

# Minutes of the Pedals Meeting held at 7.30pm in the Vat & Fiddle Public House, Queens Bridge Road, Nottingham on Monday 16<sup>th</sup> May 2016

## **Present**

- Iain Lane
- David Lally
- John Bannister
- Hugh McClintock
- Andrew Martin (chair)
- Roland Backhouse
- Hilary Backhouse
- Terry Scott
- Coral Simpson
- David Easley
- Susan Young
- Anne Sladen
- John Bann (guest from Nottingham City Council)
- Keith Morgan (guest from Nottingham City Council)

## **Apologies**

- Arthur Williams
- Mara Ozolins
- Ben Troth
- Paul Abel
- Thomas Madar

## **The meeting opened with a discussion with John Bann and Keith Morgan.**

The discussion initially focused on the Eastern corridor of the City's four "radial routes", consultation on which was shortly to be announced. Main points of the discussion included:

- Eastern cycle corridor is being developed as part of Southern Growth Route, which runs from Vale Road to Boots.
- There will be a shared use path (upgraded to 3.2 m) between Vale Road and Trent Lane (racecourse P&R). Then segregated path up to Manvers Street. A new single stage toucan crossing Manvers Street to City Link will be constructed.

The meeting was shown some plans, and various aspects of the route were discussed.

- Now that the new TSRGD regulations are in force, parallel cycle-zebra crossings are legal and will be used at roundabouts.

There was then an open Q&A session, which covered the following.

- Drainage and sweeping of segregated paths. Various methods have been tried. It's difficult to install some kinds of drainage where there are tree roots. A leaf sweeper will be used. Ice is another problem which is being worked on, consultation forthcoming.
- The western corridor used £1.5m of the budget.

- There are funding and technical difficulty problem with northern corridor that mean it will not be completely delivered in its previously envisaged form within this funding round. There may be some work at each end of the scheme area.
- When challenged on what the practical effect of the eastern corridor will be, given that the route is already a shared path, the guests agreed that the main benefit is priority links over side roads and junctions, and improved crossings of Daleside Road. *Keith Morgan notes in a follow-up after the meeting that Daleside Road was a part of the initial funding bid as discussed with Pedals as the time, and has been used as evidence of joined-up links to support the proposal for a foot-cycle bridge over the Trent.*
- Some members complained of a lack of joined up network and lack of information about cycle provision when new major schemes are announced, with the Broadmarsh planning application being cited as a recent example. There *are* cycle plans for this one, but they weren't forthcoming at the time the initial announcements were made.
- Comments were expressed about consultations coming in series rather than parallel. Pedals wants to respond to schemes in their entirety, and the way that consultations are presented sometimes hampers that. Particularly when one area feeds into another it is necessary to comment on the overall changes rather than each piece atomically.
- Concern about lack of cycle parking and the need to ensure that all schemes include cycle parking – some examples of recently removed provision were given
  - Outside Victoria Centre where there has recently been some redevelopment and new retail units
  - Outside Nottingham Castle
- Roland raised a point requesting a cycleway between the University's University Park and Jubilee campuses. The response was that there is a tunnel under Derby Road, which is currently leased by the council to a local group and so could in theory be reclaimed for other uses. However, the assertion was made that it is unusable as a cycle route due to its height, and it cannot be lowered because there is a sewer beneath.
- The final question was asking where the next tranche of money for cycle schemes will come from. There is a bid in to D2N2 LEP for the 18/19 funding round to develop some more corridors.

## **Main business**

Minutes of the April 2016 meeting were agreed.

There is a meeting Wednesday 18<sup>th</sup> May regarding cycle schemes in WB. Paul, Hugh and Roland to attend.

Tram tracks accident reporting system on Pedals website site is live. A vote of thanks to Larry for implementing this was taken. The next issue is how to promote this facility. Posters? Could write a press release to promote? Hugh was contacted by Marie Ashby, a journalist who is doing a national feature on cyclists vs. tramlines involving Nottingham, Edinburgh and Sheffield.

Trent Lane to The Hook bridge update. The group has commissioned study from Sustrans and are chasing on status. There is a case study on the Diglis Bridge in CWIS, which is quite similar to this proposal – so the question is: why isn't it easier to have more of these?

Hugh reported that the newsletter is ready to go.

Then there was a discussion on the perennial issue about why we don't drop the newsletter. Some arguments against were:

- It is the only way of contacting some members.
- Complimentary copies to councillors, shops, etc.
- Good way of knowing that Pedals is active.

Suggestion is to maybe cut the quality to reduce printing costs. David E said that although there was a small deficit year-on-year and the newsletter is our biggest outlay, the ongoing cost of printing and distributing it is not a big concern. The meeting then had a general discussion about membership levels. Some cycle campaign groups do not charge membership fees, and this seems to correlate with large memberships. Item on this for July meeting to revisit.

Finance: nothing to report.

Events: Book launch Paul Smith's Cycling Scrapbook.

The draft Cycling and Walking Investment Strategy is out for consultation, and some Pedals members have drafted a response which was handed around at the meeting (and is available on the website). David suggests reformatting the response in the form of responses to the questions asked in the consultation document, instead of as free text. Hugh to incorporate some further small changes and then pass this on to David for reformatting. Susan suggests an ask for all children to have some cycle lessons and also inclusive cycling e.g. for older people.

Next meeting will have Gwyneth McMinn from Sustrans as a guest speaker.

Future external meetings: Cycle City Active City + Space 4 Cycling in Leicester, on the 19<sup>th</sup>-21<sup>st</sup> May.

Greater Nottingham Light Rapid Transit Advisory Committee. 5<sup>th</sup> July. Will be a report on the lessons for the NET on Edinburgh's bike-tram trial scheme.

East Midlands Cyclists Forum in Chesterfield on Saturday 15<sup>th</sup> October.

A new cycle hub has mysteriously appeared at Nottingham Station without consultation.

### **Cycle facility and traffic management matters**

Broadmarsh: starting to show cycle routes but not there from the start.

Bike stands by the castle. They've gone with no indication as to where the new ones will go.

Rural rides. There was a scheme which the County Council dropped 4-5 years ago. Ridewise then ran it for a short period of time, but stopped. Julian Bentley has contacted Pedals to suggest that Pedals consider starting a programme again. Various members stated that many other groups exist already and suggested that Pedals take a role coordinating or promoting these (but it will require a volunteer to actually do this). Hugh to invite Julian to a future meeting to discuss this further. Susan suggests a "Tram" ride to promote our other campaigning activities.

### **Misc items**

The city council is reviewing its cycle map, and we were asked for any suggested changes. It still listed the cycle stands outside the castle, which are gone – David pointed this out.

Somebody emailed with some suggestions for links on cycle safety to add to our website. These were passed on to Larry and David.

City card bike hub plans. Hugh had received an email giving some tentative locations for further hubs.

**AOB**

David asked a question about mandatory cycle lanes and what drivers can do in them. You must not drive or park in such lanes, contrary to the pavement in general where it is (apparently) legal to park but not to drive on them.

No minute taker designated for the next meeting yet. One needs to be found before then.