**Minutes of the Pedals Meeting** held at 7.30pm in the Vat & Fiddle Public House, Queens Bridge Road, Nottingham on **Monday, 19th October, 2015**.

**Present:** Susan Young (Chair for this meeting), David Lally, Roland & Hilary Backhouse, Andrew Martin, Arthur Williams, Hugh McClintock, Joanna Ward.

**Apologies**: Anne Sladen, Iain Lane, Mara Ozolins, David Easley, Roy Wilson.

**Minutes** of the Sept meeting were agreed – Matters arising were discussed under the standard agenda items below.

**Recent Meetings:** Friends of Bennerley Viaduct – Sustrans have won their stage 1 Heritage Lottery Funding bid for employing a part-time Community Engagement Officer.

**Membership & Finance**: Lawrence Geary has asked for someone else to take over the sales of City County Forest books – there are approx. 200 left. **David L** offered to take this on. **Hugh** will pass phone no. on to David. It was also agreed that it would be good to acknowledge his input over the years both with the CCF books ( 2 editions) and with the 3 editions of the Pedal Pushers Guide to Nottingham, which Lawrence first produced in 1983. David has also added a button on Pedals Facebook page to enable people to sign up as members of Pedals.

**Future Meetings**: Guest: Councillor Nick McDonald – there are a few issues to raise, including priority of filling potholes to meet cyclist safety needs, not just needs of drivers; what will happen after end of LTSF; how is the city working with the county; use of granite sets on pedestrian/cycle routes; poor angles on cycle routes; how are cycle routes to be designed to be inclusive for non-standard cycles.

For Feb. – planning to have Dave Astill, a speaker from NCT for a discussion of bus drivers & cyclists.

It was agreed to revert (after several years of having AGM on Saturdays) to having AGM at the March Monday evening meeting, not on a separate date.

Suggestion to invite Steve Calvert (County councillor) to April meeting, perhaps together with Paul Hillier.

Mapping workshop – not likely to happen before Spring, due to Susan’s current commitments.

Highways England – **Hugh** will attend a forthcoming meeting on non-motorised user plans.

Peter Briggs and Hugh will attend EM Trains Users’ forum on 4th Nov. They will follow up plans for extending cycle parking in milk dock area at Nottingham station.

Newsletter: **Hugh** is starting to put together the next issue – so far he has a reasonable amount of material

A453 cycle routes – meeting on 9th November – **Hugh** and Ian Hutchinson of Ridewise will attend; many problems on the stretch through Clifton, as recently pointed out by Susan and other people. Some of this is part of the City Council’s planned “southern corridor” route and Hugh has mentioned this in his recent list to John Bann of matters needing particular attention in the southern corridor plans. This is another example of poor implementation of changes to existing cycle facilities, along with A52 (Clifton Boulevard) and side road entrances along the Ring Road. All these issues that can be raised with Nick McDonald next month.

Discussion of poster ideas from Jo Jackson – it was agreed that one of the Danish street scenes but cropped to make it portrait and strap line of “Help us to make cycling in Nottingham like this…”. **Hugh** will follow up with Jo

Discussion of proposed new facility at Newlyn Road off Ring Road – doubts were expressed about how this will work in practice, even though it may fit with the design guide. It really needed a raised cycle/footway to make it clear to drivers who has priority.

David L also raised issue of toucan crossings alongside the tram in Meadows which do not default to green, even if the tram is crossing parallel, so no other traffic can pass.

City Cycle Design Guide: those who have looked through in detail see this as a good guide with a lot of advice that fits with best practice. Hugh needs comments to him by next week (28 Oct) please to collate into a Pedals response.

County Council also have design guide

Roland Backhouse pointed out that the cycle path alongside 70 mph section of A52 to Radcliffe is too close to the carriageway. Hugh said that as a trunk road this is the responsibility of Highways England, whose new ‘Planning for Cyclists’ guidance should at last be coming out in December. From what he understood of it such practice would be clearly substandard under the new guidance, which had standards for ‘horizontal separation’ of cycle paths from trunk roads with different levels of speed limit (or none).

**Hugh** has some suggestions for improvements to Southern Corridor route, which he has collated and reply to City Council (these were included in the Agenda Background notes, he pointed out).

GNTP Cycle Forum on 18 Nov – will be daytime – Hugh and Andrew M plan to attend.

Update on planned foot-cycle bridge. Some (mis-informed) counter publicity has started. Next stage will be revisions to the draft feasibility study including the specialist work soon to be commissioned from Sustrans together with some further in-house work.

It was agreed to offer up to £1000 towards the £6500 cost of this (all members present, plus David E. by email), dependent on final agreement with Sustrans and all Steering Group partners on the brief for the work, and other offers in principle of financial contributions being confirmed. Andrew M mentioned Police Community fund as a potential source for future funding.

**Discussion of future of Pedals.** Iain has contributed a useful paper, pointing out some of the limitations of the current ways of working, that we are not as ambitious as we could be.

There was a discussion about the focus on safe cycling routes – whether the focus on “safe” suggests that cycling elsewhere is unsafe.

There is also an issue of focussing on particular “routes”, whereas what we really want is **safer cycling** in general – not just along specific routes.

However, we agree that Pedals supports the aims of the Space for Cycling Campaign. It was agreed to leave further discussion of the wordings of the Space for Cycling statement.

Iain’s suggestions for focus were agreed in terms of what constitutes “quality” cycle facilities. There are five key principles of design for cyclists – “coherence, directness, safety, comfort, attractiveness” which we agree should be applied for cyclists and pedestrians (NMUs/VRUs).

Cycling should be integrated into developments for improving the Urban environment, and we will work alongside Living Streets, RoadPeace, etc.

It was agreed that there are times when accepting sub-standard facilities may be required in a few places in order to get overall better facilities, but there are many places where improvements could be made.

The aim of cycling facilities should be to promote cycling not simply to remove cyclists from the road out of the way of cars.

Another important point is that off-road routes are often not suitable in poor weather or out of daylight times.

Another issue is that there is less clear commitment outside the City area and along roads controlled by Highways England. In relation to County, it would be useful to send in clear comments on the current Cycling strategy document (deadline 20 Nov.) Hugh asked for any comments to be sent to him by 18 Nov for inclusion in the coordinated Pedals response.

Meeting closed at 10.05 pm.