

Pedals Meeting Minutes 21 Nov 2016

Welcome and Register

The following attended the meeting: - Paul Abel
Peter Briggs
Jack Chisholm
David Easley
Iain Lane
Thomas Madar
Andrew Martin (in the chair)
Hugh McClintock
Ben Troth
Susan Young

Apologies were received from: - Tim Beech, Spoke & Co Cycle Café, Lady Bay
Chris Green
David Lally
Mara Ozolins
Jo Ward
Arthur Williams

Comments on the Minutes of the Previous Pedals Meeting (17th Oct)

Some, but not all of the issues raised in the previous meeting were discussed.

Pedals Website Updating

The need to update the website is quite urgent, and there is still some out-of-date material on it which requires removal. The idea of allocating parts of the website to individuals for updating was discussed, but Iain was worried about these allocated tasks not being done in a timely manner. The update of the website (and the removal of out-of-date pages) was suggested as a group activity. Andrew suggested projecting the work on a giant screen, so that we could easily work on the update as a group, the exercise to take about an hour.

Action: special group session at our February Pedals monthly meeting.

Paul Abel's Survey Monkey Results

Seventy five people responded to the survey resulting in the following points being raised and discussed by Hugh, Iain and Andrew:-

- Traffic planners need to take into account the requirements of cyclists (and pedestrians) when planning roads and not give priority to motor vehicles
- A code of conduct is required for cyclists who share space with pedestrians on pavements (sidewalks). Half of the respondents were in favour of a speed limit for cyclists, but one

which was somewhat higher than the 4 mph suggested by some members.

- Three quarters of the respondents were against the wearing of cycle helmets being made compulsory. Andrew suggested that helmets wearing should be compulsory for cyclists under instruction. Peter suggested that there should be no reduction in damages awarded to cyclists involved in accidents when not wearing a helmet.

Action: Paul to arrange for survey results to be communicated to Gary Smerdon-White and other interested parties, and to publicise them on the website.

Proposed North to South Cycle Route (Castle Boulevard-Canning Circus)

It was agreed that the reply from the City Council to Pedals response to the recent public consultation was disappointing and Iain Lane's suggested further draft Pedals response (already circulated and included in the agenda background notes) was mentioned. However, no one else had any comments on it so it was left to Hugh to finalise and submit.

Action: Hugh to send further response to the City Council

Western Cycle Corridor

The City Council had hoped to have a grand official opening in October, but key national politicians had shown no interest in attending. A lower key opening of this route, by Cllr Nick McDonald with various invited VIP guests, was now planned for 8.30 on 14 December and Hugh agreed to circulate more details when available.

Action: Hugh to circulate more information on the 14 Dec official opening.

East Midlands Trains New Queen's Road Cycle Hub at Nottingham Station

East Midlands Trains have still not taken any action on the points agreed at the meeting we had with them in September and a further meeting is now planned for 12 December, involving the new Station Manager, to discuss these. This will include a representative from the new Russell's Bike Shed in the Hub which is about to open.

Actions:

Hugh to circulate more information when available on the new Russell's Bike Shed and to publicise this on the Pedals website.

Hugh, Peter Briggs and Paul Abel to attend the meeting with EMT on 12 December and report back at our next meeting

Pedals autumn 2016 Newsletter

A copy of the Newsletter was handed round. Colour copies are available as a PDF document which may be downloaded from the website.

Paul raised the possibility of the National Lottery giving us a grant for our publicity activities.

Foot/cycle Bridge Connecting Trent Lane to The Hook

Hugh said that the progress of this bridge feasibility study and specialist economic impact report by Sustrans was still being affected by the recent major re-structuring of Sustrans. This was frustrating and disappointing, although it was not the only reason for the slow and tortuous progress!

However, Hugh said, we had to take a long view of the importance of Sustrans involvement and support. In any case some further progress was slowly being made, e.g. with the recent exchange of emails about calculations for annual usage estimates for the proposed bridge site and for the main alternative proposal, i.e. the proposal to put cantilevered shared paths on both sides of Lady Bay bridge. Detailed comments on these had now been received from the County Council but were still awaited from the City Council

There was also some further work needed on bridge costings in view of the need to revisit detailed plans for the north bank bridge landing in view of the revised detailed plans for Phase 2 of the Blueprint Regeneration Trent Basin Housing scheme, which was being discussed by John Rhodes and Nick Ebbs of Blueprint.

Hugh and John Rhodes plan to discuss this bridge with the new CEO of Sustrans, Xavier Bruce, during his proposed visit to Nottingham for the Western Cycle Corridor launch on 14 December and to ensure he was fully briefed and, if time permitted, to show him the sites being reviewed in our feasibility study

Hugh also remarked on the critical need for our proposed bridge to be supported by the Derby and Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2) if it is ever to get funded. This partnership does have some interest in sustainable transport such as cycling and indeed nationally is regarded as having a rather better track record in this regard than its equivalent LEPs (Local Economic Partnerships) in other regions. Hugh had recently had a brief discussion about our work with Tom Goshawk of D2N2 and sent him a copy of our draft feasibility study with an offer to follow this up with a meeting if he wished to know more. However, support for our project from both the City and County Councils remained vital before D2N2 could give this serious consideration.

In the work already done on the bridge over the last two or more years the Steering Group had tried to learn very carefully from the problems which undermined previous attempts to get foot-cycle bridges over the Trent, both east of Lady Bay bridge (between Colwick Park and Holme Pierrepont), and also between Beeston Rylands and Clifton), e.g. the earlier opposition from Nottingham Sailing Club in the case of the Colwick Park-Holme Pierrepont proposal, and fears about a Rylands-Clifton bridge leading to waves of crime and vandalism in nearby properties.

If we could now get this bridge built and it did not result in extra crime it might be easier in the longer term to revive the idea of a new foot-cycle bridge somewhere in the Ryland-Clifton area, or further downstream at Clifton so as to avoid Beeston Rylands, with connections to the new foot-cycle bridge being planned now by the City Council in connection with the Boots Enterprise Zone plans and connecting Thane Road with University Boulevard near the Tennis Centre.

It was also likely that the case for a new foot-cycle bridge somewhere west of Clifton Bridge would be raised again as part of the work John Grimshaw was doing for the Dutch Consultancy Team working for the DfT on the HS2 Cycleway Feasibility Study, and the subject of various meetings over the last 2 years. This was also slowly still progressing and needing a long-term perspective.

Recent Meetings

Only a selection of the tabled meetings were discussed.

26 Oct: Lady Bay Community Association Special Meeting

Hugh reported on the special commemoration at this meeting of the work of Lawrence Geary as a community activist with several organisations including Pedals and there was a discussion.

27 Oct: Canal and River Trust AGM

Paul reported on this. The general consensus was somewhat against cyclists, with most members not wanting canal towpaths opened up to them. Along the Grantham Canal, chicane barriers might soon be replaced with K-frame barriers, depending on funding. There will be more discussion on whether or not to modify or remove these barriers.

Space for Cycling Meetings and Birmingham and Cambridge

Ben reported on this. Nottingham City Council had some time ago signed up to support the Space for Cyclists campaign, and in common with other local authorities, should think about this in terms of a network of routes with infrastructure specially built to suit this network and including Protected Space for Cyclists on busy main roads.

Tom Guha from the Cycling UK Space for Cycling Campaign was now suggesting creating a colour coded map in the style of a London Underground map for traffic planning purposes, based on approaches already tried in Bristol and Bath, to help bring together aspirations for a complete network and identify gaps and priorities for completing it.

Hugh introduced a new DfT-backed software tool used for planning cycle routes, the Propensity to Cycling tool, and handed around a brochure. On its website, there is a blog extolling its virtues.

These new approaches would both be important, he said in the development of the new DfT system of Local Cycling and Walking Infrastructure Plans to be introduced from January 2017, covering a period of 25 years but with no extra funding!

Hugh commented on the publication of improved design guidance and remarked on the good design of some of the newer cycle super-highways in London. The most recent ones included several features based on best international cycle planning practice reflecting a report on this which Transport for London had commissioned 3-4 years ago from Phil Jones and Associates.

2 Nov: Highways England Area Stakeholders Meeting

Hugh reported on the recent meeting at the Albert Hall where had had emphasised, among other issues, the importance of fully addressing cycling in the HE's major plans for the A52 between the Dunkirk Island and Radcliffe on Trent, as well as other trunk road issues relating to the A52 and A453. AECOM Consultancy, based in Chesterfield, had been charged by the HE with organising a special meeting of stakeholders to discuss cycling issues related to the A52 plans, although there had been problems in finding a generally convenient date, Hugh said.

The discussion at the Pedals meeting then concentrated on the negotiation of the A52 by cyclists, and also of the discussion of alternative routes alongside the A52. Susan commented on a good route through Wollaton Park, also, that at certain times, the A52 offers easy cycling when the traffic

is light. Peter commented on his experiences of cycling from the Queen's Medical Centre to Wollaton Park past the University.

Jack Chisholm, who was attending his first Pedals meeting, mentioned his particular interest in campaigning for a safer cycle route across the Gamston-Lings Bar section of the A52 between Tollerton and Edwalton, a link which, Hugh said, Pedals had long supported.

Action: Hugh to inform interested parties, including Jack Chisholm, of plans to find a new date for the proposed AECOM/ Highways England to discuss A52 major project-related cycling issues.

19 Nov: Annual Cyclenation and Cycling UK Cycle Campaigner's Conference

Hugh mentioned the brief report on this useful and well-attended meeting which he had circulated earlier and said that he would forward the full presentations when available.

It was very important he thought that Pedals was represented at these annual meetings, to help us keep in touch with national developments and learn more from the experience of other groups and projects.

Break

There was a break in the meeting between 8:30pm and 8:45pm.

Finance, Membership, Promotion and Publicity

Hugh said that he understood from Arthur that he was finding his role as Membership Secretary was taking up far more time than expected and Hugh therefore suggested finding someone to help him, particularly with regard to the sending out of membership cards which had been apparently much delayed.

Action: Susan Young offered to contact Arthur.

Forthcoming Events and Meetings

Mon 19 Dec

David Lally to chair, Paul to take the minutes

Pedals Christmas/New Year Meal

Action: Andrew to organise

Mon 16 Jan

Discussion with Dave Clasby about his role as Sustrans East Midlands Partnership Development Manager. Susan to chair, Hugh to take the minutes

Mon 20 Feb

To be devoted to the updating of the website, including

- Identifying the pages needing updating
- What to take out
- What to update
- What to add

Andrew to chair, someone else to take the minutes (tbc)

Mon 20 March

AGM followed by normal monthly meeting

Ben suggested using a room at the Spoke and Co Cycle Café in Lady Bay. However, Hugh said that previous experience with arranging meetings at different venues suggests that we should in general be very careful about such venue switches as, however hard we tried to communicate such arrangements, there were some people who complained that they had not been told about them and then got very upset!

Mon 24 April

Invited Guest (tbc): Russell Cutts, who runs the new bike shop in the Queen's Road Cycle Hub at Nottingham Station

Cycle Facility and Traffic Management

Only a small selection of the tabled issues was discussed.

Traffic Light Timings and Enforced Speed Limits

Ben initiated a discussion on how the timings of traffic light signals affect bicycle journey times. Poor timings may add five minutes to a seven mile journey. It would be of interest to discuss waiting times as several traffic lights have a two minute cycle time.

Andrew suggested that Ben raise questions on traffic lights which enforce a given speed limit. There were also discussion on zebra crossings for bicycles (the cyclist takes priority over any road traffic when crossing the road), and the reporting of poor motorist behaviour.

Action: Hugh to raise this issue at the next Cycling Development Group meeting, with a view then to getting up to date City and County Council contact details to go on the Pedals website.

Victoria Embankment Lighting

This is turned off in the small hours so as to allow bats to feed.

Campaigning to Councillors

Paul suggested conducting a survey of members to determine how Pedals might conduct a campaign to Councillors.

West Bridgford Cycling Strategy

Paul and Hugh discussed the West Bridgford Cycling Strategy, the subject of a report to the County Council's recent Transport and Highways Committee where it was clear that the opposition criticised any spending of money on cycling. Hugh said that we would soon therefore need to think very

carefully about how best to lobby for more positive attitudes in the run-up to the County Council elections next May.

Miscellaneous Items

Publicity and Content of Meetings

Andrew discussed improving Pedals procedures.

Hugh stated that all new members should be directed to where information about Pedals meetings is. It should be made clear that this information is online. Agendas should then be presented to the people who come to the meetings.

A forum was suggested to enable members to keep in touch, and to view the minutes of each meeting, especially in areas where actions applied. Paul suggested the use of a Facebook page for this.

Paul and Iain discussed a requirement for the following in a meeting:-

- Each discussion to lead to a decision resulting in a concrete action
- A person to be appointed to take this action forward
- Minutes to concentrate on recording decisions and actions
- Actions to be followed up in subsequent meetings

There was an Action on Paul to take this forward. All were unanimously in favour, so this motion was carried.

Any Other Business

There was a discussion of the food for the Christmas Social, following the December monthly meeting

Actions:

Andrew to arrange for the pub to provide some food.

Everyone else coming to bring some seasonal food contribution.

Finish of Meeting

The meeting finished at 10:00 pm.

Thomas Madar