although there have been some improvements, performance is still often very unsatisfactory, especially, it seems, where there is some dispute over just who is responsible. I am therefore writing to you again because Pedals considers it is high time that these problems were fundamentally sorted out please.

One continuing example I could quote is one of the ones mentioned when I wrote before, the lack of action to replace the cluster of cycle direction signs at the cycle path junction very close to the north end of

County Hall, by Trent Bridge and Loughborough Road.

We cannot at all understand why after several years, despite repeated reports, still nothing has been done for what after all should be a relatively simple matter of putting right a group of signs. Apart from the inconvenience to cyclists, and the reduced promotion of nearby cycle facilities which this implies, this means that County Council money is being wasted because of a failure to stabilise the loose signs, when first reported, and then having to start all over again with supplying completely new ones.

This problem itself is apparently compounded by the County Council having no record of exactly what signs have been put up, and their destinations, to simplify the process of replacement when such signs do go totally missing!

This means wasted money and wasted time and resources all round! In the case of the missing cluster of cycle signs on Welbeck Road, near the Suspension Bridge, which was eventually sorted out earlier this year, I had to dig into Pedals records to find a record of the previous sign and its wording!

This lesson is still not being learned, as I know with a more recent case, further along Loughborough Road, south of County Hall, where I reported several months ago that a cycle route sign at the toucan crossing in the middle of the road had become loose and urging that it be fixed before it disappeared! This too has still not been done.

When I have tried to find out the reason for such long delays, e.g. from Ian Parker or Ed Ducker, I have sometimes been told that uncertainty over land ownership means that it is not clear just who is responsible.

Another example of this uncertain responsibility has, it seems, for several years bedevilled sorting out the serious problem of intruding vegetation at the access to the cycle path from the toucan crossing on Wilford Lane at Bede Ling.

In this case the failure to address the problem, even when the crossing was first installed several years ago, means that the access to the cycle path to the south (towards Rugby Road, Compton Acres) is awkward and uninviting.

It seems to us ludicrous to install a good new cycle route and then discourage people from using it by such neglect and obstruction!

Again, we cannot understand, why the County Council still shows no indication of getting to the root of the problem and getting this matter settled once and for all. Surely it must be possible to find out the exact extent of land ownerships, Council and private, and then to coordinate the necessary action, which hardly entails a complex and expensive operation!

It is any case very disappointing when poor maintenance means that what are initially good facilities are effectively allowed to degenerate, even when they are very well used.

A good example is the riverside path between Trentside, West Bridgford and The Hook, Ladybay, which has become more and more badly potholed and rough since it was first developed in the early

1990s, apparently owing to lack of agreement on maintenance between the County Council and Rushcliffe Borough Council.

This route is very popular, with pedestrians and cyclists, and especially in summer and in fact badly needs widening and general upgrading as well as proper maintenance and repair, to make it suitable for safe and comfortable shared use, and with adequate signing.

Again we find it very frustrating that no one will take the lead in sorting this out! It is likely that usage of the path will continue to grow as more connecting stretches of the riverside path are developed, e.g. with the current work by the Environment Agency on the flood alleviation scheme between County Hall and Wilford and whatever happens in terms of the future of the NWSC at Holme Pierrepont, especially with this route forming part of the new development of Sustrans Route 15 of the National Cycle Network.

I am therefore writing again to ask please that this whole issue be taken far more seriously and thoroughly investigated, with a view to ensuring a much faster and more effective response to highway defects complaints that are made, online or by phone, and a serious attempt to find a permanent solution in the frequent cases of fragmented responsibility and consequent total lack of action. Yours sincerely, Hugh McClintock  
Chairman, Pedals'

**Notts CC Highway Design and Road Safety Scrutiny Committee Review: Pedals evidence submission and discussion at meeting on 9 October**

*"One bad egg is all it takes..."*

*"You and your organisation do your cause a grave disservice by your utter failure to do anything about the all too poor behaviour of so many cyclists, especially those who just reply with a torrent of abuse to anyone who challenges their thoroughly selfish and anti-social behaviour".*

I had expected some such comments from Councillors at this meeting but this particular one, from a Councillor from Southwell, was perhaps that much blunter than I expected!

Apart from that particular irate comment others there were several other rather more moderate complaints about cyclists and the way that, by their foolish and often unpredictable behaviour, they put themselves much more at risk as well as other road users.

I was asked about Pedals views on solutions to this menace and emphasised the need to ensure that any actions were targeted at all anti-social behaviour by road users, and especially those in control of much more powerful vehicles, rather than just singling out cyclists as the only real menace.

I am however, not surprised to hear so many negative views and have increasingly felt that the view is spreading among councillors in particular that providing for cyclists just means increasing the probability of aggro and lunatic behaviour by a widely disliked and anti-social minority. Why should they then bother at all with us, whatever our pleas about the environment, climate change, health and dangers from drivers etc.?

The chair of the Committee, Cllr. Joan Taylor, (as well as commenting that I personally could not be blamed for all the examples of atrocious behaviour by cyclists!) asked whether information on Ridewise was made available to local cycle shops to pass on to people buying new bikes so that they could learn how to ride their new machines safely and responsibly. I said this was a good idea and I would pass it on to Ridewise.

Not all the comments were negative and the Committee seemed to feel that my presentation and the discussion were worthwhile.

Some of the points I made, about the frequent very poor performance in acting on complaints of maintenance defects, or the problems in getting substandard facilities upgraded, echoed comments earlier in the meeting when an earlier report on the County Council's new Asset Management Plan was discussed.

This led several of the Councillors present to complain at the slow action by officers in following up problems raised by local residents and also how officers dealing with the highway aspects of major planning applications often failed to learn from the detailed local knowledge of the local councillors, e.g. on current road safety problems, and were therefore prone to underestimate the new problems likely to be created, or worsened, by the extra traffic generated.

Money for maintenance in general is also clearly more and more of a problem as each year the Government expects them to make efficiency gains by doing more with less resources. I made the comments that acting more promptly in response to complaints, e.g. when cycle route signs are reported loose, and before they go missing, and having accurate and up to date records of where signs are and what they say, would help to save resources and everyone's time and efforts!

I asked what other groups they were inviting to give evidence and was surprised to learn that no pedestrian group has been invited, e.g. 'Living Streets' (formerly the Pedestrians' Association). Even though they have no local group in this area, they agreed with my suggestion that it would be useful to invite them to give evidence, to act as a counterweight to other views they will get, I expect, mainly from drivers.

**...copy of later message from Martin Gately, Scrutiny Officer, Notts CC**

"Hugh,  
Many thanks for your attendance today and for giving Living Streets a heads up to our interest!

I will, of course, pass to you a draft version of this committee's report for comments when it is finalised in the spring.

Many thanks, Martin  
Martin Gately  
Scrutiny Officer  
Nottinghamshire County Council"

**P.S.** I have been asked by City Councillor Emma Dewinton to make a presentation to the January meeting of the City Council's Regeneration Panel when they will be looking at City transport issues (9<sup>th</sup> January 2007).

**..comments from Gary Smerdon-White (Ridewise) on Cllr. Joan Taylor's proposal:**

"We at RideWise have discussed this and taken action on the idea at least a year ago. For example I agreed Decathlon would do so and I know Raleigh shop on Carlton Road have agreed.

However, I think you can safely say we've not hit every shop and we've not got systems to keep briefing new managers or keep leaflets in stock.

So my comment would be that we've not got the resources to keep it up but we do have the instructors trained to take the upturn in numbers it might generate.

Basically I think we'd have to get a list of all shops, persuade them to give the leaflets, distribute them and keep them stocked up.

Graham any thoughts/comments?  
Gary"

**Re: Questionnaire on cyclists' opinions of ASLs – message of 11 Oct from Ed Ducker and my response:**

"Ed,  
Very interested to hear about your project. Yes of course, we would be prepared to help distribute the questionnaires. If you let me have 20 copies by Monday that should be plenty enough  
Hugh

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

**From:** Edward Ducker  
**To:** [Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)  
**Sent:** Wednesday, October 11, 2006 8:58 AM  
**Subject:** Questionnaire on ASLs

"Hugh,  
I am just starting a project on evaluating ASLs as part of a work related course I am doing at Nottingham Trent University. As part of this I am doing a questionnaire to assess some opinions cyclists have of using them.

Would it be possible for you to distribute some questionnaires to Pedals members to fill in at your next meeting on Monday? If so, roughly how many copies should I send to you to hand out at the meeting?

Thanks in advance for your help.  
Regards,  
Ed Ducker  
Cycling & Walking Officer"

**8. Autumn newsletter delays (and feedback)**

Although I try if possible to get each newsletter out in time to give member a bit of notice of the next meeting this is very unlikely to be achieved with the autumn issue for a variety of reasons, mostly out of my control, including the fact that Derrick Hankey who does the artwork preparation was away on holiday at the time a few days after our last meeting when I had originally planned to get the copy to him.

The latest issue is now being printed by Novaprint and, I hope, will have been delivered before our meeting on Monday so I may at least be able to bring some copies along then, I hope.

However, there has also been some delay in getting the envelopes and labels which will probably make it

difficult, even if I have the printed copies shortly, to get all the copies stuffed and dispatched in time to arrive before Monday.

Apologies for this delay – I know it is annoying to get a 'new' issue with details of 'forthcoming' events, one of which has in fact already taken place!

**9. Cycling issues in new East Midlands rail franchise – copy of my message of 10 October to Zach Stamps, DfT Rail**

"Dear Mr. Stamps,

It was good to have a chance to chat to you at this morning's meeting of the East Midlands Regional Assembly Transport Task Force in Leicester about the importance of DfT Rail giving thorough attention to cycling issues in the discussions on the new East Midlands franchise. As I mentioned there is, I am well aware, much interest in cyclists in this region in the various related issues, both in terms of improving arrangements for carrying bikes on trains and in terms of providing quality secure, convenient, undercover, well-managed, well-maintained, well publicised, and generally attractive short- and longer-term cycle parking facilities at stations to help cater for the smooth and efficient arrival and dispersal of the increased numbers of rail passengers anticipated.

I attach a copy of the national CTC's submission on cycling and refranchising issues, prepared by Dave Holladay, CTC Public Transport Campaigner and I am sure that he would welcome the chance to discuss this particular refranchising exercise with you and your colleagues in DfT Rail.

As I also mentioned to you Pedals (Nottingham Cycling Campaign) is hosting a second regional meeting of cycling groups, in Nottingham, on Saturday 11 November, and it would be very helpful for that occasion for you please to give us some details of what consideration is being given to these issues so that we can develop a widely-based and constructive dialogue.

I know that in other parts of the country there are cycling consultative groups to work with the local operator and it would, I am sure, be very beneficial, for such arrangements to be established in this region too.

Yours sincerely, Hugh McClintock,  
Chairman, Pedals

Hugh, 11.10.06