

**AGENDA FOR PEDALS MEETING:
9.00 (not 8.30 p.m.!) on
Monday 20 June 2005
in the upper room of the Vat and Fiddle
PH, Queen's Bridge Road
preceded by mini-ride, departing from
the top of Queen's Bridge Road
at 7 p.m.,
led by Dave Miller, in the Wilford,
Clifton and West Bridgford areas**

AGENDA

1. Welcome, and apologies for absence
2. Minutes of Pedals meeting of 18 April and matters arising
3. Newsletter; possible future printing/sponsorship arrangements
4. Finance
5. Events / meetings
6. NET matters
7. (other) cycle facility and traffic matters)
8. Miscellaneous items
9. 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, Andrew Martin.

2. Minutes of the Pedals meeting held on 16th May 2005 in the VAT and Fiddle.

Present: Hugh McClintock, Susan Young, Dave Morris, Elizabeth Clark, Peter Osborne, Lawrence Geary, Gordon McGowan, John Bannister, Andrew Martin and David Miller.

Apologies for absence: Bill Istead, Mara Ozolins, Dave Clarke and Alistair Morgan

Publicity Flyer/"superflyer". A revamped version of Nottingham Cyclist was circulated for comments. This was a combination of publicity flyer/newsletter and membership form. A distribution list for this needs to be drawn up with names of people who will distribute it to certain areas of Nottingham or specific events.

Spring/Summer Newsletter. This was sent out with Nottingham cycle maps. Hugh is to approach Nelsons solicitors for possible future financial support for this. Costs could be saved by getting another printer, e.g. Portland College (as the Notts. Ramblers' Association do) to print the newsletter. Subgroup of Hugh, Andrew and Lawrence to be editorial subgroup to plan the next issue, while Susan

and Nelsons continue to look into alternative printing costs, allowing for the cost of layout as well as printing etc.

City, County, Forest Publicity. The Worksop Guardian wants a review copy. There was no response locally to the press releases.

Membership. To encourage membership some flexibility in fees is required. Suggestions include: a flexible date for members to join (to avoid paying for 12 months and getting only 9) or one year's free membership for people who pay by standing order. Pedals should emphasise the 10% discount – probably the main reason why most people join. Lawrence to bank money from membership forms.

LTP Consultation. There was much discussion on where cyclists can and cannot cycle in the city centre. It was agreed that through routes need clarification and signing, which Polly Brant in the City Council is reluctant to do once cyclists have entered the city centre. Hugh is trying to arrange a meeting to discuss this and related Clear zone signing problems.

Finance. Nothing to report.

Other Stuff. Saturday June 11th. Dave and Liz are doing a stall at the Sustainability Happening, Bramcote Park. Dr Bike will be there too.

Trinity Square cycle lockers: These will need to be relocated next year when the car park is demolished. It was suggested that John Lewis should pay for their own lockers since their employees often appear to hog the present ones.

Update:

Thanks for help with stalls and Doctor Bike

to Dave and Liz Clark, Peter Osborne, Dave Morris and Susan Young, at the Bramcote Park and 'Really Big Cyclists' breakfast events'.

PS. Message from Peter (13 June): The Dr Bike toolkit could do with a few additions: a can of WD40, pliers, headset spanners and a 4th hand tool. Do we agree with this quite reasonable request?*

PPS: Message of 14 June from Peter Osborne: "Another successful Doctor Bike"

"Hi Hugh - we had another successful Dr. Bike today at County Hall. Dave and Elizabeth did a stall. Dave Morris and myself along with John and Pippa got through a mountain of bikes. We should get a donation from Claire Fleming for this. She will send it to you. May be you or Susan could issue some kind of receipt or something. We are in action next Wednesday, again at the City Hospital. Hopefully Pedals will get a few more pennies from this event.

If we had more volunteers we could surely do more Dr Bikes - especially at large employers like QMC and Capitol One. I expect they will want another Dr. Bike at County Hall.

See you at the next Pedals meeting on the 20th. Peter"

Many thanks to all concerned for their excellent efforts!

Old Market Square Really Big Cyclists' Breakfast, 15 June: message from Jeremy Prince, City Council;

"Hugh,
Thanks for attending this morning's event which saw an increase in participants than last year (despite the rain).

Please thank all of you Pedals colleagues for helping out.
Regards
Jeremy"

New 'Superflyer'

Thanks to Lawrence Geary and Chris Stevens for their work on this, and also to John Clark for updating the Pedals cartoon used in the last edition of the Pedals Pushers' Guide. We are now very low on membership forms of any kind so I hope we can have these new forms ready soon, with everyone helping in a distribution blitz; details to be agreed at the meeting please!*

CCN/CTC Spring Campaigners' Conference, Godalming, Sat. 21 May

As some of you will already know, I was not after all able to go to this as I had to have an emergency eye operation the previous day, following the discovery of a tear at the back of my eye which threatened to bring on another detached retina unless urgently dealt with! The next 3 days I had to spend taking it easy and sitting with my head at an angle for at least 35 minutes in every hour! My vision recovered enough to permit reading within about 48 hours but is still affected by the gassy bubble at the bottom of my vision injected into my eye to support the retina. This has now eroded quite a bit but, I am told, may take another 4-5 weeks to go completely. What this unexpected distraction, and my subsequent absence in London for 3 days the following week, and, the week after, at the Velo-City '05 conference in Dublin I have got somewhat behind on various things, including Pedals matters, for which I apologise!

Unfortunately it is now a year since we last had anybody representing Pedals at this twice-yearly cycle campaigners' meetings, particularly unfortunate since I gather that this one was very inspiring. I hope that we can in future please get back to a pattern of regular representation and by a variety of people!*

Greater Nottingham Transport Partnership Cycle Forum

Postponed from 15 June to 5 July.

Autumn meetings:

Ed Ducker now confirmed for November but still no reply re September meeting from Cllr. Brian Grocock.

3. Pedals newsletter: possible new arrangements

Nelsons possible sponsorship of Pedals newsletter: message of 6 June from Rebecca Firmin, Nelsons:

"Dear Mr McClintock.

Apologies for the short delay in providing you with an update, I was on annual leave last week.

I have had a meeting with the head of our promotional department. Her suggestion was that she send a few copies of the Pedals newsletter to a local printer/designer whom she has previously used for what she terms 'short runs' (anything up to around

1000 copies apparently). She will ask him to provide her with some information/costings for digital printing and/or design assistance.

Do you have any objections to us sending out copies of the newsletter to the printer? Once we have heard back from him with further information about what can be achieved and at what cost, I should be able to let you know what help we think that we can give to Pedals."

If we are serious about reducing the costs of producing the newsletter, as well as improving its quality, we do really need to have it edited by someone with skills in desktop publishing. I am told that Adobe Indesign software is now the best to use for this but quite pricey. If no one more skilled and more competent than me wants to take on being newsletter editor, I would be prepared to learn it, if we agree to obtain it, but not in the near future and anyway am not sure if my PC has enough memory to support it. If we don't get this now, and have someone that can make proper use of it, we will have for each issue to waste extra money and time on getting someone else to do it. This needs to be borne in mind as well as the costs of possible new printing arrangements.*

I have had several suggestions from Carole Popham of the Rushcliffe Council for Voluntary Service but have not yet had time to follow them up.

Andrew Martin has suggested that we ought to find a new name for the newsletter. Do we need this, I wonder? What do others think?*

Lawrence and I had an editorial subgroup meeting (Andrew could not make it) to discuss the revamp, anticipating that, by the next issue in September, we will, with the support of Nelson, be in a position to go ahead with new printing arrangements. As the 'Featured Cyclist' slot seems to be coming to an end of its "natural cycle" we considered other idea for features including an 'Out with my bike' feature; Lawrence has volunteered to do the first one. He is also going to make a fresh effort to get advertising.

Our issues have usually been 28 pages but Lawrence thinks we should aim for a bit less, i.e. 24 pages, with an average of 300 words per page or rather less where there are photos which we will encourage people to use and send in. We did a rough plan for what might go in the next issue but, past experience, I pointed out, suggests that this is difficult several months in advance as a lot depends on what turns up/happens in the mean time!

I will try again before our meeting to chase up Rebecca at Nelsons.

4. Finance

Susan Young to report.

5. Planned events this year: message of 6 June from Dave Clark

">>> "david clark" <davidclark_71@hotmail.com> 06 June 2005 >>>

planned stall events this year,
bike to work day market square 15th June 8am to 10.00 am

Warsop carnival 12 till about 7pm 3rd July

Mela at goose fair site 23rd and 24th 10am to 10pm

3rd August Lark in park west brigford
riverside fest 6th and 7th August
Ashfield show 10am to 6pm
Tour of Britain, Friday Sept 2: 10-3

I would appreciate if anyone can help out at these events on the pedals stall for a few hours.
I would be grateful if you could let me know by contacting me on 07969020795 or 01159860519
Thanks
dave clark pedals PUBLICITY OFFICER

other meetings/events

Thursday 14 July (13.30-16.30): meeting on Climate Change and Health, Friends Meeting House, organised by Helen Ross of Nottingham Primary Care Trust

Anyone wish to go to this local meeting we have been invited to?*

Friday 15 July (10.00): Stapleford Local Transport Forum meeting, Stapleford Library

Can anyone go please?*

Monday 18 July: Pedals meeting mini-ride

Lawrence has pointed out to me that there is no pre-meeting mini-ride on the guided Rides Programme. Someone, we recall, volunteered to do it, but never sent in their ride details.

Tour of Britain 2005

Finish of stage in Nottingham (Victoria Embankment) is, I gather, the same time as last year, i.e. Friday 3 September.

PS. Matthew Wilson of the City Council (Community Services) has left a message asking if we want a stall on the Victoria Embankment, on Friday 2 September from 10-3.**

Next County Council Highways South Cycle Working Group meeting

This has been arranged by Ed Ducker for 1 September: 9.30 a.m.

Confirmation of dates for Pedals meetings

We need to confirm these with the pub for the rest of the year.

6. NET matters.

Cycle accident on Middle Hill: Mrs. Wendy Clements

Wendy Clements has been in touch with me again about the accident she had on Middle Hill, caused, she reckons, by the lack of clear signing for the cyclist diversion at this point for downhill cyclists. This is a difficult issue as the City Council are determined to reduce the number and size of signs, and their clutter, in the city centre. I am raising this again at the next meeting of the NET Advisory Committee.

Hucknall Station (NET/RHL) cycle lockers problems:

Chris Stevens and Jo Cleary have sent me photos of these which are still in a very bad state. I have

passed these on to County Councillor Chris Baron, the Chair of the NET Advisory Committee, and a local Councillor, and to the NET Team, and have been told that there will be a report to the next meeting of the committee, on 14 June.

...comments from Dave Holladay, CTC Public Transport Campaigner (19 May):

"The fundamental way to cure this problem is not to have the lockers left unattended with doors which can be opened and worked over. This design of locker is pretty robust BUT only if the unit is kept in a secured condition - i.e. the door cannot be opened, levered on, prised off the hinges, and used as a swing.

Keep the doors closed - i.e. manage the lockers by having known users and the problems should disappear.

An alternative to individual lockers, whilst still requiring registration and management, is to provide a number of the Sheffield stands on the site inside a secure compound with swipe or proximity card access control. This offers flexibility and a diversity factor of up to 150% of actual

...capacity (i.e. 30 users and 20 spaces). A stand alone programmable electronic lock arrangement costs around £600, and eliminates future costs for key issue and lock changing, as well as providing a full audit trail on the comings and goings.

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

...further comments from Chris Stevens (19 May)

"Hugh, Dave,
Whilst these ideas are fine for daily commuters, they would not be any good for frequent, but irregular users, such as Jo and myself, or for infrequent users.

Facilities for cyclists need to be accessible to all, not just to regular commuters. That is how we will get more people using their bikes. It does not make sense for Jo and I, for example to have a dedicated locker at Hucknall, which would be used perhaps 2 or 3 times a week, and empty the rest of the time when it could be used by someone else.

As we have said time and again, the solution at Hucknall station is to locate the cycle parking, both lockers and Sheffield stands within the existing very large car park area covered by CCTV and in the sight of the thousands of users of the tram and rail stations. This just requires relocating the facilities, with no additional ongoing management, so is more likely to appeal to the county council. We often leave a bike chained to the railings on the station, in sight of all, and have had no problem. (Although we only do this with old unfashionable bikes!) These lockers are an easy target for vandals (and visigoths) because they are almost out of sight."

...and copy of message from Mike Hudson, Notts. CC to Mike Benson, Notts. CC

Mike many thanks, I looked at the old lockers last night, it seems that they have been trashed by locals who meet there, I hope the replacements will be robust so that the money is not wasted, have we analysed previous usage? I note at the other tram stops that cycle bars are provided?

Mark Hudson
Environment
Group Manager
Passenger Transport
Nottinghamshire County Council
0115 9774519
07946370409

...comments from Chris Stevens (6 June)

Hugh,
I'm inclined to agree with Mark. Groups of youths do congregate around the lockers.

Sheffield racks located close to the station, where they can be seen by anyone on the station or going to and from the car park and bus stop, and within the area covered by CCTV would be the best solution. As I have said, we have locked our bikes to the railings on the station in the past, and this seems relatively secure.

I suspect the lockers get vandalised late at night when there is little demand for cycle parking anyway. I think bikes chained to Sheffield stands during the day would not suffer the same fate as the lockers.

Mark is right to be concerned about wasting public money on more lockers that could be vandalised, when Sheffield racks would be adequate and cannot be damaged beyond use in the same way.
Chris"

PS. I gather from a paper for the meeting of the 14 June meeting of the NET Advisory committee meeting that I am going to that it has **now been decided to replace the existing lockers with 6 replacing the 4 now in a poor condition** Hucknall NET/RHL Station. The exact location is still to be decided but will be covered by the CCCTV to be installed on the adjacent RHL platforms later this summer. The County Council will install the lockers and Central Trains will be responsible for ongoing management.

It is proposed that cyclists should use their own locks, as elsewhere in the county and that a notice should be attached to each locker explaining the consequences of misuse.

PS. Comments from Nicola Jones (Sustrans) on the experience of other local stations where cyclists use their own locks to secure lockers:

"Hugh,
This is good news, particularly with the CCTV coverage.

The "self lock" system works well at rural stations but has been abused at Newark Castle, where the shortage of lockers has led folk to leave locks on empty lockers, to ensure a space for the following day.

Any abuse is easily rectified by a notice advising of how the lockers are to be used and (say) the local authority simply removing locks from empty lockers. It only has to happen once for the word to get around!
Best wishes,
Nicola"

7. other cycling facility/traffic matters.

Cycling and Nottingham Station Redevelopment

Copy of my message of 17 May to Dave Holladay, CTC Public Transport Campaigner commenting on the message from Richard Wood, City Council, following my meeting with him and Steve Brewer.

"One thing that Richard Wood mentioned in our meeting is the new and apparently more stringent requirements of Transec which, he said, discourage provision of any kind of cycle storage on the platforms. Is this indeed the case? If so, it would result in missing out on some useful space for cycle parking in this development, e.g. between the southern most platform of the station and the ground floor of the new (Queen's Road side) multi-storey car park (just east of the new tram/station interchange/overbridge), particularly as an area there is to be safeguarded for the (very) long term addition of new platform, sometime well after the construction of that new block, itself at least 5 years away.

Unfortunately the existing and well-used, convenient, undercover and relatively secure Sheffield stands in the 'Porte Cochere' area off Carrington Street will be lost since all this area, including the taxi and drop-off area will become part of the new pedestrian/retail area in the new plans which also include a new link block on the SW corner of the site, towards the stairs to the tram stop and the new multi-storey car park.

As a result in future the main cycle parking provision will be at less convenient locations, on the ground floor of the new car park (or, possibly just on its platform side) and in the 'Milk Dock' area off Queen's Road on the north side of the Station (which will remain basically unchanged in the redevelopment plans). The only remaining provision on the west side of the station may be a few Sheffield stands outside on Carrington Street, interspersed between bus shelters etc.

Hugh

...comments from Dave Morris:

"Dear all,
If Transec are in fact discouraging any form of cycle parking on platforms, then this is a most disappointing development. Parking within the station, on the platforms, is a more secure option than the main entrance ('Porte Cochere'), which is open to casual vandalism & theft. This is especially true for evening parking, or those of us with a decidedly pricey bike. I actually parked my bike at the racks on Platform 3 last night, to attend the PEDALS meeting across the road.

The last few months have seen damage to several racks at the main entrance, which have literally been flattened, plus a steady number of vandalised bikes, first wrecked & then left chained to the racks. I'm sure that if there was a similar, long-standing security problem at the customer car park, then strong measures would be taken to rectify the situation. Richard Wood has already made Central Trains aware of these concerns on several occasions.

At least the current cycle parking locations give a range of options (Main concourse entrance, Queens Rd. side entrance and also on platforms). It's not clear to me, from Richard and Hugh's messages, whether future cycle parking will involve a detour, either to park/ retrieve the bike, or to purchase tickets.

For example: At present, when the Queens Road entrance is not staffed, anyone using the car park or

bike lockers must walk to the main concourse to purchase a ticket and (in my case), often walk back to platform 6.

On a non-bike related point, this is also often the case when alighting from the tram, at the other side of the station, as there is no permanent staff presence on the NET link bridge & no ticket machine anywhere other than the main concourse, where queues of legendary proportions are common. (And no way to buy an onward rail ticket whilst on NET, which would have saved me a few missed trains in the past)."

>>> "Richard Wood"
<richard.wood@nottinghamcity.gov.uk> 17 May 2005
>>>

Hello Peter(s)
Steve Brewer (City Cycling Officer) and I met Hugh McClintock from Nottingham's cycling lobby group PEDALS this morning. Current cycling provision at Station is as follows : 18 stands on Porte Cochere, 4 stands on platform 1, 4 stands on Platform 4 and 20 lockers in car park = 46stands/lockers.

We agreed that new provision to be based on standards in Nottingham Local Plan i.e. minimum of one secure cycle parking stand required for every ten car parking spaces. If we assume 800 car parking spaces then agreed provision at Station would be:

50 new stands in Milk Dock (Steve will sketch out space requirements for BDP to factor in) 10+ new stands in MSCP - close to concourse entrance (BDP to consider siting) 20 (relocated) lockers in MSCP - again close to concourse (BDP to consider siting) TOTAL = 80

In addition we agreed that some cycle stands would be located outside the Station on the pavement on Carrington Street subject to space being available given that we have to accommodate bus stops and a significant number of pedestrians.

Hugh happy with above and also pointed out the need to ensure signage for cyclists fully considered in new Station and that provision for cyclists should be maintained during the construction phase. Agreed this latter point could be covered by introducing provision on Milk Dock early as part of primary pedestrian route strategy in LTP2.

Regards
Richard

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

City centre cycle route signing: my message of 17 May to Polly Brant following the discussion at the last Pedals meeting:

"Polly

I said I would get back to you with further comments after raising this at the Pedals monthly meeting last night so here goes:-

We appreciate the current arrangements allowing access for cyclists on any street, at any time, within the Clear Zone on a 12-month trial basis. We also appreciate the wish to reduce the clutter of signs in the city centre.

On that basis we have no objection to the principle of signing only areas that cyclists are not allowed to use, but with the following qualifications, bearing in mind that signs for cyclists can usually be small and discrete (though must be securely fixed, to reduce the risk of vandalism):-

- It is important to make clear exemptions for cyclists from general traffic signs, e.g. the 'All Traffic Turn Left' signs at the bottom of Hounds Gate and the 'All Traffic Turn Right' sign at the junction of Bridlesmith Gate, Victoria Street and Cheapside. Since cyclists are traffic too it is misleading if it is not made clear, with 'except cycles' supplementary plates, that cyclists are exempt from these general regulations. This is the same principle as for the use of such supplementary plates under 'No Through Road' signs, commonly accepted, that helps make clear to cyclists where useful short cuts exist that they can legally use. In the case of Houndsgate the absence of such a supplementary plates now, together with the lack of cycle logos on the surface and the lack of a dropped kerb directly opposite tends to give the impression that cyclists are not supposed to ride through there, in contrast to the approach from the other side of St. Peter's Square where there is a 'No Motor Vehicles' sign and the dropped kerb is where you would expect to find it.

- We also think it vital, as we have often pointed out over the years, that the through routes for cyclists across the city centre are made clear. This is particularly important where, as a result of new changes, cyclists can no longer follow the direct routes they used to, as with Friar Lane from the west with the changes introduced 2-3 years ago. Previously so signs were needed as it was obvious for cyclists which route they should take, from Lenton, The Park etc. towards the Old Market Square. Now the only route they can legally follow is much longer, more tortuous and climbing, itself a strong disincentive, but made worse by the lack of signing of the best route to take, with all its twists and turns where strangers to the area can easily get lost! Whilst Pedals has never demanded the right to cycle on all pedestrian streets at all times but, as a minimum, we have (repeatedly!) asked to have available and signed one good cross route north-south-north and one good cross route west-east-west (including the Lace Market area). These have only been achieved in part and the introduction of the tram has now made it all the more important to implement a safe and coherent north-south-north route for those cyclists who wish to avoid riding on streets with tram tracks (this should be signed, in both directions, all the way between North Sherwood Street, Mansfield Road and Carrington Street and the Station, etc.).

- It is sometimes essential, for safety reasons, to have clearer signs and markings. The best example of this is on Carlton Street/Goosegate, in the vicinity of the George Street and Broad Street junctions, where the changes in arrangements and markings in recent years have made it much less clear, to drivers as well as cyclists, that cyclists can legally ride in both directions on this route. Drivers as well as cyclists have complained to me about this; the details of the markings do not make clear to them when they come round the corner that there could be cyclists

riding downhill, a hairy situation for them as well as any cyclists passing! I think we first pointed out this about 3 years ago at a site meeting that I had with you and Steve Brewer but the situation remains unsafe and generally very unsatisfactory!

As pointed out by a newcomer at the Pedals meeting who has been working in the City Centre for 5 years it is just not clear to most cyclists now where they can and cannot legally and safely cycle in this area, a fact that is confusing for them and often for pedestrians and drivers too! We have to recognise that most have probably never heard of the Clear Zone and what its boundaries are or what it signifies, despite all your publicity for the recent changes! We do what we can in Pedals to distribute leaflets and make people aware of these changes but the fact remains that most people need some clear guidance on the ground and we can't expect them to rely on leaflets and internet information especially in an area like this with such frequent changes.

If you think it would be helpful to have another site meeting to discuss these points in detail I am willing to that and indeed generally to clarify any points that are still not clear.
Hugh"

City Centre cycling; message of 23 May from Polly Brant, City Council:

"Thank you for your comments - I agree that the regulatory traffic signing should include exceptions for cyclists where applicable.

With regard to signing routes through the City I believe we should sign cyclists to the edge of the central City core e.g. Maid Marian Way and then cyclist should be able to find their own route to their destination within the central core, obviously this could be anywhere and this, I feel, is part of the problem when considering signing routes any closer. However I feel this is not for me to debate, I would prefer that this issue is discussed with Steve Brewer from transport strategy as this seems to be a policy issue rather than a Clear Zone signing issue.

I will be looking at Goose Gate again - it seems like it is destined to always be wrong!

I would be happy to meet with you and Steve Brewer if you feel that would be helpful.

PS. Meeting now fixed for Thursday 23 June.

Message of 2 June from Gill Bevington: Aspley Lane/Ring Road junction

Dear Hugh

I always have trouble crossing over here on the ring road cycle path. Does Pedals have any influence in trying to get a pelican or some other sort of crossing put up here.

Gill Bevington
Pedals member."

City Council consultation on proposed 20 mph School Zones (comments wanted by 16 June):

Aspley Estate, Beechdale Road/Kingsbury Drive/Harvey Road (Bilborough), Beckhampton Road (Bestwood), Hungerhill Road (St. Ann's) and St. Ann's Well Road.

City Council consultation on proposed plateau on Porchester Road

Comments needed by 20 June.

City Council (second) consultation on proposed Sneinton Market pedestrian route

Comments wanted by 24 June, please"

Cycling through Wollaton Park: message of 13 June to Steve Brewer:

"Steve

I was asked at the Pedals stall on Saturday at the 'Celebrate Sustainability' happening in Bramcote Park whether or not it would be possible, at least in summer, to get the route for cyclists across Wollaton Park opened up a bit earlier, rather than 8 as now, well into the rush hour. Is this possible please?
Hugh"

Gedling-Burton Joyce cycle route proposals

We have until 20 June to respond to these proposals from the County Council.

Messages from Mara Ozolins and Anne Sladen re dangers of Lilac Grove/Station Road junction, Beeston (passed on to Kendra Hourd and Ed Ducker at the County Council on 10 June)

>>> "Anne Sladen" <anne@sladen.org> 09 June 2005 >>>

Hi Hugh

I can confirm that this is a nasty situation for cyclists, I often get off & walk across for safety.

Anne

>>> "Mara Ozolins"

<Mara.Ozolins@nottingham.ac.uk> 08 June 2005

>>>

Dear Hugh,

Simon saw the result of a nasty cycle accident the other day (though not what happened, so don't know details) - apparently it's a nasty spot where cars often cut cyclists up - I don't know if it's worth passing onto the relevant person in Beeston/Broxtowe. It's at the junction of Station Rd and Lilac Grove in Beeston.

The majority of traffic coming from Queen's Rd. direction turns left into Lilac Grove (probably towards Boots or the tip), so any cyclists going straight on are in a dangerous position. Please feel free to forward to anyone you think may be interested or raise at the next Pedals meeting.

Best wishes, Mara"

Beeston Station cycle parking: message of 10 June from Robin Phillips:

"Dear Hugh,

Yesterday's committee meeting of Beeston Civic Society included a report on the doings of Beeston Business Forum. This revealed that someone in their organisation had noticed that the CCTV installation covering the station yard at Beeston did NOT cover the bicycles parking area. They are apparently taking action to get this remedied.

This suggests that at least 1 businessman has a bike!
Best wishes, Robin."

Environment Agency flood alleviation scheme consultations

I have had two further documents (one including a CD with the Environmental Impact Statement) from the EA for two proposed local schemes

- a) by Queen's Drive, opposite Wilford
- b) on the south bank of the Trent, from Wilford to Adbolton. This will include substantial rebuilding of the floodwall, especially in the Wilford/Rivermead Flats area, which will give us the benefit of a much better wider (3 metre) shared path, at a rather higher level. The current path will be closed temporarily during the construction work, due to start next year.

Radcliffe Road (WB) bus/cycle lane: copy of message of 27 May from Graham Lansdell to Notts. CC.

"I wish to criticise a traffic sign which has been erected in connection with the newly-installed westbound bus lane on Radcliffe Road, West Bridgford, which runs from near the junction with Davies Road.

I believe the sign is "Diagram 877" in the Traffic signs Regulations and General Directions (TSRGD). It indicates that on the approach to a junction on the left of the carriageway, the left hand lane is for use only by left-turning vehicles "Except Buses". Thus, a west-bound pedal-cyclist is instructed to move into the outside lane if he wishes to proceed straight on.

Surely this is wrong, as well as being dangerous. If the sign's text indicated that the left hand lane were only for left-turning vehicles "Except Buses and Cycles", this would be in keeping with common sense, and with the fact that the facility installed is a bus AND CYCLE lane.

For as long as the incorrect sign design remains on site, cyclists wishing to go straight on are in danger. This is through pulling out unnecessarily into the offside lane, as instructed by the sign. Or, it could also be from a cyclist choosing to remain in the left hand lane (in contravention of the present sign's wording), and left-turning motor traffic, inferring that the cyclist plans to turn left, overtaking the rider and cutting across him in order to turn left.

The version of diagram 877 which I am requesting was installed by Notts CC in respect of the Loughborough Road (southbound) bus lane, in the vicinity of the left turn into Bridgford Road. The same type of sign was amended to read "Except buses and Cycles", following my representations, in respect of the Mansfield Road (southbound) bus lane, between Valley Road and Woodthorpe Drive, where initially the incorrect sign had been erected.

In connection with my past criticism of signs associated with the bus/cycle facilities included in the reconstruction of the Regatta Way junction with Radcliffe Road, I was informed that schemes affecting cyclists were audited, to prevent this type of error occurring. I was also told that my offer to comment on cycle-related schemes at the design stage (at no charge) was not to be accepted.

Nottinghamshire County Council's "Non-Motorised User Audit and Guidelines", (March 2004 edition), section 2.2.5 asks "Do road markings and signs accord with regulations and best practice?". It seems that this audit and guidelines process was not followed regarding this scheme, as best practice (illustrated by previous schemes on Loughborough

Road and Mansfield Road, which I have described above), has not been followed. Please tell me whether or not this scheme was audited according to the document to which I refer. If it was not, please explain why. If it was, please explain how the oversight occurred, about which I am complaining.

I would like to reiterate my offer to be an extra pair of eyes looking for design errors like this, as it appears that Council Taxpayers' money is still being wasted by the need to carry out the type of remedial work which I am requesting. I contend that it would cost less to correct an erroneous sign design before the scheme is installed than to do so afterwards. I assert that, even if this type of scheme is being "cycle audited" at the design stage, that the audit process is incomplete, as evidenced by my observation, yet again, of an error having been included in the scheme as installed. I would welcome the opportunity to make comments on this aspect of any future schemes which have a cycle-related element, at the design stage, so that corrections such as I seek now can be made in future before work commences on site.

In replying to this message, please indicate the timescale within which you anticipate that the sign correction will be made. I am sending a copy of this message to the Chairman of the Pedals cycle campaign group, and hope that you will copy to him your reply to me.

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

8. Miscellaneous items

Ridewise

I gather that Graham

New DfT Cycle to Work Scheme: message of 14 June from Nick Harvey, Bike Week Coordinator:
"Indeed!

Some very good news at this morning's Parliamentary Bike Ride, reproduced below and already starting to appear in media...

This is a great opportunity for you to encourage employers to do something practical to get 'more staff cycling to work more often'!

Nick Harvey

<http://www.bike2work.info>

...14 June 2005 News Release

All Party Parliamentary Cycling Group Welcomes New 'Cycle to Work' Guidance

New Government guidance for employers to encourage more staff to cycle to work was welcomed today (14 June) by members of the All Party Parliamentary Cycling Group (APPCG) when they met for their annual symbolic Bike2Work ride to the Palace of Westminster.

Transport Minister Derek Twigg confirmed that employers are able to recover VAT paid on cycles purchased for commuting. He also said that the 'Cycle to Work' scheme had been simplified by the introduction of a group credit licence (required under the Consumer Credit Act 1974), which allows packages to be purchased up to a value of £1,000 (inc. VAT).

Cycles provided under this scheme are selected by participating employees, who pay the VAT-free price by salary deductions over, typically, an 18-month period. The employee's tax and National Contributions are reduced accordingly. Bikes are available from approved suppliers and provided employees use the cycles for cycling to work they may also be used by employees for leisure.

APPCG Secretary Lord Berkeley said: "An administrative burden has been lifted from employers who want to actively encourage cycling to work. We look forward to the simplified Cycle to Work scheme being actively promoted to all employers, including local authorities and NHS trusts facing problems caused by car parking limitations and increased rush hour traffic congestion.

"Workplace travel plans frequently reveal that many employees drive just a few miles to work and rarely car-share. Most of them could easily cycle five miles in less than 30 minutes, saving money while improving their health and fitness."

DfT Summary of Cycle to Work Scheme

- To promote healthier journeys to work and reduce environmental pollution, the 1999 Finance Act introduced an annual tax exemption, which allows employers to loan cycles and cyclists' safety equipment to employees as a tax-free benefit. The exemption was one of a series of measures introduced under the Government's 'Green Transport Plan'.

- To date, the take up has been low although in the final six months of 2004, a number of schemes were implemented. However, many employers are put off by the complexity of the scheme. In November 2004, the Department for Health published their white paper 'Choosing Health: making healthier choices easier', which makes a commitment for the DfT to work with the cycle industry to produce guidance to promote and implement this tax benefit.

- The DfT has therefore produced implementation guidance in co-operation with DTI, OFT, HMRC, and the cycle industry.

- The DfT will also be producing a summary leaflet with case studies later this summer to accompany the implementation guidance which will include an easy to follow step by step guide of how the scheme works and how it can benefit both employers and employees.

- The Office of Fair Trading (OFT) take the view that an agreement for a loan of a cycle under this scheme is a regulated agreement under the Consumer Credit Act 1974 and that employers must have a consumer credit licence to take part. This had been a major inhibitor to take up. The DfT, therefore, negotiated with the OFT to issue in a group consumer credit licence which allows employees with packages up to a £1000 to take part without employers having to apply for an individual licence. OFT hold the licence which was issued on 2 June.

- The scheme works as follows:

- o Your employer signs up for the scheme

- o You then choose a bike from an approved supplier

- o The bike is then bought by your employer who reclaims the VAT

- o You then take delivery of the bike for your exclusive use - provided you use it for qualifying journeys, i.e. commuting to work

- o The VAT free price is then deducted from your salary by equal instalments over a period of time (typically 18 months), but as you don't pay tax or NI on the income you forego, this will give you further savings.

- o After the period of salary sacrifice, the employer may give you the option to purchase the bike at a 'fair market price', though depends on the period you have had the cycle loaned to you.

Phone complaint from "Ms. Still Shocked and Shaking and Very Very Angry / Absolutely Disgusted!"

"Ms. Still Shocked and Shaking and Very Very Angry / Absolutely Disgusted (who gave no other name) left a phone message to give me a piece of her mind about the antics of an apparent Pedals member (i.e. with a yellow Pedals sticker) whose behaviour she was appalled by on Mansfield Road a few weeks ago. He apparently went straight through red lights and nearly hit a pedestrian etc.: I could not understand the full circumstances!

She commented that "if this is this kind of behaviour your organisation seeks to promote" I urge you to revise your policy. She asked for our help in tracking down the individual responsible, although, as well as leaving no name and contact details, she also left no date and time of the incident she observed, which makes it rather hard to do this!

However, I recognise that there is a serious point to her message and it does make such criticisms all the more embarrassing when there is some apparent evidence that the cyclist concerned may have been a member of Pedals rather than one just of great unruly mob of cyclists that we like to claim to have no influence over!

Any comments, please on how we should react other than agreeing that all cyclists should have ASBOs slapped on them with immediate effect!

Hugh, 15.6.05