**Minutes of the Pedals Meeting** held at 7.30pm in the Vat & Fiddle Public House, Queens Bridge Road, Nottingham on **Monday, 16th November, 2015**.

**Present:**

David Lally (Chair for this meeting), Susan Young, Andrew Martin, Arthur Williams, Hugh McClintock, Iain Lane, David Easley, Ben Troth, Ellie Mitchell, Paul Abel.

**Apologies**:

Ann Sladen, Roland & Hilary Backhouse, Mara Ozolins.

**Minutes** of the Oct meeting were agreed. It was agreed to include a standard item of discussion of Cyclescape at least for the next few months. Relating to this there was a brief discussion of barriers that have been re-installed at Dunkirk – with HA money and due to local pressure.

**Actions** from last meeting – David contacted Lawrence Geary, who has asked to continue to do the sales of City County Forest books until next year. A thank you to be organized – **Hugh** to check out ideas for this.

Discussion of poster design – agreed to use orange colour, strapline at the bottom. **Hugh** to pass on thanks to Jo. It was agreed to add facebook logo to indicate that Pedals is available there.

Further feedback on newsletter welcomed; Iain noted that some of his points may have needed editing to explain context.

Feedback is required for second phase of western corridor, but the deadline is not known. Anyone attending forthcoming Cycle Forum is asked to collect more information – detailed maps, timescale etc, and also find out about advance consultation on the Southern corridor route. Known issues relating to this include problems at Wilford Bridge, which highlight the problem of skimping width of new cycle infrastructure.

Hugh will complete feedback for the consultation on County Cycling Strategy. Agreed to look at this again in January.

**Recent Meetings:** Steering group of Trent Lane to Hook Bridge. Next stage is to look at other similar bridges already built or planned, and to learn about design and funding issues. Hugh is planning to visit the Diglis Bridge Worcester with John Rhodes.

Highways England (HE) stakeholder event – Hugh attended. HE are publishing their own design guidelines. A useful dialogue is now being established. Ben raised the issue of changing speed limits in order to improve traffic flow and reduce air pollution – especially NO2.

EM train users’ meeting – Hugh reported that new cycle parking is now going to be installed at Nottingham Station – mainly on the new car park (south) side and with a cycle hub, including a cycle shop. Little information has been made available so far – maybe more at Cycle Forum.

A453 scheme – Hugh had a meeting with a representative of HE, which highlighted problems of barriers and poor cycle signing. These facilities have been carried out as part of the funded project, but are marred by poor implementation.

**Membership & Finance**: David E. reported that there has been attempted fraudulent activity from the TSB account. We still have a significant income from standing orders to this account, but David will reorganize it so that the balance is reduced. **Susan** offered to follow up the remaining known payers of standing orders.

**Future Meetings**: December meeting is normally a social event, it was agreed for members to bring “nibbles” (but at end of meeting, decided to use first half to continue discussion). There was support for the idea to have a group meal at a date to be arranged in January. It was agreed to invite Nick MacDonald again in January, as he was not able to make this meeting. If not it would be good to arrange a meeting with him and John Bann at their offices.

Hugh invited Steve Calvert (County Councillor) who has agreed to attend the April meeting.

Friends of Bennerley viaduct – will be holding an event at Ilkeston library, Sat 10th Dec.

**Facilities:** Still problems outside front of station with inappropriate parking and turning of taxis. Andrew and Iain have reported problems which are temporarily solved.

Issue on NCN Route 6 with bridge over railway in Bulwell; Andrew followed this up recently with Keith Morgan, who reported that he is looking for a funding opportunity to improve this.

Abbey Street Toucan crossing – wait to see how this changes with completion of Western corridor route.

Toton plans for HS2 – **David L** will put together a response, taking into account Hugh’s comments and new county strategy.

Paul Abel presented proposal for pontoon crossing at Holme Lock, initially to be on a temporary basis. So far he has had some objections from Environment Agency, but he is continuing to pursue this through Cllr. Jane Urquhart. He is looking at funding through “Awards for All”. It was agreed that Pedals would support this as a useful leisure cycling facility, complementing the proposed bridge between Trent Lane and The Hook.

**Discussion of future of Pedals.**

Key issues:

- Lack of chair, but also lack of publicity officer; however, Susan commented that it worked well recently with BBC radio who have a pool of Pedals contacts;

- would be useful to have a central contact for fast response to issues that come up in the media on which they are seeking a view from the cycling community. Hugh said that we also need to be proactive with our publicity. We had entirely failed to do this with the various NET issues, to help make clear what we were trying to do in relation to them, rather than ignoring them, as many people could easily have thought

- setting the right balance between working with the council to support new initiatives, and retaining the independence to be able to criticize poor facilities. It was agreed that it is also useful to give praise and positive feedback where the facilities are good. In some cases, we may need to refute claims by local authorities that they have consulted Pedals, when in reality we have been critical of the plans put forward.

- there was a further discussion about why people make the travel choices that they do, and how can we help the council to meet its ambitions to meet low-carbon travel targets.

- Iain explained that from his current experience, having moved to a part of the city with less facilities, his day to day experience is that cycling is not enjoyable, because there are too many places where facilities are poor. His proposal is that we have an agreement on the standards for cycle facilities that we support and those that we would not support. It was agreed that we could use the standards that have already been set up by London Cycling Campaign.

There was then a discussion of what happens when we have to compromise – in some cases we may accept that important links may be completed with some sub-standard facilities. On the other hand we would not want to condone poor facilities merely because of political factors.

A suggestion is to have a meeting with city councillors to make them aware of what we consider to be good and bad facilities and why. Iain pointed out that there is a standard way to measure the objective quality of facilities, based on Welsh Active Travel guidance. **Hugh** agreed to circulate the link for this information.

We also discussed how we work through the agenda at meetings – it is efficient to run through items without discussion unless someone has something specific to raise. In the past we did try having specific people to look at specific areas of the city. This doesn’t always work if someone is not able to engage at a particular time, e.g. due to other commitments.

Paul and Ellie both gave feedback – that the meetings cover a lot of ground, fairly efficiently; that many other groups have problems of finding committed people to take on specific responsibilities. Ben pointed out the power of social media to contact a much wider audience – e.g. photo of Newlyn Drive facility with changed priorities in favour of cyclists that had 2000 hits.

It was discussed that it would be useful to put public statements, feedback on consultations, etc. onto the website so that people know that we are active. This brought us back to the discussion of how we are sure about where we stand on what is a good/bad facility, as we do not always seem to agree.

It was agreed to continue the discussion at the first half of the “social” in December.

Meeting closed at 10.05 pm.