

1. Minutes of the Pedals Meeting held at 7.30pm in the Vat & Fiddle Public House, Queens Bridge Road, Nottingham on **Monday, 20th July 2015.**

Present: Susan Young (Chair for this meeting), Iain Lane, David Lally, Bob Harvey, David Easley, Thomas Madar

Iain updated the group about the Haydn Road site meeting that was held on Friday 17th July 2015. Paul Williams, Steve Hunt and Keith Morgan from Nottingham City Council met with Hugh McClintock and Iain Lane from Pedals. The group rode the scheme and noted various issues arising from the design, including: the narrowness of parking bays along the entire route causing door zone problems and vehicle encroachment into the lane; legal parking outside the Fiat garage (used by courtesy cars during opening hours) and the adjacent convenience store which is over the lane, meaning cycles have to merge into the road; and legal parking over the lane (a small 'blank' area of road space exists here which probably encourages parking) outside the Belly Delicious café at Warren Avenue. Measures suggested by the officers included writing to Fiat to request the cessation of parking in the lane, and a potential order to require vehicles park completely within the parking bays. The officers also noted that the removal of the centre line and introduction of a 20mph speed limit would, in their opinion, cause traffic to become less intimidating. This is also to be used as feedback for the "cycle design guide" which the city council are currently drawing up. **Iain** is to write a summary of the meeting.

Iain and Susan provided a brief update on a meeting regarding the forthcoming Western "superhighway" corridor, which was held at Thomas Helwys Baptist Church in Lenton on Tuesday 14th July 2015. This is the first in what is to be a series of public meetings to inform local residents of the council's intentions. The plans were presented, and local residents gave their thoughts. The main concerns were around specific areas and their impact on motor traffic – for example residents were concerned about the approach along Castle Boulevard towards the roundabout being reduced to one lane, and the tentative plans to close Gregory Street to through traffic north of Leen Gate. Letters are to be sent to properties close to the route inviting residents to respond to a forthcoming consultation (date unknown). The route is to be delivered during this financial year, ending April 2016.

Chairing of meetings: David in August, Andrew in September.

Future events: Cyclescape workshop in September, to be led by Iain. **Susan** to canvas for dates on a future cycle mapping workshop. Cllr McDonald (Jobs, Growth and Transport) will attend our November meeting.

Finance: nothing to report

There was a brief discussion about cycles and the NET, following Edinburgh's successful trial. NET continue to claim that their trams are too narrow to allow bikes on. It was suggested that we might try to use a disability discrimination / mobility argument to move this forward: mobility scooters are allowed, and allowing bikes would allow some people who can't currently walk very far to continue their journeys from the tram.

Discussion about proposed Pedals publicity, following some initial designs circulated by Jo Jackson of Experian. The design is nice, but we would prefer alternative wording which emphasises our role as a campaigning group. The meeting thought an image of a Dutch/Danish scene containing *normal* people (preferably a family) with "Want these conditions in Nottingham? Get involved with Pedals." or similar would be appropriate, and we agreed to ask **Hugh** to feed this back to Jo.

E-bike survey (<http://ridewise.us3.list-manage2.com/track/click?u=4555890cc4c37aad2975fd542&id=0d590908ba&e=7b63894de5>): people should fill it out if they want.

Discussion on Station Street reconsultation and what form our second response should take. Whether we should now concentrate on the cycle aspects of the plans, and accept the rest of the scheme as proposed or should continue the previous line of argument. Attendees felt we should continue to press the argument and argue for a reduction in traffic. The issue of conflict between pedestrians, bikes and vehicles outside the Station Street bridge entrance was also raised, and should feature in our response.

Spaniel row contraflow cycle lane, mail from Keith Morgan. Supportive but have concerns about the junction with Friar Lane – consider if there will be conflict with right turning vehicles overrunning the lane and whether there should be hard measures to discourage this. The lane should be mandatory. **Iain** to respond.

Brief debate on future direction of Pedals in advance of our October meeting. Subjects to talk about include: focusing our mission on making cycling the easiest choice; being proactive instead of reactive; the difficulty in achieving results when individuals aren't well known (it's hard to speak for Pedals unless you are already established – set up an official address to communicate from?); and what kind of relationship we should have with local authorities.