

AGENDA FOR PEDALS MEETING:

7.30 p.m. on

Monday 19 September 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. Jupiter Design Proposed Cycling Strategy: discussion with representatives of The Big Wheel
3. Minutes of Pedals meeting of 18 July and matters arising
4. Newsletter; new printing/sponsorship arrangements
5. Finance
6. Events / meetings
7. Replacement Publicity Officer and future manning of stalls/displays
8. NET matters
9. (other) cycle facility and traffic matters
10. Miscellaneous items
11. 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, Dave Clark, Liz Clark

2. Jupiter Design Proposed Cycling Strategy: discussion with representatives of The Big Wheel

3. Minutes of the Pedals AGM held 18th July 2005 at The Globe.

Present: Hugh McClintock, Susan Young, Dave Morris, Elizabeth Clark, Peter Osborne, John Park, Gordon McGowan, Dave Clark, Arthur Williams, John Bannister, Robert Murray,

Apologies for absence: Bill Istead, Mara Ozolins, Lawrence Geary, John Wilson, Roy Wilson, Andrew Martin, David Lane and David Miller.

New Venue. It was agreed that the upstairs function room of the Globe should become our regular meeting place from September. Hugh to make bookings for the autumn.

Pedals Newsletter. John Clark is to design a new banner for Nottingham Cyclist. Only a truncated

version of the contacts section in the newsletter will be included in future with the full version still be posted on the Pedals website. Sponsorship of the newsletter by Nelson's is still waiting confirmation. Arrangements need to be in place by September's issue.

Finance. Most membership money is now in. It was suggested that an annual prize draw might help to pay for the cost of running the stalls for which a typical cost is £20 to £30. The success or failures of stalls should be reviewed at the AGM.

Other Stuff..

Canning Circus. Numerous groups have made objections to the proposed changes. The scheme is now being reconsidered.

City County Forest – has finally got a mention in the Evening Post, and the Toppa.

Rushcliffe Community Quiz at 7pm Tue 18th October at Cotgrave Welfare. Can Pedals put up a team of four? Free food is on offer! Peter and Hugh willing to go. Others, e.g. Lawrence Geary and Dave Miller to be sounded out by Hugh.

Jupiter Design Proposed Cycling Strategy. Jupiter should attend a Pedals meeting preferably in September. Hugh to invite Lorna/Nathan from Jupiter.

Interactive cycle signs in Beeston High Road not working properly. They fail to differentiate between cyclists and those just pushing their bikes. Hugh reported that the County Council were working on sorting out these teething problems.

Pedals tool kit – this needs to be sorted out ready for future Dr Bike Events.

Councillor Brian Grocock is to be invited to attend the Pedals meeting in October (not September, as previously agreed; the Cuba slide show slot would then be postponed).

Update:

Pedals toolkit: Thoughts and observations arising from assessment of Pedals toolkit on Aug 10th at Dave Clark's place.

Those present: Dave and Liz Clark, Dave Morris and Peter Osborne.

Create two small toolkits. This could be from off the shelf tool kits (e.g. Mike Dyson, Park Tools from Wiggle etc). Suitable kits cost around £40 to £50. Additional items such as pumps, lubricants, T-wrenches, headset spanners, cable cutters, crank extractors and cassette removers. Estimated cost – around £70 per toolkit.

Buy some good quality multitools.

Four bike stands maximum required. Auction the rest on ebay. Pedals allegedly has fifteen!!

Scrap trailer. It has not been used for ages and probably needs money spending on it to make it roadworthy. We should pay the trailer a visit to see what state it is in.

Current toolkit (as looked after by Dave Clark) – very inadequate – lots of certain tools e.g. cone spanners and chain rivet extractors; many other tools absent e.g. pumps, cable cutters.

Most of the tools on list circulated by Susan Young via email are absent from the toolkit.

We should get the tool kit sorted by spring ready for the next round of Dr. Bike events.

It is probably cheaper to buy tools as complete kits rather than individually.

We should not lose sight of what Dr Bike is for: minor repairs and advice – not bottom bracket repairs and wheel building!!

City County Forest book

I did an interview about this with Saga FM in early August and they also expressed interest in the Ridewise project. I have passed on contact details to Graham Hubbard who is now coordinating Ridewise.

The Turning Point scheme (Lower Parliament St/Milton St etc.)

Arthur Williams and I had a useful meeting with the City Council on 25 August where they seemed a bit more willing to take note of our comments than at the time of the original consultation on these proposals early last year!

Most of the issues were ones we had identified then but a few more have to come to light since the scheme started to be implemented and especially since "The Big Switch" on 24 July (two-way traffic on South Sherwood Street etc.). The total list of issues I am now aware of is:-

- lack of a safe link on Shakespeare Street between the cycle gap at the bottom of North Sherwood Street (the southern end of the NET alternative cycle route) and Milton St, e.g. no cycle lanes or advance stop lines (ASLs)
- no legal provision for cyclists to ride from the cycle gap at the bottom of North Sherwood Street into the shared bus and cycle lane on South Sherwood Street past The Guildhall etc.
- No left turn for cyclists from Milton Street into Shakespeare St.
- No right turn for cyclists from Parliament Street into South Sherwood Street by the Theatre Royal. This poses special problems for cyclists from the east side of the City riding towards Nottingham Trent University etc.
- No contraflow cycle lane on Burton Street to improve cycle access to Milton Street and the Victoria Centre and the replacement site for cycle lockers in the new Trinity Square car park.
- The narrower carriageway on Upper Parliament Street (with the widened pavements) meaning that, despite generally reduced through traffic, cyclists still feel very squeezed with so many buses

and now in both directions. There are also particular problems on corners, e.g. the junction of Milton Street and Parliament Street where, with the extended pavements and tighter-radius corners, buses have to pull out further to make turns.

- Various problems of signs, some of which have now been sorted out, e.g. the 'No Entry except buses' signs at the junction of Milton St. and Shakespeare St. have been replaced by 'No Motor Vehicles' signs but there are still problems with other signs, e.g. the temporary one at the east end of Parliament Street which still says "No through Traffic" and the blue and white contraflow bus lane signs facing northbound traffic on South Sherwood Street which do not include cycle logos to make clear that cyclists also have the right to use that road in both directions including the new bus lane.
- I have also had a comment more recently from Dave Morris about the inconvenience of the associated changed one-way arrangements on George Street and Broad Street and would welcome others' views on this please

At our meeting the City Council said they will look again at the possibility of including an ASL at the junction of Shakespeare Street and Milton St. They said that a contraflow cycle lane on Burton Street is still not possible but will look at the possibility of having one on Forman St.

Turning right from Upper Parliament Street into South Sherwood St. may, at least unofficially soon be eased by using the zebra crossing to be installed soon outside the Post Office, it was pointed out.

Having a better cycle access from North Sherwood Street to the new bus and cycle lane is still problematic, they said, because it would interfere with the new pedestrian access facilities at the junction.

They are also considering providing an ASL on Shakespeare Street at its junction with North Church Street.

Any other comments, please?

Notts. CC. Highways South Cycling Working Group meeting on 1 Sept.

This meeting (rather badly attended!) included quite a bit of discussion on how best to ensure more respect by drivers for the increasing number of Advance Cycle Stop Lines, e.g. as installed last month right outside my house at the junction of Musters Road and Melton Road, West Bridgford.

The County Council don't want to use any more signs, even temporary ones, but are prepared to consider publicity measures including get some local media coverage for the issue. Abuse occurs by motorcyclists as well as drivers, it is clear. (The City Council have made clear to me their opposition to allowing motorbikes to use ASLs, for which there has been strong pressure elsewhere in the country, I know, and which some Councils have agreed to (and

some have also agreed to allow motor bikes in bus lanes).

I said that ASLs were very useful if done properly and well-respected and mentioned 2 or 3 more junctions in West Bridgford where they would be useful, e.g. Wilford Lane/Loughborough Road and Radcliffe Road/Ladybay Bridge/Trent Boulevard, and the Rectory Road approach to the Melton Road/Musters Road traffic signals.

These are to be looked at and also possible sites in Arnold (Mansfield Road) and Beeston (Middle St) which I have mentioned before. (Some of my comments about ASLs were included in a letter of mine published in the NEP of 10 Sept, by the way).

Ed Ducker mentioned that he is soon to meet British Waterways about extending into the Broxtowe area canal towpath upgrading work similar to that done by the City Council as far as the City/Broxtowe boundary west of Thane Road.

Both Robin Phillips and I raised the linked matters of ensuring a higher standard of work by contractors when works are carried out (the lack of which tends to cause extra problems for cyclists) and the need for more feedback when people make reports to the Highways Defects report form on the County Council website.

Often there is not even an acknowledgement and reports can be made repeatedly without any sign of action. If there is a good reason why the problem cannot soon be attended to, I pointed out, it would be helpful at least to have some indication of the reason, e.g. that the whole of that road was soon due to be resurfaced.

I gave examples of problems still not attended to after many attempts to report them, e.g. the cobbled area on the Lower Road (Beeston) approach to the Queen's Road East toucan crossing and the cycle route direction signs on both sides of the Suspension Bridge.

Work should start soon on the contraflow cycle lanes on Broadgate between the west entrance to Nottingham University and Beeston High Road East, it was reported.

Gedling Major Integrated Transport Scheme (GMITS): This scheme including cycling facilities and a cycle by-pass at the bus plug on Burton Road should be completed in February 2007.

Both the County and City Councils (represented at this meeting by Steve Brewer) would welcome suggestions for exact locations for more cycle parking, please.

The next CWG meeting will be on 15 December at Trent Bridge House at 9.30

Timing of signals at Queen's Road East (Beeston) toucan crossing:

Ed Ducker has promised to look into the reason for continuing long delays for cyclists getting green at his toucan crossing.

Highways Agency meeting on 2 August about the A46 (Widmerpool to Newark) dualling proposals and non-motorised users (NMUs)

Roger Codling and I attended this meeting though Nicola Jones of Sustrans was at the last minute unable to do so.

NMUs' needs are being taken much more seriously now than in earlier versions of the proposals but there was some concern about the surfaces of connecting bridleways, about what will happen to the layouts and surfaces of some old bits of the AA46 which will now be bypassed and left to NMUs and links, and, in particular, the implications for cyclists of the decision now (on costs grounds) not to have a direct crossing of the new road on Kinoulton Lane.

Riverside Festival Pedals stall, 26-7 August

I gather that Liz was on the stall by herself for most of the time for this event which was a very noble effort but it was a pity that no one else was able to help her at times!

Tour of Britain Nottingham stage finish, Friday 2 September

Thanks to all who turned out to help with the Pedals stall, which Roger Codling helped Liz put up at 9.00 and which we had there until 4 p.m. Unfortunately those offering to come were hesitant about signing up for exact times so we had rather an uneven spread of helpers throughout the day which was a bit of a waste.

4. Newsletter; new printing/sponsorship arrangements

Lawrence, Susan and I met on 8 September to review the quotations we have obtained for new printing arrangements and to plan the next issue. Now that we are giving priority to quality over quantity this will certainly mean quite a drastic (c 1/3) cut in length, even with Nelsons' promised sponsorship.

We are now trying to firm up the new arrangements in time to go to press with the next issue soon after our meeting. However, there are various complications so this may well in practice be delayed. More details at the meeting but meanwhile please let me have any contributions asap (including good quality photos, of which we want to use more) and if at all possible not later than our meeting.*

Chris Jackson, who works with Pete Jarman at the County Council, has asked me if they can send out questionnaires to members in connection with their Rights of Way Improvement Plan survey, to help them gather information about off-road cycling.

In view of the uncertainty over the timing of the new printing arrangements it is probably premature to arrange a date for the stuffing and distribution of the next issue but I still aim to get this done in time for people to get their copies before the October meeting.

PS. Many thanks to John Clark for his revised banner for the front of the newsletter.

5. Finance

Susan Young to report.

6. Events / meetings

Pedals meetings:

Councillor Brian Grocock, City Council Portfolio holder for Transport, has confirmed that he will be able to come for a discussion on **17 October** and we need at this meeting to consider carefully an agenda for this meeting to make the most of this opportunity.

One important matter, I suggest, is how we can get the City Council more systematically and thoroughly to ensure that cyclists' needs are given greater prominence in decisions on major projects such as the Clear Zone, Canning Circus pedestrianisation and the Turning Point.

This is closely related to our problems in getting one decent coherent and signed cycle route north-south-north across the city centre and also west-east-west, in both directions and, in particular, to help cyclists who wish to avoid streets with tram tracks. I have asked Steve Brewer several times what is happening about this and he has assured me that they are still working on it. It does however seem to be dragging on!

Another matter to discuss, I suggest, is the effectiveness of the (online) Highway Defects report forms. Why (in my experience at least) do those using it often not get even an acknowledgement of their reports? And why is there often so little action, if any, in response to reports of even quite minor matters, many months after they are made?

Any other suggestions please?*

21 November:

Ed Ducker from the County Council is coming, as arranged some time ago and I have now had a request from Steve Brewer for a slot to discuss the revised City Council cycle maps and the proposed system for doing annual updates.

I said that we should be able to give him half an hour after the initial one-hour for Ed. It would be helpful before then to discuss our comments on the maps last revised this spring. I have had some feedback already from Lawrence and Arthur Williams but it would be helpful add to this with the views of other people please!*

19 December: Christmas Social Evening

I suggest that we include in this the talk on (cycling in) Cuba, a joint effort by Dave Morris and Lawrence Geary, as well as the usual quiz and festive eats.

16 January and 20 February 2006

What do we want for these other than general business? March is the AGM.

Other meetings:

Bramcote Hills and Stapleford Open Space Forum, 20 September: 5 p.m.

We have again been invited to this. Anyone wish to go please?*

The Big Wheel Big Day Out, Nottingham Castle, Sat. 24 September (11-5)

Pedals has been asked to take our stall (to be set up by 10.30) and we need a rota of volunteers

throughout the day please, preferably with at least 2 people the whole time, in 2-hour slots (or 1-hour if people can't make 2 hours). Susan and I will be there some of the time, as will Liz, I believe and Dave Clark may be able to help set up. I will bring a rota sheet to our meeting for people to sign up please!*

Please note that entry is free for those helping run events/stalls and TBW seem to be giving away free tickets for others to come!

I understand from Anisha of TBW that Pippa and Richard Hand have been asked again to run a Doctor Bike Clinic as they did last year. I only learnt about this when Peter Osborn offered to run one for Pedals.

Stapleford Local Transport Forum, Stapleford Library, Friday 7 October: 10.00

Anyone wish to go please?*

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

Hosted by the Warrington Cycling Campaign. Anyone wish to go please? I may be able to make this one.

Broxtowe Partnership Transport Forum, Tuesday 6 December

Next meeting will be on 6 December, which I cannot make. Does anyone else wish to go? Robin Phillips may be able to do so again, I believe.

Replacement Publicity Officer and future manning of stalls/displays

As most people will probably have gathered by now Dave Clark is, for personal reasons, stepping down from being Pedals Publicity Officer. He and Liz have done excellent work in running stalls for several years and especially recently, for which we are all very grateful.

This loss unfortunately follows that of David Lane who did excellent work helping with our stalls for many years but who has had to drop out this year after a series of health problems. We do therefore face a crisis in running stalls in future.

We therefore urgently need please:-

- a) a replacement Publicity Officer, with a particular responsibility for coordinating request for stalls .**
- b) to decide what our priorities should be in future if, as now seems the case, we have such problems in getting people to commit themselves to helping with stalls. Do we, for example, have to concentrate on just a few events, e.g. the Tour of Britain and The Big Day Out?*

8. NET matters

I notice that the intruding tree branch obscuring the cycle bypass scheme on the Weekday Cross approach to the Middle Hill tram viaduct has still not been cut back, several months after Wendy drew attention to it when commenting on the inadequate arrangements for cyclists at this point which, she claims, helped to cause her accident.

I do however note that a 'cyclists beware tram tracks' warning sign has been erected a bit further down.

At our meeting I shall report on the discussion on this item at the 13 Sept. meeting of the LRT Advisory Committee including the following proposed measures as mentioned to me by Jennifer Hill of the City Council in her message of 12 Sept.;

"The vegetation which was obscuring the cycle direction sign was cut back in June 2005; it has since become overgrown.

After investigating the site further; I shall now be implementing a scheme (Budget 2004/05) with the following safety features:

* 1.5m wide (where possible) advisory cycle lane from the dropped kerb at Weekday Cross (with a 0.5m min wide clearance from the back of the footway) to the dropped cycle kerb on Middle Hill/ Tram access junction.

* A cycle logo and direction arrow on the carriageway at Weekday Cross to highlight the off-carriageway cycle route onto the pavement

* Cycle logos repeated along the pavement of Middle Hill

* Erection of a stub post & extension brackets & move "to avoid tram tracks" sign over to new stub post to avoid being obscured by foliage and for greater visibility of the sign for cyclists

* Extend existing dropped kerb to 4m length/ 1.5m depth (approx) at Weekday Cross for ease of pedal cycle manoeuvrability

If anyone needs any more information regarding this scheme, please contact me.

Many thanks,
Jennifer Hill
Senior Officer - Accident Investigation
T: 0115 915 6544"

PS. at the NET Advisory Committee meeting on 13 Sept. the chair of the Committee, County Councillor Chris Baron, asked Pat Armstrong of the City Council NET Team about the number of reported accidents in relation to NET. He mentioned that he happened to be aware of two recent such incidents involving researchers he knew working at County Hall, one of whom needed treatment at the walk-in centre and, he says, reckons he could easily have been killed if a car had been coming.

I welcomed the proposed extra measures at Middle Hill and also said that the continued obscuring of the advanced information sign for the cycle bypass was very unsatisfactory, as well as the general continuing lack of a safe, coherent and well-marked route across the City Centre for those wishing to ride away from the tram tracks.

Hucknall NET/RHL Station cycle lockers

I gather from local County Councillor Chris Baron that the new lockers have been installed. Has anyone yet seen them and is anyone yet able to comment on how much of an improvement they are please? *

Since Jo Cleary and Chris Stevens left Hucknall I don't get feedback on such matters!

9. (other) cycle facility and traffic matters)

LTP2 draft out for consultation

The Provisional new Local Transport Plan (City and County Councils) can be downloaded at http://www.nottinghamcity.gov.uk/sitemap/transport_and_streets/transport_planning.htm - but, beware it comes to about 388 pages! So far I have had time only to skim through it but we really ought to go through it thoroughly and comment in detail as there are a number of important implications for cyclists, directly and indirectly!

It contains reference to the development of "Primary Cycle Routes" as well as "Primary Pedestrian Routes" (through area of regeneration) although perhaps (at first glance at least) with rather less emphasis.

It talks about "the development of high quality routes to the city centre and district centres" but not routes across and within the City Centre, as we have constantly been trying to achieve!

The proposed PPRs/PCRs include things like the Beeston and Nottingham Canal towpath improvements and also a series of other improvements planned on the north bank of the Trent from Attenborough through to Stoke Bardolph, which I am sure we would welcome.

The draft LTP refers to proposed pedestrian/cycle bridges at Clifton and Colwick and improvements at the Ladybay Bridge (i.e. the wider shared footway/cycleway plans mentioned by Steve Brewer at the recent CWG meeting).

Fig 6.3 shows a map of the Strategic Cycle Network proposals and I will bring copies to the meeting.

There are also references to improvements in cycle access to health facilities and to a feasibility study for improving cycle and pedestrian routes in the River Leen corridor.

Table 13.15 (indicative targets) includes one for cycle trips, measured through counts.

In general I know there are fears that there is less money for cycling nationally in the new round of LTPs than there was in the former 5-year round.

City Council schemes

I have asked the City Council again recently what progress they have been able to make in investigating 3 particular problem areas/schemes/opportunities which have (again) be suggested in recent months, i.e.:-

- Aspley Lane/Ring Road (Middleton Boulevard)
- Abbey Street/Ring Road (by Dunkirk flyover and Fire Station)
- link between Birdcage Walk (The Meadows) and Rennie Hogg Road (by the Comet Warehouse, Riverside retail park)

Trinity Square cycle lockers: message of 1 Sept. from Robbie Woods, City Council Parking Services:

"Hugh,

I have been asked to answer your email in Kevan's absence (currently on holiday).

The proposed closure (though not finally confirmed) for the current Trinity Square Car Park is late January 2006, probably about the third week. The new car park is not due to open until late 2006 (again an actual date is not confirmed although for obvious reasons they are planning to open before Christmas).

Current thoughts are to relocate the lockers that are at Trinity Square to Curzon Street car park and these will be available during opening times of 7am to 7pm (Monday to Saturday).

Other lockers are available at both Fletchergate (24/7) and Broadmarsh (Mon to Sat 06:30 to 02:00) and (Sun 09:30 to Midnight).

Hope this helps with your query.
Robbie Woods
Parking Services."

Road Safety Improvement Scheme: Beechdale Road/Hollington Road, Aspley / Beechdale Area

I had a letter from the City Council soon after our last meeting about these proposals which include removal of the existing build-outs and improved traffic-calming measures. It is also intended to complement the planned Toucan crossing at the junction of Harvey Road and Kingsbury Drive. Comments were wanted by 10 August.

Canning Circus Pedestrian Scheme: comments on City Council's revised proposals

"Dear Mrs. Haley,
Canning Circus Pedestrian Scheme: TRO TMP6537

Thank you for your letter of 23 August about the changes to the scheme proposals, which we welcome, particularly the first two, i.e.:-

1. the reversal of the proposed one-way arrangements at the Derby Road / Ropewalk junction, with an exemption for cyclists from this prohibition.
2. the dropping of the general prohibition of the left turn from St. Helens Street into Alfreton Road

Although we welcome the acknowledgement of the point we made about maintaining two-way cycle access on The Ropewalk we are surprised to note that the reference to this in your letter is not in fact reflected on the latest drawing. With this cycle gap it is very desirable that the whole back street route from Canning Circus through to Castle Boulevard be signed as this forms quite a useful relatively quiet link for cyclists and it needs to be better promoted.

We are opposed to the continuing prohibition on right turning movement, including cyclists, from Canning Terrace into Derby Road and would again urge, as we did at the meeting in July, that this be looked at again in view of the substantial extra distance that such cyclists would now have to ride, or, alternatively, be obliged to get off and push their bikes across rather than keep riding.

We are also concerned that still nothing has been done to take up our suggestion to include advance stop lines at the various traffic signals and would like to ask that this too please that this be reconsidered.
Yours sincerely,

Hugh McClintock,
(Chairman, Pedals)"

Clarification of two-way cycle access on Carlton St/Goosegate etc.: response of 14 Sept. to my message to Steve Brewer and Polly Brant

"Hugh
Sorry for the lack of progress on this. I am still planning to review all the signing and lining on Carlton Street and Hockley as part of phase 1 of the Hockley/Sneinton Primary Pedestrian Route Scheme which I am currently developing with my colleagues in Major Projects and Highway Design.

Realistically work on site will not commence on this scheme until early next year 2006, however if the opportunity to correct the 'no-entry' signs on Carlton Street/George Street arises before then they will be corrected.
Steve Brewer
Transport Strategy"

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

From: Hugh McClintock
[\[mailto:Hugh.Mcclintock@nottingham.ac.uk\]](mailto:Hugh.Mcclintock@nottingham.ac.uk)
Sent: 12 September 2005 10:10
To: polly.brant@nottinghamcity.gov.uk;
steve.brewer@nottinghamcity.gov.uk

"Polly
I realise it is now a couple of months since the site meeting I had with you and Steve Brewer about the need for clarification of the signs and markings for two-way cycle access on Carlton St/Goosegate etc and side roads in their vicinity. Have you been able to make any further progress with this since then please and, if not, when is such progress likely?"

As I have mentioned several times Pedals thinks that this clarification is urgently needed, to help improve cyclists' safety and to reduce the risk of any misunderstandings by other road users about cyclists' right to ride in both directions on this route.
Hugh"

...and comments from Dave Morris on Steve Brewer's message (13 Sept).

"Hello Steve,
Glad to learn that the signing & lining is to be reviewed. I don't mean to add to your workload, but my commute to the station has recently changed, so this has become a bit of an issue for me.

My commute into the city to the station (avoiding the clear Zone when busy) would ideally be:

Milton St/ Upper Parliament St/ George St/ Carlton St/ Fletchergate/ Middle Hill.

The 'No-Entry' on George Street currently means cutting past Wilko's and up or a longer detour via Broad Street to get back onto Fletchergate. There is also no bike contra-flow on the very short upper-most section of Carlton St, linking back to the Victoria Street/ Fletcher Gate bend. If you could take a look at this when assessing the wider SRTS scheme, it would give me a totally legal route southbound into the station.

The northbound route home requires me to use North Sherwood Street, as Mansfield Rd (at Forest Rd junction) doesn't permit a right-turn into Mapperley Park Road. The route via Maid Marian Way & Upper Parliament St would do it, but it's not too pleasant.

There doesn't seem to be any way of doing the quiet Fletchergate/ Hockley route in reverse. Having tried it, there are a couple of problems, including:

No right-turn at the Royal Centre from Upper Parliament Street into South Sherwood St and the cycle gap into North Sherwood St.

No left-turn off Milton Street into Shakespeare St to get to the same cycle gap. A left-turn exemption is "physically" possible, but clashes with the ped crossing phase on that arm of the junction. I'm assuming there will be no re-phasing for the benefit of an occasional cyclist on such a busy junction, but anything in the final layout of the Hockley & Turning Point schemes that would improve access and the overall north-bound cross-city route would be much appreciated.

Thanks,
Dave."

City Council Meadows Area Action Plan: implications for cyclists (message from Cathy Melia, 8 September)

"Hugh,
As residents in the Meadows we have had yet another document pushed through our door as part of the "Meadows Matters, Sept 2005" newsletter. A central section "Planning for the Future" shows all sorts of possible plans for the area, including transport. As usual, they don't seem to have considered cyclists (sigh....). You can look at the document on www.nottingham.gov.uk or www.plan4nottingham.com

I have sent some quick comments as a resident, (I will copy to you), but thought it is something that Pedals might want to comment upon.

Cathy Melia"

Original Message -----

From: Cathy Melia

To: Jennifer.ward@nottinghamcity.gov.uk

Sent: Thursday, September 08, 2005 10:47

Subject: Fw: Meadows Matters - Have Your Say

Jennifer,

Here are my comments on the proposals in the Area Action Plan.

General Comment: As a cyclist. I note that you don't seem to have made much mention of what happens to the existing cycle routes through the Meadows, nor are you taking this Area Action Plan as an opportunity to improve cycle access.

Proposal No.
on Map My Comments

1 Ensure that this also gives a cycle link here to Meadows Way.

3 Ensure that the riverside cycle route is retained/improved (to replace Riverside Way).

4 I wish to oppose the plans for a new road linking Robin Hood Way with Meadows Way. This would increase "rat running" through a residential area. The current cul-de-sac is quiet and relatively traffic free and the grassy areas there are used by children to play. Your scheme would increase traffic noise/nuisance and turn a quiet area into a busy road. NO!

5 Prefer Option A, but please allow cycles as well as busses.

7 Prefer Option A - full pedestrianisation, but (again) please allow cycles.

9 Prefer Option B. Please ensure suitable traffic calming measures used (i.e. speed cushions and not humps) for cyclists.

11 Please retain /improve on existing range of shops in the Bridgeway Centre. We do not want LESS shops. Please do not just pull down the centre and rebuild it (waste of money/effort and in the meantime no shops to use!) - why not tidy it up a bit instead?

15 Please retain existing Riverside Way cycle route.

19 Please retain existing Riverside Way cycle route.

Incorrect gully grates: message of 12 Sept. from Graham Lansdell

To Dave Tebbett, Service Manager, Highway Construction

"Dear Mr Tebbett

Grant Butterworth (Development Department) tells me that you are the right person to contact regarding incorrectly installed gully grates. The problem with them is that they are installed with the slots parallel to the direction of traffic, rather than perpendicular. This poses a danger to pedal cyclists, as I am sure you know, and would be easily avoided if the word "Traffic" and the direction arrow which are cast into the gully grate were taken notice of by the installers, and/or by the inspectors who check the work of the installers.

I would like to refer you to the following locations:

- Woodborough Road, both sides, close to the speed hump near the former Marple Square shopping centre.
- Sherwood Rise, eastern side, by a raised pedestrian crossing, not far from the junction with Berridge Road.
- Queen's Bridge Road, where the cycle track is currently in the process of being rebuilt.

I have several wishes:-

- That remedial work is carried out as soon as possible at each of these locations.
- That installers are retrained so that similar dangerous mistakes are not made in the future.
- That works inspectors are retrained so that if my second wish is not granted, the error is picked up straight away by those whose job it is to spot such errors, rather than being left for amateurs such as myself to spot them.

Should you or your staff have any difficulty locating the offending gully grates, please get in touch and I will meet them on site to establish unambiguously which ones they are.

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

Queen's Bridge Road cycle track: copy of message from Graham Lansdell to Polly Brant (City Council) (12 Sept)

"Dear Polly
Hugh McClintock forwarded to you an email of mine, which dealt with Queen's Bridge Road cycle track, amongst other matters. He also forwarded your reply, in which you said that "the new route is designed to national standard wherever feasible. Design is based on Cycle Friendly Infrastructure: Guidelines for Planning and Design. DoT 1997". Forgive me if I am wrong, but the newly created cycle path seems approximately 1.5metres wide, where it leaves the unaltered section of the route, whereas CFI says that off-carriageway but within the highway cycle tracks "should be a minimum of 2m wide, and 3m when intended for two-way use. An absolute minimum of 1.5m may be acceptable in exceptional circumstances".

What were the "exceptional circumstances" in this situation justifying the narrowness of the facility? (To me there seems to be no reason why the newly-reconstructed cycle facility could not have continued north from the existing route at the width of the existing route, rather than abruptly being cut to half the width.) If there were no exceptional circumstances, then why was the path not created as wide as the one it replaced, and so conformed fully to CFI guidance?

Finally, please note that as part of the scheme a gully grate has been installed with its slots parallel to the direction of cycle traffic flow, whereas of course the slots should be perpendicular to this direction. Please arrange for remedial work to be carried out on the gully prior to the reopening of the facility for cyclists.

I hope that you will copy your reply to Hugh McClintock, to whom I am copying this, as I am confident that he too will be interested to know why the City Council has not followed CFI recommendations, without apparent good cause.
Graham Lansdell"
(PS. I understand that Polly Brant has just left the City Council to take up a job with Leicestershire CC)

Nottingham Station cycle parking

I understand that use of the cycle lockers was suspended after the 7/7 London tube bombs and have not heard of it being reinstated

Meanwhile, several of the cycle stands in the forecourt ("Porte Cochere" area) remain in a very poor state (3 badly bashed) a good year or so after I first reported it (and their inclusion in a BBC-TV East Midlands Today I-Can feature I recorded last August) and about two months after I again pointed it out in a meeting with Sharon Smith, the Central Trains Station Manager!

Message of 12 Sept from Graham Lansdell re A52 Toucan crossing, Gamston, West Bridgford

"Dear Hugh
One from a while ago ! My first suggestion has been taken up: the signs are a great improvement. However, my second point has been ignored. Do you know why? Did you ever get a response to the point I raised? If so, please forward it (sorry if you have already done this, but I can't find it). If no response yet, can you try putting the point to them again.
Thanks,
Graham

Here's what I sent to you originally (Oct 2004)

Please pass on to Jeremy Dixon the following.

1. Signing. This should also include modifying the "No Through Road" sign where Kirkstone Drive leaves Ambleside: the sign has been waiting for an augmentation plate reading "Except Cycles" for years now, ever since the estate was built! It has never been a No Through Road for cyclists, but nobody has ever listened to my moans about the error.

2. Some people want to turn left into Old Tollerton Road from the A52 (northbound). Before the Highways Agency got to work, this was easy. Now one must pull out into the one lane of following traffic in order to be able to turn left. The cause of this is that the HA failed to think about any cyclists EXCEPT the ones just crossing the A52. Users seeking to perform the manoeuvre described include those who were unaware that, on travelling from Tollerton there is a cycle facility whose access is off Bassingfield Lane, and those who are quite happy to take Tollerton Road as far as the A52 and turn right, before seeking to turn left into old Gamston village to get to Old Tollerton Road, Gamston. If any advice is needed regarding how best to modify the layout to overcome the problem, please ask me: I regularly do it, and have some easy answers, best conveyed in a face to face meeting or on paper, not in words.
Graham Lansdell"

Ideas for further cycle parking sites: message of 13 Sept. from Jarek Bien, Notts. CC:

">>> Jarek Bien <jarek.bien@nottscc.gov.uk> 13 September 2005 >>>
"Hugh,
Thanks for forwarding John's comments.

If I'm going to be struggling to identify sites by the end of the year, then I'll currently act on his suggestion, dependent of course on the extents of the public highway or County / Borough Council land ownership.

I've worked out that I can afford to install approx. 32 no stands this year. So far, I've allocated 4no. for Beeston Library, 4no. for Tudor Square and 3no. for Carlton Library.

I'm trying to target those areas which missed out on cycle stands provision last year (generally north Broxtowe, the Bingham area and Gedling) but if you and fellow Pedals can come up with other possible sites, I'll be more than grateful.

regards,
Jarek Bien
Senior Improvements Officer
Highways South
Tel: 0115 8786030
Fax: 0115 8786057"

Any suggestions please?*

10. Miscellaneous items

New address for Dave Morris, Membership Secretary:
21 Bowers Avenue, Mapperley Park, Nottm. NG3 4DJ

Alistair Morgan (Pedals webmaster) will be away working in Edinburgh until next March but says that he can still do updates of our website.

I have asked him recently to include a special section on our website for (links to) local cycle maps include the new one produced by Ed Ducker at the County Council of cycle maps for various towns in the county; the City Council and Rushcliffe Borough Council maps.

Alistair has mentioned that he thinks that the whole Pedals website could do with a fresh look. Is there anyone please who might be able to help him achieve this?*

Transport for London cycling awareness and design training sessions work

I have been asked in the next few months, starting this Thursday, to join a team of 8 people running a series of cycling awareness and design training sessions for staff of Transport for London and London Boroughs. Jo Cleary is also involved, emerging from her new outpost in the Lake District!

Hugh, 14.9.05