

**AGENDA FOR PEDALS MEETING:
8.30 p.m. on Monday 16 May 2005**
in the upper room of the Vat and Fiddle PH,
Queen's Bridge Road
preceded by 'Cinemas and Pubs' mini-ride,
departing from the top of Queen's Bridge Road
at 7 p.m., led by Lawrence Geary

AGENDA

1. Welcome, and apologies for absence
2. Minutes of Pedals meeting of 18 April and matters arising
3. Spring/summer newsletter; feedback and future printing/sponsorship arrangements
4. Finance
5. Events / meetings
6. Proposed 'Big Wheel' Walking and Cycling Strategy
7. NET matters
- 8 (other) cycle facility and traffic matters
9. Miscellaneous items
10. Any other business

BACKGROUND NOTES

* means feedback especially wanted please
** means help please!

1. Welcome and apologies

Apologies for absence from
Bill Istead, Mara Ozolins/

2. Minutes of the Pedals meeting held on 18th April 2005 in the VAT and Fiddle.

Present:

Hugh McClintock, Susan Young, Dave Clarke, Elizabeth Haffenden, Peter Osborne, Lawrence Geary, Rob Murray, John Bannister, and David Miller.

Apologies for absence:

Bill Istead, Mara Ozolins, Roy Wilson, Andrew Martin and Steve Brewer.

Publicity Flyer. Currently 1000's of membership forms are printed each year, but membership declines. A proposal was made for an extended membership form in the format of an eight-page newsletter along with an order form for City, County, Forest. Approx 2000 should be printed. Ideally this should be done in time for the Cyclists' Breakfast on June 16th or, if possible the stall at the Sustainability Happening at Bramcote Park on Saturday 11 June. Hugh said that stocks of the green membership form were now very low

Helmets. It is NOT compulsory to wear helmets in this year's Great Notts Bike Ride; it seems that Pedals' lobbying may have had some effect, if the story in the NEP is true!

New Nottingham Cycle Maps. These have been issued and still contain some of the errors highlighted at a previous Pedals meeting. They are an improvement on the previous version however. These may be sent out with the Pedals newsletter depending on postage costs.

City, County, Forest Publicity. There was no response locally to the press releases.

Proposed Cyclists' Jumble Sale. This could be run in conjunction with the Green Festival or some other event. Volunteers are required to organise this.

Other Stuff. Cycle ride prior to Pedals' meeting in June may involve a publicity photo of participants taken in front of the VAT and Fiddle.

LTP consultation. Pedals' comments on this are virtually complete. Thanks to those who took part in the special subgroup meeting on Monday 11 April.

Cyclists' Manifesto – this has been launched by the CTC. It is probably a bit too late for Pedals to do anything with this in time for the election, but it could be targeted at winning candidates.

Councillors at Pedals Meetings. It was proposed that City Councillors should attend some future Pedals meetings so that demands can be put directly to them. Hugh to invite the Cabinet Portfolio holder for Transport, when he sends in the LTP comments.

Advanced Stop Lines. Motorists regularly encroach on these. The County Council needs to do some publicity on this issue. Hugh said he has been making this point for months to them but they now say they have no funding to do it!

Update:

Publicity Flyer

Lawrence to report on progress with drafting this and getting it printed. Chris Stevens has very kindly agreed to help do the layout and we hope to have a draft ready for comments within the next few days.

One particular matter to discuss is whether, given that it represents a special recruitment effort, we should offer a special deal to those who join as a result of it, i.e. free membership for the rest of the (new) membership year (1 May-30 April). In the past we have done this, unofficially, for people joining between 1 January and 30 April. Would such an extended concession be too unfair to existing members, we wonder, or a justified way to get new members some of whom anyway might not come across the new flyer for several months? *

Membership Forms

Supplies of the green membership are now r very low and decided last month not to reprint them. Dave Clark has suggested that we make use of our stock of the old yellow ones, with Stuart Greenfield's details crossed out or blocked over with a sticker.

Comments from Dave Morris (Membership Secretary);

" Hello all,
I agree - A small sticker would solve this & save us from throwing out all of the yellow membership forms. My only concern is the potential cost of the stickers, but I'll keep my eyes open for any cheap labels at Loughborough Market etc. to update the old yellow forms.
Dave M".

On the subject of labels: The address labels for newsletters are quite pricey (the best part of £10 for 25 sheets of 21 each, but this should be sufficient for two newsletter runs - barring the wasteful problems I had with my previous printer). Does anyone know a cheaper source of labels?

(The mailing labels for newsletters MUST be in a 7 rows by 3 column format, as this is how the database software is set up).

Dave M."

City County Forest: sales of new edition

Lawrence to report.

We have had another good publicity spread, from the Rural Community Council's Link newsletter but still nothing from local media such as the Evening Post and BBC Radio Nottingham, as far as I know.

Local Transport Plan submission

Thanks to all who helped with comments on the draft of this which I sent in to the City and County Councils on 29 April. I gather that LTP funding in general for the next 5 years will be substantially less than for the first round of LTPs, covering the last 5 years!

Notts. County Council Cycling Working Group meeting, 5 May

This meeting was rather better attended than the last one, with Ed Ducker actually making this one (though arriving a bit late!). We covered a wide range of matters including developments in places like Bingham and Hucknall that Pedals does not directly concern itself with. I had a chance to summarise our LTP submission general comments and our wish for maintenance to be given much more priority. The agenda included other longstanding concerns, some of which are mentioned in item 8 below.

Next CWG meeting date not yet fixed. I gather that the intention is that Ed Ducker, rather than Ian Parker, will chair future meetings.

3 . Spring/summer newsletter; feedback and future printing/sponsorship arrangements

Spring/summer newsletter; feedback

Feedback welcome please on this issue which, I hope, will reach members before our meeting! The mailout should include the 2 new cycle maps from the City Council.

PS. Although the newsletter should be ready for stuffing tomorrow night **we might now delay sending them out with the subs renewal reminders** as Dave Morris has suggested it would be useful to wait until we get our May bank statement so that we can more accurately match up those we think are paying by Standing Order with those that actually are according to the Bank records, and then tailor the reminders accordingly.

Printing of the Pedals newsletter: possible support from Nelson (Solicitors): copy of my message of 5 May to Susan Young

I have just had a meeting with Rebecca Firmin and Lisa Preece from Nelsons' Solicitors (Nick Moss' old firm) who I have had some contact with over providing background information for an accident claim one of their clients relating to the Castle Boulevard cycle path.

They seemed keen to keep in touch generally and to help where possible. We talked about the possibility of their helping with printing the newsletter. I mentioned our current aim to improve its quality and the problem of its increasing costs and that we were likely, on current trends, to have to prune it fairly drastically in the next year or two, if we did not find some other source of income.

I am pleased to say that they seem very interested in this possibility and, with the contact they have with various printers, might be help to assist us in getting a better product at reasonable cost. Keep your fingers crossed!
Hugh"

We need to spend some time at the meeting discussing the implications of this welcome move; particularly important given the general wish to improve the quality of our newsletter and to

tackle the situation where all our income from membership now goes on the newsletter and its distribution.

We are already looking at alternative printing arrangements but this move could give us other possibilities, as well as extra funding to improve the quality. I suggested to Rebecca that she might be able to get us printing quotes from firms that Nelson used and we can follow this up, if people agree.

Another implication is that, if we are serious about improving the quality of the newsletter, we need to improve not just the appearance and print quality but also the contents. We need therefore more offers of articles, photos, cartoons, poems etc, by a wider variety of people, please to make it more interesting and attractive!***

It would also help to have someone involved with desktop publishing skills and, most of all, a new and dedicated editor, to help give it a much better look all round!*

4. Finance

Susan Young to report.

5. Events / meetings

Pedals stalls at future events: message of 27 April from Dave Clark

">>> "David Clark" <davidclark_71@hotmail.com

Dear Hugh,

Just to say that we have been invited to take the stall etc on the Goose Fair site on 23rd and 24th July. for a 10 ft x 10 ft ground space it will cost us £25 for a day or £50. for both days, I think we should go. Please could you bring it up at the next meeting?

Also we will need to start to plan and pay for the pitch at the riverside festival as soon as possible.
Thanks

EVENTS COMING UP

also can anyone help at the stalls on the days we have it out, IF YOU KNOW OF AN EVENT WE COULD ATTEND CONTACT ME ASAP, also help me with a cycle ride and picnic run from the Bestwood village winding house. on 10th July. call me on 07969020795 or 0115 9860519.
Dave"

Saturday 11 June: Pedals stall and Doctor Bike at 'Sustainability Happening', Bramcote Park

We need volunteers for the stall please, to help Dave Clark. I hope to be there some of the afternoon.**

We may also need help with taking and fetching the Doctor Bike trailer/tools please*

This event forms part of 'Celebrate Sustainability Weeks', a series of events running locally over 2 weeks, and based on a the successful London Sustainability Week, I gather. It includes the Nottingham Green Festival on 29 May to which of course we have not been invited!

Copy of message from Claire Fleming, Notts CC, to Pippa and John Hand re Doctor Bike at County Hall, 14 June

"Dave
Peter

The first I knew of this event. It would be good to make sure they have some Pedals publicity.
Hugh

>>> Claire Fleming <claire.fleming@nottscc.gov.uk> 09 May 2005 >>>

Hello Pippa and John
I have been talking to Jeremy Prince at Nottingham City Council about Bike Week as I am looking for a Doctor Bike for employees at Nottinghamshire County Council.

The day I am looking at is Tuesday 14th June, but I am reasonably flexible if this date isn't convenient for you. It will be held at County Hall in West Bridgford and last year we had around 20 - 30 bikes come in.

I understand that there will be a charge of 100, which I am happy to pay for a session lasting from 8am to 4pm. If you wanted to bring along any Pedals materials or display, this would also complement the event.

Please could you give me a call at your earliest convenience to talk this through in more detail.

Regards
Claire Fleming (0115 9774658)
STEPS Co-ordinator,
Nottinghamshire County Council

Easy Rides programme: message of 5 May from Lucy Durling, Rushcliffe PCT:

"Dear all,
Just to let you know that we now have the Easy Rides 2005 programme cycling leaflet! If you would like me to send some to you just reply to me with your postal address and how many you would like.
Thanks, Lucy Durling

Healthy Heart Development Specialist- Boroughs
Rushcliffe Primary Care Trust
Easthorpe House
165 Loughborough Rd
Ruddington
NG11 6LQ
0115 8783000- Wed & Fri
0115 9428612 (ext) or 48612 (int)-Mon/Tue & Thur
www.nottingham.nhs.uk/hearts
www.go4itnottingham.nhs.uk
N.B.PLEASE NOTE CHANGE IN TELEPHONE NUMBERS"

Autumn meetings and speakers/special discussions/talks
We need to be giving some thought to what we want for these meeting, please!**

I have invited Cllr. Brian Grocock, City Council Portfolio Holder for Transport, to come to either the September or the October meeting. (no reply yet)

Ideas, please!*

6. Proposed 'Big Wheel' Walking and Cycling Strategy

Meeting re The Big Wheel walking and cycling strategy

On Thursday 12 May I am meeting Lorna Falconbridge and Nathan Haigh of Jupiter Design who have been asked by The Big Wheel to help them work on a cycling and walking strategy for The Big Wheel.

7. NET matters

Cyclist/tram tracks slips accident, Middle Hill; copy of m of 4 May to the NET Manager (Pat Armstrong) and the City Council:

"Pat
I believe that Wendy Clements has written to you recently about the accident she had recently when she slipped on the tram tracks while coming down Middle Hill and suffered several cuts and bruises. She spoke to me on the phone about the incident a week or so ago.

I have now had a chance to look again at the situation in the light of her comments and, in particular her comment that the access to the cycle bypass / 'jug-handle' turn by the Viaduct access was not at all obvious, made worse by recently intruding vegetation which now partially obscures the map sign informing cyclists that this is available. It is indeed the case as I have now seen but I think there is still a much general problem of this facility not being clearly enough marked.

We always recognised that this would be of the most problematic areas for cyclists with the introduction of the NET and I recall from our detailed discussions about this location 2-3 years ago that we originally proposed having two such information signs, including one placed further north on the approach to the Weekday Cross junction. Because of concerns about the number and size of signs in this sensitive area it was in the end decided to provide only one sign and for its size to be reduced.

In view of this situation it seems that it might now be a good idea for this situation to be looked at afresh please, to reduce the risk of such incidents being repeated, and for immediate action to cut back the vegetation that is partially obscuring the sign.
Hugh"

...reply of 3 May from Jennifer Hill, Senior Officer, Traffic Investigation, Notts. City Council:

"Dear Mrs Wendy Clements
Thank you for your letter dated 23rd April 2005. I am sorry to hear of your cycling accident on 17th April 2005 which occurred on Middle Hill, Nottingham.

I have been out on site to investigate the location of your accident and the signage and lining are adequate for this mixed-use junction.

There is a customised cycle information sign on Middle Hill/ Weekday Cross junction which is specifically for the avoidance of tram tracks. There is another sign which is a warning sign warning cyclists of the tram tracks. All these signs are specifically set back from the kerb line to the back of the pavement, as not to impair cycling manoeuvrability. By law cycle signs have to be placed at a minimum of 2.3 metres to give cyclist adequate clearance for head room.

The signs directing cyclists toward mounting the pavement, on-carriageway cycle logos, cycle dedicated give way lines and dropped kerbs; all features to direct the cyclist to a safe crossing point.

We are now not allowed to implement any coloured surfacing within the city boundary. This follows the Council's decision on 26 July 2004 to adopt the Streetscape Design manual, which states that coloured surfaces will not be used.

I have informed the Senior Arboricultural Officer of the overhanging tree which is partially masking the cycle information sign on Middle Hill/ Weekday Cross.

Yours faithfully
Jennifer Hill
Senior Officer - Accident Investigation"

Hucknall Station cycle lockers: message of 3 May from Nick Brown, Notts. CC.

">>> Nicholas Brown <nicholas.brown@nottsc.gov.uk> 03 May 2005 >>>

Dear all
I am sorry to report that so far, as you will have noticed, we have not resolved the issue of cycle lockers at Hucknall station. The delay is unfortunate given that I'd hoped we could have sorted this out last financial year. I am advised the problems of permission to install on NET land and the management of the issuing of keys still needs to be resolved.

I am sorry this is taking so long, but we continue to work at it.
Yours sincerely

Nick Brown
Nottinghamshire County Council"

8 (other) cycle facility and traffic matters)

Station Road (Beeston) changes: exchange of emails with Anne Sladen etc., and my comments to Kendra Hourd and Ed Ducker, Notts. CC (copied to Nicola Jones, Sustrans)

"Kendra
Ed

You might be interested in seeing these comments from Anne Sladen which I have just had the opportunity of discussing with her on site.

The changes in the subway near the station and its approaches are a distinct improvement though we wondered when the new lighting is to be installed?

On the new crossing, and its approaches, I can understand the view that they are confusing until people get used to see them and see why they are being given a choice of routes. There are lots of signs around but they all seem to be at a rather high level and some could easily be missed by cyclists and pedestrians. I appreciate the need to reduce the risk of vandalism but it would it be possible to put at least some signs lower down, e.g. attached to the railings near the Rockaway Hotel? Others could be attached to two poles, at least where there is room to do so without causing an obstruction.

The signs facing cyclists emerging from the west end of Waterloo Road seem at a rather odd angle.

We also wondered why the red markings on the shared path across the corner of Barton Street and Station Road are not continuous. Leaving a gap in the middle seems confusing and apparently encourages some cyclists to carry on riding on the pavement towards the traffic signals.

Anne suggested it would also help pedestrians crossing via the new crossing to have a dropped kerb outside the Rockaway Hotel since several want to get on the pavement there and currently have to go further down the road if they want to find one.

I am sure that Anne, with her detailed local knowledge, would be happy to give you further feedback.
Hugh"

>>> "Anne Sladen" <anne@sladen.org> 20 April 2005 >>>

Hi Hugh
They are confusing!!

As far as I can judge, work is complete, red surface on the pavements where the cycle path goes.

Pedestrians do use the cycle crossings as well in, especially in the absence of any pedestrian crossings around the complicated end of Linden Grove section.

There is also the continuing problem (mainly during the week) of parked cars (for the station mainly I think) along station road from the Rockway to junction with Waterloo rd. Kendra Hourd of the County Council had said a while back that she intended to put some parking restrictions on this section. With parked cars, it is reduced to single lane.

Pedestrians crossing the 'tongue' at the end of the bridge, have no dropped kerb to get on to a pavement by the Rockaway, and often can't get to the pavement because of parked cars, so will walk down the road, often with buggies, aiming for Waterloo road or the station.

Certainly the very high-level cycle route signs are not where cyclists will have their eyes focussed. The cycle warning signs for motorists are also confusing and not well sited I feel.

The proximity of bus stop (northwards) and cycle crossing is far from ideal.

As part does of the crossings involve pavement use, cyclists will use the pavement elsewhere, especially the less confident ones over the railway bridge.

Re underpass, now shared use with a barrier coming out for about 2 foot from the corner, which I feel is more satisfactory, but far from an ideal situation on the sharp bend.

I've spoken to Carol, her main concerns seen to be
a
cyclist cycling over the railway bridge, continuing on the pavement along Station road to the queens road junction, using queens road and rejoining the Millennium Cycle Route at the end of Dovecote lane, instead of 'using the back streets' MCR official route.

b
That the 'improvements' didn't do anything to link the Marconi / Siemens site to the MRC, or even any consultation from NCC prior to the work being done.

Would you like to meet me sometime in the area to familiarise yourself with the current situation?

Regards, "
Anne

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

From: "Hugh McClintock"
<Hugh.Mcclintock@nottingham.ac.uk>
To: <anne@sladen.org>
Cc: <rphillips@beeston12.freemove.co.uk>;
<carol.cooper@marconi.com>
Sent: Tuesday, April 19, 2005 9:55 AM
Subject: Station Road (Beeston) cycle facility changes (part of Sustrans Route 6)

"Anne
I was talking at yesterday's meeting of the Nottingham Commuter Plans Club to Carol Ann Cooper from Marconi (Beeston) who mentioned that she had received various comments from cyclists that the new Station Road arrangements were confusing and that many were still riding on the pavement.

Just what is the situation now? Has the work been completed and, if so, how are the changes settling now.

I suggested to Carol that she might like to contact Kendra Hourd and Ed Ducker at the County Council, copying her comments to me.

I would also be interested to know your views please on the current situation. You might also like to discuss it directly with Carol; her phone number is 906 4367.
Hugh"

...comments from Carol Cooper (Marconi), 25 April:

"I have to agree with Robin that the route from the train station up to Station Road is better for cyclists, but not sure if mixing pedestrians and cyclists is always a good idea. It will be interesting to see what cyclists make of the new crossing as it is now marked out. However, the first cyclist I personally saw going anywhere near it came over the rail bridge on the road and then used the lowered pavement of the corner crossing to access the pavement, and continued to ride towards the lights and turned left at the co-op along the pavement on Queens Road, I caught up at the corner to see him pass from the pavement, across Dovecote and onto the pavement cycleway by the Rugby club. Completely ignoring the cycle route around the back streets. I think the cycle marking of the corner of pavement on Station Road (opposite the Rockaway) may need some explaining, as the first cyclist I saw didn't seem to know this wasn't marking for the whole pavement, just the crossing.

Also, a large number of cyclists don't follow any of the markings to and from Long Eaton to Beeston and use the roads instead (usually the lycra brigade as some of our more traditional cyclist/employees call them).

Excuses from cyclists I've spoken to have ranged from 'the route is too complicated and long as it goes off the main road for a large section at the Manor Pub' and 'too many driveways cross the pavement and the cars coming out pull to the edge of the road, blocking the pavement/cycleway' the same applies at side streets because the pavement is the wrong side of the give way markings.

If I have a lift in a car (although I use the train or bus as much as possible, sorry I've never owned a bike, but I don't drive either) cyclists also weave in and out of the traffic lanes on the dual carriageway sections of this route, mostly ignoring the cycle routes, so that motorists are never sure where cycles will appear from (from the left or right of your vehicle). I'm only surprised not to have witnessed an accident on that route yet.

Many thanks for your interest.
Carol Ann Cooper
Environmental, Health & Safety Engineer,
Marconi, Technology Drive, Beeston, Notts."

Any comments, please?*

...response of 27 April from Kendra Hourd, Notts CC and my comments in forwarding this message to several local Pedals members who have an interest in this matter:

"Following our recent discussions and exchanges of emails you may be interested in these comments from Kendra Hourd of the County Council.

I forgot to mention in response to Carol's earlier message that I quite agree that better cycling provision is needed on the direct route between Long Eaton / Toton and Beeston, as Pedals made clear sometime ago when commenting on the rather tortuous route for the Sustrans NCN6 in this area.

While we could see the case for that as a quieter route of more appeal to less confident cyclists we are well aware that many will prefer to use the more direct route and want to see on-road provision there. This has again been made clear in our detailed response to the new Local Transport Plan consultation, about to be submitted to the County and City Councils, with updated "wish lists" for each.
Hugh

...from Kendra Hourd <kendra.hourd@nottscc.gov.uk> 27 April 2005 >>>

Hugh,
Thank you for your emails of 22 and 25/4/05. As so many points are raised by yourself, Anne Sladen and Carol Cooper, I feel it is easiest to respond to each in turn. I would appreciate it if you could forward these comments to Ms Cooper as her email address was not attached to the paper copy I received of your email through the highwaysouth.en@nottscc.gov.uk group office inbox.

The signing of the shared use footway has to refer to an entire section of footway to be designated, but the red lane ends and arrows are intended to direct cyclists within this area. It may be that a small number of Cyclist Dismount signs are required on the reverse of the incoming shared use signs to make it clear that the footway route does not continue.

There will always be an element of confident cyclists who prefer to ignore off road cycle lanes in favour of using the road for various reasons.

They do, of course, have every right to make this choice. However, the off road and quieter routes do still benefit other cyclists who prefer this alternative option. Having said that, we do recognise that cyclists tend to prefer on-road cycle lanes as

they do not have to give way at side roads and accesses and we therefore do attempt to install new routes on-road where feasible.

The lighting improvements are pending and I have chased this up recently. I do not have a definite installation date yet, but I am hoping these works are imminent.

Some of the signs are not correctly mounted at present and I am in the process of rectifying this. Some signs are too high or have become twisted to face the wrong direction or are on unusually long poles. This has been noted. However, the minimum mounting height of the signs has to be 2.4m to avoid the possibility of a cyclists standing up on their pedals potentially striking their heads on them.

The red cycle lanes are only an indication as to where cyclists should go on and off the footway facility and where cyclists can safely wait to cross. They are not intended as completed lanes as such and technically the whole area of footway between the white on blue signs is shared use. I will consider the use of Cyclist Dismount signs on the reverse of the incoming shared use signs where this is leading to confusion.

Dropped kerbs at the Rockaway Hotel have been suggested before, but these would be prone to constant obstruction without formal parking restrictions. The parking restrictions I previously mentioned are being considered as part of a much larger proposal to upgrade the Railway Station. This would include parking restrictions and widening the footway for pedestrians along with various improvements at the station itself.

The scheme is currently at a feasibility study stage and we feel it would be appropriate for any further alterations to the footway to be carried out as part of this scheme. The position of the bus stop is admittedly not ideal in relation to the cycle crossing, but the best that could be achieved given the proximity of the A6005 traffic signalled junction and the brow of the Station Road bridge.

The design of the underpass section of the route is also the best that can be achieved given that the path cannot be made wider and the concrete bridge support which causes the corner to be blind cannot be altered.

Siemens/Marconi were not specifically consulted as the remit of the scheme was to provide an alternative route to the underpass rather than to provide links to specific sites off this route. Cycling Groups, statutory consultees and affected residents were all consulted however.

I hope that covers all the points raised. The scheme is currently undergoing its final Stage Three Safety Audit which, amongst other things, will look at how cyclists are using the facility and how it may be affecting the movements or behaviour of all road users. Any remedial measures recommended by the audit should be implemented this year.

If you have any further concerns regarding this scheme, please feel free to send them to my direct email address of kendra.hourd@nottscc.gov.uk.

Yours sincerely

K.J. Hourd

Senior Improvements Officer - Highways South

Tel: 0115 8786032

Fax: 0115 8786057 "

Clear Zone Review changes: cycle gap at St. Peter's Square:

Lots of emails have been exchanged recently between me, Graham Lansdell, Steve Brewer and Polly Brant on the subject of the latest Clear Zone changes, at St. Peter's Square where cyclists are still allowed to cut through but this is not at all clear in the completed scheme. It is partly the general problem of signing in the city centre not making clear where cyclists can and cannot go but also, in this case, some particular details,

including the fact that some of the existing signing implies cyclists cannot ride across.

I would welcome comments from other people please before I take this up again with the City Council.*

...message of 25 April to Steve Brewer and Polly Brant, City Council:

"Polly
Steve

Did you get my recent message asking about the cycle gap in the road closure at St. Peter's Square?

I noticed this weekend that the work on the permanent scheme is now nearing completion and that there is no apparent indication of where the promised cycle gap is to be included, e.g. with a clearly marked right of way through for cyclists and associated dropped kerbs at both ends. If this is not made clear it will certainly cause confusion for cyclists and pedestrians alike. Just what is being done to make this clear please, as well as the associated signing all the way from the Maid Marian Way/Castlegate toucan crossing to Wheeler Gate and the Old Market Square?
Hugh"

...reply from Polly Brant, 27 April:

"Sorry I haven't replied to this earlier Hugh.

The gap for cyclists at the bottom of Wheeler Gate has been omitted in favour of cyclists using the dropped crossing to the end of Hounds gate.

The provision of the gap and associated dropped crossing was proving extremely problematic as the gap between the bollards had to be a maximum of 1.2 metres. The minimum width for the dropped crossing should be 1.5 metres, for other users so this was considered inappropriate. Site observations indicate that cyclists are successfully using the facility at the bottom of Hounds gate and this also means that they tend to go with the flow of pedestrians rather than crossing the natural pedestrian desire line to access a gap at the bottom of Wheeler gate.

I hope this answers your concerns

With regards to route signing, I am unaware that we said we would sign any routes through the City, but, by means of copying this response, I have passed this onto Steve Brewer. Polly Brant, Team Leader Major Projects
City Development, Nottingham City Council
Tel: 0115 9156598"

...and my reply of 27 April

"Polly

Thanks for your reply on this. In the light of your comments I will look again at the details of the scheme and also raise it at the next Pedals meeting, on Monday 16 May, before getting back to you with more general comments.

Although it is true that you did not say explicitly that you would sign any routes through the City, Pedals has on many occasions raised the need for this and I thought that this had been accepted in principle.

Pedals has for years had many complaints about the problems in finding safe and legal (and available 24-hour) ways across the City Centre (north-south-north and west-east-west) and the lack of adequate signing of through routes that do exist does not help, and all the more particularly now for those who want to be sure how they can ride away from streets with tram tracks.

The need for such signing has also been made all the more important since the disruption of the Friar Lane route from the west two years ago and the consequent extra need to help cyclists find their way from Lenton Road (The Park Estate) and the top of Castle Hill towards the Old Market Square etc, a problem compounded by the more recent decision to drop the contraflow cycling facility on St. Nicholas Street.
Hugh"

...my comments of 4 May:

"Polly

I have now had a chance to look at this again, in its apparently completed form, and thought I would get back to you with some interim comments; further comments I will give you after the next Pedals meeting on Monday week.

Using the dropped crossing at the end of Houndsgate would be more acceptable if the route for cyclists between it and St. Peter's Gate were made clearer.

At present the right of cyclists to continue to cycle across St. Peter's Square, west-east-west, is not made clear. On the St. Peter's Gate side it is true that there are 'No Motor Vehicle' signs which cyclists should know exempt them but the yellow signs give a different message and they are more prominent.

On the west side, at the bottom of Houndsgate, is an 'All Traffic Turn Left' sign, without any 'except cycles' plate, and this again appears very much to imply that cyclists can only follow other traffic round to the left. And between the bottom of Houndsgate and St. Peter's Gate it is not made clear, e.g. by signs or markings, which alignment cyclists should follow, especially as there are not a dropped kerb at both ends of the most direct route across (i.e. to the bottom of 'Wheeler Gate where cyclists would first look for one). Although the number of pedestrians will often be light enough for cyclists to weave their way through it is not really satisfactory as it is, either for pedestrians and cyclists, and particularly at busier periods.

The lack of clear signing for cyclists in this area reflects a more general problem for cyclists in the City Centre, as Pedals has often mentioned, i.e. that it is generally not clear, from signing, where cyclists can and cannot legally and safely ride, including coherent and continuous routes away from the tram tracks for those that want, in both west-east-west and north-south-north directions.

Regular cyclists will get to know which routes they can use but these are often tortuous and hard to follow. A good example is the problems now faced by cyclists from The Park/Castle Square direction who want to ride to the Old Market Square. Until two years ago they could do this by following straight along Friar Lane. With the introduction of one-way working there they now of course have to follow the much longer and more tortuous route via the Maid Marian Way toucan crossing and now, following the recent change of mind over a contraflow cycling facility on St. Nicholas Street, have to follow to the bottom of Castlegate and then Albert Street etc. If they are now to have to follow such a tortuous route it is all the more essential that this is clearly signed, in both directions, particularly for cyclists less familiar with the area and the latest of the frequent traffic management changes affecting it.
Hugh"

Any comments from other people of this please? I have already had some critical comments from Graham Lansdell, including criticisms of the height of the upstand where cyclists ride through.*

...comments from Polly Brant (9 May) on Graham Lansdell's message to her criticising the lack of flush kerbs on the cycle cut through at St. Peter's Square.

"Dear Graham

There is no restriction to cyclists riding either from St Peter's Gate into Wheeler Gate, or from Hound's Gate into St Peter's Gate, there is a dropped crossing at the bottom of Hounds Gate which will facilitate this manoeuvre.

This Authority has allowed access for cyclists on any street, at any time within the City Centre Clear Zone on a twelve-month trial basis. I believe it would be unreasonable for cyclists to expect dedicated facilities at every junction within this area and continued pressure from cyclist for these types of facility could seriously jeopardise this amenity.

I am sorry but I cannot comment on the Friar Lane issue, but I trust Steve Brewer will correspond on this issue.

Polly Brant, Team Leader Major Projects
City Development, Nottingham City Council
Tel: 0115 9156598"

...further response from Polly Brant (10 May)
"Hugh

Thank you for your comments.

Firstly with regard to the 'yellow signs' and the 'left only' sign – these are temporary and should be removed soon.

With regards to your request that dedicated signing for cyclists is installed within the City Centre. I have observed cyclists in the St Peter's Gate Area and I have yet to see anyone appearing confused, but I accept on occasions this may be the case, as it could be in any part of the City Centre for anyone new to the area.

I am certain however that this should not deter cyclists. To access St Peters Square, cyclists will have passed the Clear Zone entry signs and possibly the one on St Peter's Gate that allow them into the area. For those new to the area or visiting, there is information available on the Nottingham City Council web site and we have produced a leaflet specifically for cyclists, in which we state that all streets are accessible. Finger post signing within the City Centre should guide new visitors to their destinations if they are not already aware of their route.

I am sorry, but I cannot accept that there is a need for signs or lines, specifically to guide cyclists, which is greater than the need to provide a City centre free of sign clutter, with pedestrian walkways clear of ugly, untidy thermoplastic lining. I think if we accepted your request we would be unable to resist further requests for this type of signing and it would be likely that we would receive pressure to rescind our relaxation of the Clear Zone restrictions that allow cyclists on all streets at all time. Please do not forget we still have to prove our case with this as our portfolio holder agreed to allow us to trial it for a year.

I do share your overall concern but I feel we should be promoting the fact that within Nottingham City Centre cyclists are allowed on any street at all times, except where clearly signed, so that cyclists become used to looking for signs which restrict their movements rather than those that allow access.
Polly Brant"

Abuse of Trinity Square cycle lockers: messages from Stephen Earwicker to Steve Brewer and responses:

"Thank you for looking into this.
The agreement to book out lockers at times when those block booking them are not using them is of course helpful.

I should point out, however, that during the week in question, all 8 lockers had been block booked by John Lewis 24 hours a day for the whole week. This is not acceptable and can you reassure me that this will not be allowed to happen again?

I do wonder if we simply need more facilities like this that can be pre-booked. Locking your bike in the cage is not the same as putting it in a locker since you have to remove bags etc and carry them round with you.

The facility of having lockers that can be pre-booked on the day is very useful and one of the things that encourages people to cycle into Nottingham - something I thought the City were hoping to encourage? It is sad that some of the other facilities

such as at Broadmarsh and Fletcher Gate cannot be pre-booked since this would relieve some of the pressure on Trinity Square.

Stephen Earwicker

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

From: Kevan Butt
[\[mailto:kevan.butt@nottinghamcity.gov.uk\]](mailto:kevan.butt@nottinghamcity.gov.uk)
Sent: 26 April 2005 11:00
To: 'Earwicker Stephen'
Cc: Steve brewer; Robbie woods
Subject: TRINITY SQUARE CAR PARK

Dear Mr Earwicker,
I have now received further information regarding the Cycle Lockers at Trinity Square Car Park.

Of the 8 lockers, only 2 have been booked by staff at John Lewis. There are other John Lewis staff who use the cage, rather than the lockers. The on-site staff will be asked to allow short-stay use of the lockers by other people, at such times when the regular users (People who book them for a week during the daytime) have removed their cycles. This will maximise availability.

However, there is also the option of securing your cycle in the cage, providing of course you have a means of securing the cycle to the bar inside the cage.

I hope that this clarifies the situation.
Yours sincerely,
Kevan Butt, Manager - Parking Services"

...further comments from Stephen Earwicker (28 April)
"This gets ever more strange!

We have always phoned up to book a cycle locker when coming into Nottingham especially in an evening and this has always been possible at Trinity Square car park (apart from the occasion in February when the lockers had all been booked out already).

This is one of the things that makes cycling into Nottingham attractive. We would not cycle into Nottingham, particularly in an evening, if we couldn't pre-book a locker so that we knew there would be one available.

If you are now saying that the City is withdrawing that service that is a very serious change and one that we would want to know what consultation has taken place on it and who has made this misguided decision!

We should be making it easier for people to cycle into Nottingham rather than use their cars not harder.

The system, as it works normally at Trinity Square, is an excellent one and really should be replicated at the other car parks. The issue of people booking and then not turning up would be easily solved by giving them a time slot in which to arrive and if they have not arrived by the time they say then it would be reasonable to let the cycle locker to someone else.

Likewise a maximum time that they can book in advance, say 1 hour, would be reasonable as well since it is unlikely anyone cycles more than 60 minutes on their journey into Nottingham. This would be a perfectly workable system and would make Nottingham a very attractive place to cycle into.

I have copied Hugh McClintock of Pedals into this since I believe they have been involved in such issues in the past.
Stephen Earwicker"

...and comments to Stephen Earwicker from Robbie Woods (Parking Services), 28 April

"If the staff at Trinity Square accept a pre booking for a cycle locker I would say that is because of their knowledge of the

locker usage and they would be confident that the locker will be available when you arrive.
Experience shows that there is very little casual use of lockers or the cage at Trinity Square or Broadmarsh in the evening.

That is not always the case at Fletcher gate. A number of lockers are used by bar / restaurant staff working in and around the Lace Market area and I would suspect that a decision to cycle to work may be made at the last minute depending on the time of year and /or weather conditions etc, many of the cyclists using Fletchergate are students who live in and around the city and can afford to wait until the last minute before deciding to cycle.

I take on board your comments about the ways to resolve the issue of pre-booking by offering a time limit and will certainly discuss this with the staff.

I can assure you that it is an issue of the City withdrawing any service. Our aim is to offer equality to all our users.
Robbie Woods, Parking Services."

...and from Grant Butterworth (City Council, who was involved with the installation of the lockers back in the early 1990s):
"Hugh

I think this is largely an operational issue for Parking Services to resolve with you. I agree that lockers should prove to be capable of pre booking but there has to be a balance re maximising usage and permitting public access rather than this becoming a private J Lewis facility

Can I suggest you pursue this via Steve Brewer and if necessary Chris Carter who is now responsible for the transport strategy team?
Grant"

Damaged cycle stands at Nottingham Station: message of 28 April to Steve Brewer and Richard Wood, Nottingham City Council:

"Steve
Richard,
Has anyone, as far as you are aware, reported the badly damaged cycle stands in the Porte Cochere area at the station? Two near the Broad Marsh end look as though a motor vehicle has collided with them (and the kerb installed to protect them) and have been knocked almost completely flat, while at the other end one is badly dented. The whole cycle parking area has been looking uncared for and tatty for some time and this obviously makes it all the more so as well as taking out two well-used stands.

Could you therefore please pass this message on to Central Trains (or whoever?) to put matters right asap? I hope that they show a good deal more urgency in attending to this than on the matter of the signing of the cycle lockers which has now dragged on for about 4-5 years without any action!!
Hugh"

Nottingham Station cycle lockers: copy of message of 5 May from Graham Lansdell to Richard Wood and Steve Brewer, City Council:

"..A CTC colleague of mine tells me that, "for security reasons", the cycle lockers at Nottingham Railway Station, which are shown on the City Council's Nottingham Cycle Map, are no longer available for use, despite the fact that there is a greater security risk of a car being parked in the adjacent car park with a bomb concealed in its boot than that a cyclist will secrete a bomb in a cycle locker. I would like to know the official attitude of the City Council to the non-availability of these lockers, which I seem to recall were at least part-funded by the Council."

...reply from Richard Wood and from Sharon Smith, Station Manager, Central Trains:
"Hugh

Please see reply from Sharon Smith below.
Regards. Richard

Hi Richard,
At no time have I issued an instruction that cycle lockers are not to be used, so I've no idea where this has come from. As far as the duty station managers and I are aware, the lockers are used by customers and the keys are issued by the Information Clerk on the dispersal bridge booth.

We will investigate this further with the Information Clerk, and I'll keep you informed.

Regards, Sharon Smith
Station Manager Nottingham
Tel/Fax: 0115 957 6001 (057 6001)
Mobile: 07880 765307
sharon.smith@centraltrains.co.uk "

PS. I am meeting Richard Wood and Steve Brewer of the City Council next week (17th) to discuss various cycling matters relating to the Station.

Clifton Grove to Clifton Bridge path: barriers: message of 5 May from Graham Lansdell:

"Dear Hugh
Did you know that the barriers to which you refer have been replaced with A-frame motorcycle inhibitor bars (MIB)? You can now ride from Clifton village all the way to Wilford without getting off your bike - it's great. I believe it's the work of John Lee.

I thought you'd like this feedback in case it's news to you, either as something for the magazine, or just as encouragement that sometimes things do go well, eventually.
Graham"

Barriers on cycle routes in The Meadows: message of 5 May from Graham Lansdell:

"Did you ever encounter this problem personally? Just reminding you of it, and the fact that it's now been sorted.
Best wishes
Graham"

Cycle route signing: Gamston toucan crossing

Cycle route direction signs have now been put up in the vicinity of the crossing opened last year across the A52T at Gamston. However, they do not start far enough back to make sure that potential users are made well aware of this crossing and the routes to it, including from Davies Road (West Bridgford) and the Tollerton Lane end of the canal towpath by the Grantham canal from Bassingfield and Cotgrave.

Cycle route signing: Compton Acres (West Bridgford)

I have had a letter from Mr. Newton of Ruddington lane, Wilford, very critical of the new cycle route direction signed erected by the County Council in the Compton Acres area, particularly their "absurd " directions to Wilford. He wants to know what we think about them and to ask for our support in getting them changed!
Any comments, please?"

Upgrading of cycle facilities near the Silverdale roundabout, Wilford

I have looked at these recent changes to the subway under the A453T and the approach paths by the Highways Agency and sent some comments to Jeremy Dixon of AMScott, their agents. Several things seem still incomplete, e.g. lack of signs and flush kerbs on the east (Silverdale) side of the subway.

Broadgate, Beeston: proposed cycle lanes

Local CTC member, Jeff Burton, now working for the County Council, has sent me details of their proposed cycle lanes on

Broadgate, between the west entrance to Nottingham University, and High Road East.

My comments (sent in by the deadline of 9 May):
"Deaf Jeff

Thank you for your letter of 5 April regarding the proposed Cycle Lane and Traffic Regulation Orders on Broadgate, Beeston.

Pedals welcomes the proposed TROs to accompany these new cycle lanes since enforcement is vital if they are to be kept free of parked cars and fulfill their potential to help cyclists.

We also hope that they will be full-width cycle lanes, i.e. 1.5m, in view of the relative popularity of this road for cyclists and that they will be properly maintained, i.e. keep free of accumulated debris and uneven surfaces including sunken drains.

It is also important to think about the safety and coherence of the cycle lanes at both ends, i.e. to and from the west entrance of Nottingham University and to High Road East where we hope that the lanes will connect with our long proposed contraflow cycle lane to Beeston town centre.
Hugh"

Great Northern Railway path: Hemphill Vale to Watnall

Another longstanding Pedals matter where, after more than 20 years, there is at last some sign of progress! I had a phone call from Steve Jones at the County Council asking for me to write a letter of support for their bid for funding the reclamation of the former railway under the M1 towards Watnall. I have now written.

Melton Road, West Bridgford: new cycle stands: message of 10 May from Mike Luxton, Rushcliffe BC

"As part of the current scheme we will be installing cycle stands alongside Celebration, Manor Pharmacy and outside Bonds.

The contractor has these on order and will install them in due course. I understand SOL construction will also installing some as part of their development at 122 Melton Road.
Mike Luxton, Assistant Engineer
0115 9148347"

Sustrans Route 64: Newark to Cotham Railway Path

Nicola Jones of Sustrans has sent me some copies (which I shall bring to the meeting) of the leaflet they have produced to publicise the new former railway path which now extends from Newark to Cotham. This forms part of their Route 64 which will in due course link via a cycle bridge over the A52T at Bottesford towards the Grantham Canal etc. as well as to the route to Whatton, Bingham and Nottingham. A connecting route north of Newark, from Lincoln via Collingham, should also soon be complete and they will then sign the whole route.

9. Miscellaneous items

Nomad project: proposed discussion with Pedals members

Wang Yao-Hui, a postgraduate Environmental Management student at Nottingham University is doing a student project on use by community groups of the City Councils online 'Nomad' site which has a wealth of statistical and map information, including maps of cycle routes and accident data. He asked me if he could have 1 ½ hours for a meeting with Pedals to discuss how we might want to use it. I said that was far too much to fit in at an early meeting, as he wants, but that I would see if anyone was interested in a special meeting. The site can be found at www.nottinghamcity.gov.uk/nomad in case anyone wants to have a look before our meeting.

Absences: Please note that I shall be away as follows:

24-26 May: in London, attending a "Training the Trainers" series of sessions, organised by the UK Cycling Secretariat, to provide a team of people who will be doing in-house training sessions for local authorities on bicycle planning.

Later afternoon of Friday 27 May- Saturday 4 June:

Away for the bank holiday weekend in North Wales, en route to Dublin for the Velo City 05 International Cycling Conference. I should be back late on the evening of Saturday 4 June, via Belfast.

Hugh, 11.5.05