

**Background notes from Hugh on various Pedals matters, compiled before he went on holiday from 30 June to 19 July, (drafted on 29 June), to be sent out with Agenda for 19 July 2010 meeting.**

**Speaker (approx 30 mins):**

- **Murat Basaran, Cycling for Health Project Officer, for an update discussion on project progress.**

**Minutes of the Pedals Meeting Held 21<sup>st</sup> June 2010 at The Globe\_**

**Present:** Hugh McClintock, Peter Osborne, David Miller, Susan Young, David Clark, Terry Scott, Elizabeth Kirk, Peter Briggs, John Bannister, Andrew Martin, Arthur Williams, David Earnshaw, Julian Bentley, Roy Wilson, Martin Quarton, Henry Twigger, Brian Goss and Helen Hemstock (of The Big Wheel).

**Apologies for absence:** Mara Ozolins

#### **The Big Wheel Presentation.**

Helen Hemstock gave an update on recent activities of the Big Wheel (part of the Greater Nottingham Transport Partnership). The GNP will cease to exist at the end of the year. Nottingham City Council will takeover employment of Big Wheel staff, and the role of the Big Wheel is expected to remain unchanged.

The Big Wheel is just about to launch a "Bike and Ride". The idea of this is to integrate cycling and bus travel by providing seven secure cycle storage sites at bus stops on the west side of Nottingham. The scheme will be promoted by a leaflet campaign. If the scheme is successful further funding may be available.

The Big Wheel is providing a cycle maintenance workshop during Bike Week and organising the Wheelie Big Breakfast and the Cycle Forum which follows on after the breakfast. Local Authorities are keen on feedback from the Cycle Forum.

There is a bike loan scheme starting at the two local Universities in time for the Autumn term, (as part of the Sustrans Ucycle Project) and the Big Wheel is helping to promote the Workplace Challenge.

After the summer the Big Wheel's activities are uncertain due to funding cuts. This may have implications for the Rural Rides programme and the Great Notts Bike Ride. The Big Wheel will do more on public transport and cycle mapping from Autumn onwards.

It was suggested that the Big Track needs more signage – maybe a complete map at certain important points.

**Finance.** Nothing to report other than Hugh circulating details of a free place being offered to Pedals by the Sheila McKechnie Foundation for one of their forthcoming training programmes for voluntary organisations on improving campaigning effectiveness and raising group profiles. Arthur Williams expressed some interest.

**Stalls.** There is a requirement to manage leaflets and brochures more effectively, bearing in mind the limited space that exists for storage and display. A list of leaflets on the stall needs to be compiled.

There will be a Pedals stall at the Wheelie Big Breakfast.

Pedals representation at Transition Arnold did not happen as cycles were banned by Gedling District Council.

Pedals first appearance for a while at the Green Festival was fairly successful.

An offer of a free stall in Victoria Market (and some other city markets) has been received. This will be considered further in the future.

**Rural Rides:** Notts County Council not to run this after 2010. Ridewise is looking into taking this over, but costs must be reduced, especially printing costs.

**Great Notts Bike Ride.** In view of the very serious financial cutbacks we have to be prepared for Notts County Council deciding not to run this after 2010, especially if sponsorship proved even harder to obtain in future...

Andrew Martin said he would write to Councillor John Cottee to express our warmest thanks to the County Council and all concerned in organising another very successful and enjoyable event this year.

**Ridewise** have tandems available for helping blind people cycle (as the stoker!) and will be training people to assist with this in conjunction with a charity for the blind.

**Pedals Constitution.** The proposed changes will go ahead with one minor amendment. In paragraph 2 the word "Chairman" will be changed to "Chair". Hugh agreed to amend this and then get Larry to put it on the Pedals website.

**LTP3 Consultation (City and County Councils).** Hugh is coordinating responses to this on behalf of Pedals.

**Attenborough Flood Alleviation Scheme.** The temporary construction path could become a good cycle track – an improvement to Sustrans Route 6, Brian Goss had suggested. Hugh had already started to sound out views on this, including from the Environment Agency and Broxtowe Borough Council, and British Waterways.

**Pedals Led Rural Rides.** Leaders should hand out Pedals business cards on these rides, Dave Miller suggested. Also the idea of themed rides (e.g. heritage, nature etc) could be extended.

**Nottingham Disabilities Group.** Hugh and Andrew are meeting with Liz Silver on 4 August at 6pm at the Mechanics Institute for a general discussion about matters of mutual interest as well as some concerns about cyclists that their members had raised.

**Sneinton Market TRO.** New ASLs in this area have appeared without proper feeder lanes, Arthur Williams reported.

**Lighting on Riverside Path** near Rivermead Flats, West Bridgford – this is not going ahead as there is no money available.

**Pedals BBQ** is going ahead on July 23<sup>rd</sup> at the Johnson Arms, Lenton. This will be advertised to the Pedals membership via email.

**EMCF Meeting** on October 2<sup>nd</sup>. Speakers have been confirmed, but a venue still has to be arranged. This decision should be finalised as soon as we have all the relevant information about possible clash with football fixtures.

Dave Clark and Susan Young were thanked for their work on investigating possible venues.

Advanced registration would be encouraged from early September.

### **John Wilson in hospital**

Andrew Martin and Hugh McClintock mentioned that veteran Pedals activist John Wilson was now in the QNC following a fall, and that they and Susan Young had been to visit him. It was not yet known when he would be able to come out but Hugh was in touch with David Lane about this.

The meeting finished at 10.10pm

### **Update on matters discussed at the 21 June meeting**

#### **Discussion with Helen Hemstock of The Big Wheel and her subsequent written response to some of the questions raised:**

Hello All,

Firstly, thank you for the invitation to join you at the Pedals meeting on Monday - once again I found it a very useful meeting with lots of interesting questions and comments.

In terms of responding to the comments that I committed to follow up on, I can provide the following updates:

#### **- Attenborough flood prevention/damage to vegetation**

I spoke to Gary Smerdon White about this issue and he said that the project team are aware of it and they are confident that the vegetation would return naturally. Gary is the best person to pursue this with and he's happy to members to contact him directly to discuss it further.

#### **- Secure bike compound at Nottingham Train Station**

There are still a few bits of work to be completed on the bike compound. I'm following up for a completion date, but it would seem that it's imminent.

#### **- Information for restaurants around the Big Track**

We've taken this suggestion on board and will be compiling a list of restaurant/entertainment potential stockists over the summer. I anticipate we'll be in a position to approach them about having copies of the Big Track during August.

#### **- Signage on the Big Track**

I've emailed Chris Carter for an update on signage and 'you are here' boards. I'll send an update over to you once I've received it.

I think this covers everything that was outstanding, but as always the offer stands for you or any of your members to get in touch if they have any other comments or questions.

Kindest regards,  
Helen

#### **PS (pasted in from later email)**

I've just had an update on the bike compound issue - and finishing works will be progressing soon. It's expected that the compound will be open for use early/mid July.

Helen

**Sneinton Square/Bath Street Enquiry – message of 29 June from Kirstie Turner to Arthur Williams:**

"Hello Arthur

Thank you for your e-mails and your patience while we have been clarifying matters regarding the design.

In response to the points that you have raised:

- 1) In the current design the distance between the Victoria Leisure Centre and the stone pedestals/seats for the walkway/cycleway is, at a minimum, 5.8 metres in width and at its maximum 7.8 metres. There will not be sharp corners on the edge of these features instead they will have soft rounded edges.
- 2) The minimum distance between the bottom step of the terrace outside the Victoria Leisure Centre and the start of the water feature is 6.4 metres. The actual water jets for the feature will be located at a greater distance than this.
- 3) Thirteen cycle hoops will be provided in the square which will provide provision for twenty six bicycles. The exact location of these has yet to be determined and they will require Traffic Regulation Orders.
- 4) The proposals for the Square include new high quality paving on both sides of the footways on Bath Street. The width of the carriageway will remain as existing and it is proposed that the current lay-by will be removed and a shared footway/loading area created outside the row of shops (on the north-east side) on Bath Street.

I hope that this has answered your queries. Please do not hesitate to contact me if you require any further information.

Kind Regards

Kirstie

***Kirstie Turner***

Major Transport Projects

Lawrence House, Talbot Street, Nottingham NG1 5NT

Telephone Number: 0115 9156024

e-mail: [kirstie.turner@nottinghamcity.gov.uk](mailto:kirstie.turner@nottinghamcity.gov.uk)

**From:** Kirstie Turner

**Sent:** 02 June 2010 10:16

**To:** 'Arthur Williams'

**Subject:** RE: Sneinton Square/Bath Street Enquiry [Scanned]

Hello Arthur

Thank you for your e-mail. We are currently still trying to clarify many of the details that you raised in your e-mail i.e. the design for the water feature which will determine its exact position. We are hoping to bottom out these issues in the next few weeks and then I will issue you a response.

With regard to the markings you have seen on the ground, these are for a ground radar survey that has been undertaken to establish the exact locations of gas, water and telecommunications equipment etc. This will help us to establish suitable locations for trees and street furniture.

Regards, Kirstie

***Kirstie Turner***

Major Transport Projects

Lawrence House, Talbot Street, Nottingham NG1 5NT

Telephone Number: 0115 9156024  
e-mail: [kirstie.turner@nottinghamcity.gov.uk](mailto:kirstie.turner@nottinghamcity.gov.uk)

**From:** Arthur Williams [mailto:Arthur.Williams@nottingham.ac.uk]  
**Sent:** 31 May 2010 07:25  
**To:** Kirstie Turner  
**Cc:** Hugh.McClintock@ntlworld.com; peterozz@hotmail.co.uk  
**Subject:** RE: Sneinton Square/Bath Street Enquiry [Scanned]

Hello Kirstie,

Are there any more details available on the Sneinton Square layout, now? There were some specific questions that Pedals had with regard to effects on cycle provision, see my original email below.

I notice that there are a lot of markings that have been made on the ground in preparation for the work.

Regards, Arthur

Arthur Williams

Direct line 0115 - 846 8684

-----Original Message-----

From: Kirstie Turner [mailto:[Kirstie.Turner@nottinghamcity.gov.uk](mailto:Kirstie.Turner@nottinghamcity.gov.uk)]  
Sent: Wed 5/5/2010 14:32  
To: 'Arthur.Williams@nottingham.ac.uk'  
Cc: Hugh.McClintock@ntlworld.com; 'peterozz@hotmail.co.uk'  
Subject: RE: Sneinton Square/Bath Street Enquiry [Scanned]

Hello Arthur

Thank you for your e-mail to Liz Hiskens and for attending the feedback session last Saturday regarding the plans for Sneinton Square.

The points that you have raised for clarification are details that will be firmed up as the design for Sneinton Square is progressed in the next couple of weeks. Therefore I will be able to respond to your comments after this time. In the meantime if you have any further queries, please do not hesitate to contact me.

Kind Regards

Kirstie

Kirstie Turner

Major Transport Projects

Lawrence House, Talbot Street, Nottingham NG1 5NT

Telephone Number: 0115 9156024

e-mail: [kirstie.turner@nottinghamcity.gov.uk](mailto:kirstie.turner@nottinghamcity.gov.uk)<<mailto:kirstie.turner@nottinghamcity.gov.uk>>

-----Original Message-----

From: Arthur Williams [mailto:[Arthur.Williams@nottingham.ac.uk](mailto:Arthur.Williams@nottingham.ac.uk)]  
Sent: 30 April 2010 10:21  
To: Liz Hiskens  
Cc: Hugh McClintock (Dell); peterozz@hotmail.co.uk  
Subject: Sneinton Square/Bath Street Enquiry [Scanned]

Dear Liz,

Although I did attend the feedback session last Saturday, in consultation with other Pedals members there are a few other points that we would like to clarify about the new Sneinton Square plans.

Firstly, alongside the current Gedling Street there appear to be some stone or concrete pedestals/seats. How wide will the walkway/cycleway be between the Victoria Leisure Centre and these raised sections... and will they really have sharp corners as shown on the picture on p.3 of the consultation brochure?

Secondly, what is the distance between the bottom step of the terraced section outside the new Leisure Centre entrance and the water features?

Thirdly, where will the cycle parking be positioned?

Finally, I understand that there will be some changes to the footpaths along Bath Street. Is there any change planned to the alignment or width of the current carriageway?

Regards, Arthur

**Changed layout of junction of Middle Street and Station Street by new Tesco store in Beeston – message of 22 June from Peter Briggs to Paul Hillier, Notts CC:**

“My understanding from Hugh McClintock was that there was no cyclist at your last Broxtowe Transport sub-group with specific experience of this junction to comment on proposed widening and changes to this junction.

I have lived and cycled in Beeston for many years and like many cyclists from Beeston need to use this junction to go to and from the Station and also to pick up the cycle lane along Middle Street.

I would like to make the following observations:

- 1) With the bus station very close by cyclists are frequently cycling along Station Road with buses in close proximity and with them turning in and out of the bus station
- 2) Tesco will itself create more car traffic and cars turning into its various entrances will potentially add to cycling risks as cars will inevitably turn left into the store right in front of them!
- 3) It is clear that the road is being significantly widened at the Fire Station side and there is also some new kerbing inside Tesco hoardings suggesting widening on that side of the road as well.
- 4) **For basic cycle safety, providing a brief stretch of cycle lane leading to an advanced stop line at all four roads at this junction would seem essential.** It allows cycles clearly to be seen by buses because they will be in front of them and it provides some protection to cyclists from traffic fumes.
- 5) Putting a cycle lane (if possible) by the entrances/exits to Tesco will also ensure that motorists do not turn in front of cyclists.
- 6) Finally has Tesco developed a clear cycle route into and round its store car park as part of its detailed parking plans and are covered cycle parking places provided within the scheme?

These notes reflect the discussion we had at our PEDALS meeting yesterday.

I look forward to your response in due course which I will pass back to PEDALS.

Many thanks

Peter Briggs, 25 Grasmere Road, Beeston, Nottingham, NG9 3AQ

....and his response (22 June):

“Peter,

I have forwarded your comments on to the development control team manager at the county council. His team were responsible for negotiations with Tesco over the layout of the junction.

Regards,

Paul Hillier

Local Transport Plan Programme Manager (Greater Nottingham)

Nottinghamshire County Council

Tel: 0115 977 4866 Fax: 0115 977 4054

**Posting on Pedals website re temporary road by railway forming part of current Flood Alleviation Scheme work west of Attenborough (message from Brian Goss posted just after the last Pedals meeting agenda went out but then circulated and discussed at the meeting, at which Brian was present: comments from John Hindle of the Environment Agency:**

“Hugh

Good to hear from you again.

For the section between the Siemens site and Cemex most of the material that we are placing for the temporary access will be removed and used for environmental habitat creation. We will be leaving an access strip next to the flood wall to allow access to the outfall structures and to inspect the flood wall. This will consist of a stone sub-base with a topping of sand and loam which will be seeded with grass. The intention is that it will be suitable for occasional land rover usage. From discussions I've had with Natural England and the Wildlife Trust they wanted to keep this part of the site as a quiet part of the Nature Reserve and hence did not want more general usage. I would imagine they would object to a cycle path.

Between Attenborough and the road to the visitor centre we will be removing the access track. Again we are using the material to create habitat.

West of the road to the visitors centre we will be reinstating the tracks that were there before construction started.

If you have any questions then please get back to me.

Regards, John

**From:** Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]

**Sent:** 20 June 2010 19:16

**To:** Hindle, John

**Subject:** Fw: Posting on Pedals website re temporary road by railway forming part of current Flood Alleviation Scheme work west of Attenborough

John

I would be interested please in any comments you may have on this exchange of messages

please

best wishes

Hugh

----- Original Message -----

**From:** [Gary Smerdon-White](#)

**To:** [Hugh McClintock \(Dell\)](#)

**Cc:** ['Matthew Easter'](#) ; ['Nicola Jones'](#) ; [Chris.Carter@nottinghamcity.gov.uk](mailto:Chris.Carter@nottinghamcity.gov.uk) ; ['Keith Morgan'](#) ; ['Steve Barber'](#) ; ['Ian Cohen'](#) ; ['Andrew Martin'](#) ; ['Andy Pooley'](#) ; ['Adrian Juffs'](#) ; ['Peter Osborne'](#) ; ['Helen Hemstock'](#)

**Sent:** Friday, June 18, 2010 2:39 PM

**Subject:** RE: Posting on Pedals website re temporary road by railway forming part of current Flood Alleviation Scheme work west of Attenborough

Hugh

As you know CDG have discussed the potential for routing NCN 6 along the river and Big Track and then up the Leen Corridor from somewhere along the ring road (I've now read the Leen report Keith gave us and it looks good)

The new path Brian mentions is the one I've used up to Trent Lock (and thought Andrew and I were discussing at the CDG) and I'd assumed it was not temporary but my knowledge of the defences is much stronger thru the village than between Long Eaton and Attenborough so Brian may be spot on. It might be worth finding out what happens after construction from John Hindle the EA Project Manager and what the constraints on cycling might be.

Access from Station Road may not be a great problem as

- Beeston Marina to Beeston Station is quieter than say Long Lane nowadays and there are easy rides there
- Beeston Station to the University is cycle sign-posted clearly along Broadgate onto University Boulevard (John Delaney mentioned that at one Broxtowe Partnership Transport sub group meeting)
- If needed Bridgewater are a friendly transport consultancy keen to support sustainable and public transport.

Brian mentions the CEMEX (NWT) view re the possible routes through the nature reserve – in the back of my mind I think there was a scheme proposed to increase the width and improve surfacing along the river tow path and on the north south paths (certainly it was discussed at GNP). British Waterways were involved

I'd suggest British Waterways, NWT, EA and Broxtowe views about this alternative would be useful on top of that of Sustrans.

Gary

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**From:** Hugh McClintock (Dell) [<mailto:Hugh.McClintock@ntlworld.com>]

**Sent:** 18 June 2010 13:59

**To:** NEYLON LAURENCE

**Cc:** Andrew Martin; Peter Osborne; Wendy Bell; Terry Scott; Steve Barber; Sharon Edgar; Robin Phillips; Peter Briggs; Mara Ozolins; Kirstie Reavell; Keith Morgan; Katie Holland; Jayne Freeman; Ian Cohen; George Reynolds; Gary Smerdon-White; Coral Simpson; Andy Wickham; Andy Pooley; Martin Quarton; Nicola Jones; Matthew Easter

**Subject:** Re: Posting on Pedals website re temporary road by railway forming part of current Flood Alleviation Scheme work west of Attenborough

Larry

Thanks for sending this. In view of the relevance of this message to Sustrans Route 6 I will see what Matt Easter and/or Nicola Jones from Sustrans East Midlands has to say as well as various local Pedals members in that area including Broxtowe Councillor Steve Barber.

I can also bring this up under AOB at the next Pedals meeting this coming Monday together with any comments I get by then.

best wishes

Hugh

Temp Rd in Attenborough nature reserve for flood defence as new traffic-free cycle path for Route 6 (Beeston - Long Eaton)

Posted June 15th, 2010 by brianthegiant

Anyone who travels on the train between Beeston, Attenborough & Long Eaton, will have noticed that the environment agency have built a new temporary track between the railway line and the lakes. The track has involved moving hundreds of tonnes of rock to build up the level along the banks of the lakes in places to allow access for heavy construction machinery to build the new flood defence wall.

Whilst there existing cycle paths in this area, they are not without problems. The Sustrans route six along this section uses a painted line demarked pavement section of the busy A6005, and then follows an on-street route along long lane. The existing paths in the nature reserve are permitted for cyclist use by consent of the landowner, but are narrow with many blind corners. There are may signs stating that cyclists must give way to pedestrians, indicating that there are tensions with mixed use of narrow paths by cyclists and pedestrians.

It seems to me, that sections of the construction track could form part of a new alignment of the Number 6 Sustrans route between Beeston and Long Eaton. which would be away from the highway corridor, and hence be more appealing for families, schoolchildren, etc. Whilst the new track does include one permanent looking bridge, and has been left in situ at the long Eaton end of the lakes, some sections look as if they are intended to be temporary and will likely be removed after completion of works.

The track would make an excellent cycle path, however reinstatement as woodland may be a condition of the planning permission for the flood works (i.e the track is planned to be removed again as part of completion works) & there may be SSSI/AONB issues. However a compromise position could be to reduce the width of the track. Either way it seems that having spent so much public money building the track it would make sense to retain at least part of it for amenity and environmental benefit

The new alignment wouldn't be without access challenges. the 2 main challenges being access from station road Beeston, this would require landowners consent through Beeston Business Park (in front of Siemens & Bridgeway consulting). Also the section in the vicinity of the Cemex

site, I suspect any new route through cemx site is a non-starter, so this section would have to cross over the railway at existing level pedestrian crossings & use the existing alignment along long lane.

To conclude, I think there would be considerable benefit in a campaign to retain this construction track as a new cycle path. It would require lobbying of relevant bodies including the environment agency, landowners, Broxtowe council, Sustrans, etc.

I would be interested to hear what other people in pedals agree that this a unique opportunity to institute a new cycle path, whether it is worth progressing & if there is interest in coordinating a lobbying & consultation campaign? Construction works are at an advanced stage so we would need to act quickly to get the environment agency to make any amendment to the construction plan

Regards, Brian Goss

**....comments from Gary S-W (22 June):**

"Hi

Whilst in GNP offices today I asked about the project that was in the back of my mind.

Thanks to some research by Sarah Hill we found a County Council bid for a total scheme cost of around £300k to provide a good shared use riverside path which joined up the most recent Beeston Marina and Erewash improvements along the towpath and also from the tow-path to Long Lane/Meadow Lane at Attenborough. Thus these pathway improvements were all in the nature reserve SSSI.

What then happened was that GNP agreed their proportion; we think British Waterways also committed some and there were no objections from NWT or Natural England. However emda didn't like the scheme for some reason and the County Council never had the money. So it looks like NCN 6 along the river is constrained less by attitudes of NE or NWT but by funding scarcity  
Gary

**....comments from Gary S-W (22 June) on message of 22 June from John Hindle, Environment Agency**

"Hi

From that I'm not clear whether the present tracks beside and beyond the Attenborough Yacht Club survive – in the past those paths were hard even for walking and leading nowhere whereas with the Erewash delta/mouth changes and the Flood defences there are some good gravelled paths at present – just keeping them open would be good.

Gary

**Message from Robin Phillips re continuing failure to introduce a solution to the problems for cyclists on the Nottm University west entrance roundabout and Woodside Road, and my response in forwarding his message to Chris Carter, City Council, and Joanna Ward, Sustrans Ucycle Project, etc**

Robin Phillips has reminded me that it is now almost two years since he and I had a site meeting with John Lee and Justine Ramowski to discuss the problems for cyclists on the Nottm University west entrance roundabout and Woodside Road, etc. Are there any signs of progress in finding a solution please?  
Hugh

----- Original Message -----

From: "Steve Barber" <[steve\\_barber@ntlworld.com](mailto:steve_barber@ntlworld.com)>  
To: "Robin Phillips" <[robin-phillips@talktalk.net](mailto:robin-phillips@talktalk.net)>; <[stevejarr@hotmail.com](mailto:stevejarr@hotmail.com)>; <[brian@enfieldcottages.co.uk](mailto:brian@enfieldcottages.co.uk)>  
Cc: <[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>  
Sent: Monday, June 21, 2010 9:56 PM  
Subject: RE: Draft report of Woodside Road cycle path site meeting (9 Oct) (fwd)

- Apologies to all for not commenting. My comments would be as follows:
  - >
  - > I am a regular user of the north (university) side cycle path and my biggest
  - > concern is traffic not giving way to cyclists at the several side roads.
  - > Raising the carriageway as suggested at these points together which much
  - > clearer signage and markings would make a big difference. The surface is
  - > poor and should be improved. The West entrance roundabout is a nightmare. My
  - > sister was knocked off her bike and permanently disabled whilst on her way
  - > to work at the university by a car which simply didn't give way. Sadly the
  - > police were reluctant to prosecute but did in the end. The signalised
  - > crossings are slow, synchronised for cars convenience not cyclists and not
  - > well situated for cyclists, especially from the Priory direction to
  - > Broadgate and up the hill. This is a major cyclists corridor (I believe one
  - > of the busiest in Europe) and frankly cyclists are treated as second class
  - > with cars having major preference. There should be better signage and
  - > traffic calming (rumble strips? Coloured tarmac?) for vehicles approaching
  - > this from Woodside Road (40mph) and Broadgate (down hill).
  - >
  - > The improvements on Broadgate within Broxtowe are to be commended.
  - >
  - > Cllr Steve Barber
  - > Broxtowe Borough Council
  - > Town Hall
  - > Foster Ave
  - > Beeston
  - > Nottingham
  - > NG9 1AE
  - > 0115 922 5806
  - >
  - > -----Original Message-----
  - > From: Robin Phillips [<mailto:robin-phillips@talktalk.net>]
  - > Sent: 21 June 2010 21:00
  - > To: [stevejarr@hotmail.com](mailto:stevejarr@hotmail.com); [steve\\_barber@ntlworld.com](mailto:steve_barber@ntlworld.com);
  - > [brian@enfieldcottages.co.uk](mailto:brian@enfieldcottages.co.uk)
  - > Cc: [Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)
  - > Subject: Re: Draft report of Woodside Road cycle path site meeting (9 Oct)
  - > (fwd)
  - >
  - > Dear Steve (Carr), Brian (Taylor) Steve (Barber) and Hugh (McLintock),
  - >
  - > I am re-sending to you the report about Woodside Road problems faced
  - > by cyclists, and the University West Entrance. I have just learnt
  - > that Steve Carr has been poorly, which is probably one cause of the

> delay, but I notice that the meeting which framed these suggestions  
> was nearly TWO YEARS ago. It is very disappointing that no effective  
> outcome is yet in sight.  
>  
> I do hope that it will prove possible to forward some of the ideas we  
> came up with.  
>  
> Yours sincerely, Robin.  
>  
> ----- Begin forwarded message -----  
> Date: Thu, 9 Oct 2008 16:16:11 +0100  
> From: "Hugh McClintock \ (Dell\)" <[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>  
> To: "Robin Phillips" <[robin-phillips@talktalk.net](mailto:robin-phillips@talktalk.net)>  
> CC: <[steve\\_barber@ntlworld.com](mailto:steve_barber@ntlworld.com)>  
> Subject: Re: Draft report of Woodside Road cycle path site meeting (9  
> Oct)  
>  
> Robin  
> Steve  
> Please find attached my draft report of our site meeting this morning.  
>  
> I would welcome your comments before I raise it at the next Pedals  
> meeting on Monday 20th and then finalise it and send the comments to Justine  
> Ramowski at the City Council.  
> best wishes  
> Hugh  
>  
> ----- Original Message -----  
> From: "Robin Phillips" <[robin-phillips@talktalk.net](mailto:robin-phillips@talktalk.net)>  
> To: <[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>  
> Cc: <[steve\\_barber@ntlworld.com](mailto:steve_barber@ntlworld.com)>  
> Sent: Thursday, October 09, 2008 12:36 PM  
> Subject: Addendum to our list of improvements  
>  
>>> Dear Hugh,  
>>> I have suddenly realised that the small roads which give on to  
>>> Woodside Road, if they are treated, as we are suggesting, with a  
>>> "platform" across the exit to make the cycletrack level, will ALSO  
>>> need a red triangle "give way" sign to warn cars as they approach the  
>>> junctions. Some of these roads are so narrow, of course, that only  
>>> ONE such sign would be enough, rather than one on each side of the  
>>> road.  
>>>  
>>> I'm copying this to Steve Barber because you will be sending him the  
>>> complete list of recommendations when you have compiled it/  
>>> Robin Phillips,  
>>> NG9 1BT

**....response of 22 June from Justine Ramowski, City Council:**

“Justine

Thanks for your prompt response which I am passing on to various other interested people who may wish to comment.

Hugh

----- Original Message -----

From: "Justine Ramowski" <[Justine.Ramowski@nottinghamcity.gov.uk](mailto:Justine.Ramowski@nottinghamcity.gov.uk)>  
To: "'Hugh McClintock (Dell)'" <[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>  
Cc: "John Lee" <[John.Lee@nottinghamcity.gov.uk](mailto:John.Lee@nottinghamcity.gov.uk)>  
Sent: Tuesday, June 22, 2010 5:25 PM  
Subject: RE: Draft report of Woodside Road cycle path site meeting (9 Oct 2008) (fwd) - and continuing problems for cyclists at the Nottm Univ west entrance roundabout

Hugh,  
The Southern footway of Woodside Road was inspected prior to the implementation of the planned new segregated cycle path.

The footway was found to be collapsing.

Therefore there was no point in undertaking the planned works.

The Area Committee for Wollaton has had to come up with a not inconsiderable amount of money to reconstruct the footway. The situation is quite grave.

The segregated cycle path is expected to go in later this year at such time as the footway is reconstructed.

In addition to lining there will be a few direction signs, a 40mph sign on the exit to the University, cycle parking at the shops, new dropped kerbs with tactiles, and new informatory signs at junctions.

I am not aware of any other works being committed too at this point in time and there is virtually no uncommitted funding left in the Area Capital Fund for this ward.  
Justine”

**.....and further message to Robin from Justine Ramowski (23 June):**

“Dear Robin,

There has, as has been widely reported in the media, been a drastic reduction in the amount of funding available for Traffic and Road Safety schemes, nationally and locally.

All manner of Traffic and Road Safety schemes are affected.

Last year we were given funding for a number of specific 'quick-win'/small scale' improvements across the City. The raised features which you requested at the roundabout would have been additional works and would have required a level of funding in excess of that which was available. We were unable to consider the work under that particular project.

However, we would have liked to have investigated further measures for the roundabout/University West Entrance with a view to installation this year, and would have done so if the funding had been made available.

Sadly, in light of the current financial climate, this funding has not been forthcoming.

I hope this clarifies the issue.

Regards, Justine

**Pedals response to Stanton Steel Works regeneration proposals: comments from Coral Simpson (Pedals member in Stapleford) briefly mentioned under AOB at the 21 June meeting:**

“Hi

Just to update you.

I have been to Stanton Consultation about building houses, industry and transport links near or

actually on the Derbyshire/Nottinghamshire border in Ilkeston, Trowell, Stanton and Sandiacre area.

1. There are proposals to re-route cyclists near or within the proposed new estate from Sustrans route 67 along a canal that will be developed for the use of cyclists.
2. The existing route 67 along existing canal between Iron works near Stanton and Gallows Inn would be developed.
3. There is a proposal to re-route lorries towards some residential areas in Ilkeston that might make risk for cyclists entering or exiting Sustrans route 67.
4. More industry might mean more lorries and more risk for cyclists.
5. Because of the way lorries may be re-routed, it appears there might be more lorry traffic at points where cyclists might wish to enter or leave cycle routes. There is already heavy lorry traffic because the area is near industrial works and an HGV lorry park in Stanton.
6. There is a road proposed to pass through countryside/farmland in Trowell area in the direction of Trowell Nottinghamshire - obviously near Stapleford Nottinghamshire.

Final date to respond to proposals is 9th July. Proposals can be found at [stantonregeneration@erewash.gov.uk](mailto:stantonregeneration@erewash.gov.uk).

Any comments welcome.

Please pass this information on to those who might be interested.

With regards

Coral Simpson

...message from Peter Briggs to Stanton Regeneration Team (22 June): Enhancement of cycle infrastructure associated with Stanton Regeneration

"PEDALS is the action group for Cyclists in Greater Nottingham and as such has been instrumental in providing advice on a range of cycle developments and in lobbying for better and safer cycle facilities.

Its Web site is [www.pedals.org.uk](http://www.pedals.org.uk)

Although Stanton/Stavely is not an area known well by Nottingham cyclists, the Nutbrook trail certainly is. Nutbrook provides

- a) a traffic-free and reasonably flat alternative to cycling through Ilkeston.
- b) a wonderful route to Shipley Park.

Pedals would like the Stanton regeneration scheme to consider the following:

- 1) Enhancing the environment where the Nutbrook trail currently goes next to derelict buildings associated with Stanton/Stavely. (Widen the trail, plant trees etc)
- 2) Design in to the Stanton development complete prevention of illegal motorcyclists using the route, which they frequently do at the moment. However if 'A' frames are used it should be possible to get bicycle handlebars through them!

- 3) Sort out the horrible section where Route 67 crosses a minor road to Stanton works (there are lots of lorry movements and movements to small businesses on the site)
- 4) Create well signposted and traffic free routes across the Stanton Regeneration Scheme signposted to/from the Nutbrook trail.

Would be interested to hear the thoughts from the planners in due course.

Peter Briggs, On behalf of PEDALS.

**....response of 23 June from Sheridan Piggott (Choose Cycling):**

"Hi Hugh

Thanks for all this. I will be putting together a response from Choose Cycling in the next couple of weeks, and hopefully from the local Heart and Sole group, and will flag this up with my contacts in the local and County Council.

Can you also copy in Clyde Hinton to future emails about this - he is the Sustrans Ranger for the Nutbrook Trail.

best regards, Sheridan"

**....and also:**

Hi all

I've done some research this morning.

In case you didn't know this already, you can access the proposals at [www.newstanton.co.uk](http://www.newstanton.co.uk). with contact details.

I also spoke to the developers - deadline of 9th July is for the planning application. Any comments before that will be included in the developers statement of community involvement, but there will be a further opportunity to comment directly to the Council as part of a community consultation process when they are considering the application in the next few months.

Hope this is useful.

kind regards

Sheridan, Choose Cycling

**...and comments from Clyde Hinton (Sustrans Ranger on the Nutbrook Trail) (23 June):**

"Hi folks

Here are some notes I made a week or so ago. I have been trying to discover whom to pass them on to at either EBC or the developers. I wouldn't have thought that this would be so difficult!

Please use them if you are able to.

You can skip the first part if you are familiar with the proposed cycle routes in the new area. My suggestions are towards the bottom.

Ta, Clyde"

**PROPOSED CYCLE-ROUTES SHOWN ON THE NEW STANTON BOARDS**

- 1 There is a 'signed cycle route following traffic/HGV relief'. This appears to run along Moorbridge Lane from where it crosses the Nutbrook Trail to Pasture Rd, Stapleford.
- 2 'Shared walk and cycle path along new principal access to Trowell'. This seems to run from the Nutbrook Trail at Junction Lock approximately NE to Stapleford Rd.

- 3 NCR67 from Stanton Lock westwards will follow a new route along the reinstated Nutbrook Canal and rejoin the present Nutbrook Trail towards Kirk Hallam.
- 4 Much of the present NCR67 will remain with the possible exception of the short stretch on the W side of the Erewash Canal northwards from Stanton Lock and westwards away from the canal towards Crompton Rd.
- 5 The Erewash Valley Trail will be on the current towpath (on the E side of the Erewash Canal) and will have a branch off it at Hallam Fields Lock, running along Hallam Fields Rd and Longfield Lane, and leading to Hallam Fields Junior School.
- 6 There are other proposed links from this route: Corporation Rd (the board says 'Commercial Rd') towards Nottingham Rd, Ilkeston; Little Hallam La, Inglefield Rd and Cavendish Rd to give routes to SEDC and schools; from the Nottingham Rd, Roberts St and Greenwood Ave; Green La from the EVT at Greens Lock to Ilkeston town center.
- 7 Crompton Rd will be a N-S route linking the new NCR67 in 3 above with present NCR67 and also with the Hallam Fields route in 5 above.
- 8 The board also shows a link from the NT near Straws Bridge to Ilkeston town center although the route is uncertain. We are aware of this: it will be NCR672 eastwards from the NT to Ilkeston and may be a development of the present Manners Link, though DCC has another proposal which crosses Manners Floods.
- 9 And now the remaining routes within the new development proper. These are to the S of Lows La, where much of the housing is going to be. On the board they are described as 'principal routes through new development'.

#### QUESTIONS/SUGGESTIONS

- 1 What form will these cycle paths and other links take? The new routes towards Ilkeston TC seem to be running along present roads (Corporation Rd, Hallam Fields Rd, Greenwood Ave, Green La, etc.
- 2 Will you ensure that the link from the NT out to Trowell is a wide purpose-built path which keeps cycles and pedestrians well away from the road which it follows?
- 3 What form will the 'signed cycle route following traffic/HGV relief' take? This would seem to follow Moorbridge La, which at the present time has a dangerous, busy, narrow, twisting section over the railway, with hardly any pavement and a blind summit. Is a completely new bridge over the MML envisaged? This would be ideal.
- 4 Could the present route of the NT from Stanton Lock to Crompton Rd remain? This would give a (cheap) alternative to the EVT on the opposite side of the Erewash Canal and provide access to the cycle paths from the residential area to the W of the Erewash Canal.
- 5 I realise the board says 'principal routes through new development' but what sort of density of cycle paths is envisaged generally? How about as many cycle paths as there are residential roads? If these 'principal' routes were to be the only cycle routes, then there are large areas on the W and E sides of the residential area which would have none.
- 6 What we really need would be paths running parallel to all of the major residential roads which are planned and intersecting all the others (like Milton Keynes?)
- 7 Could we have some cycle paths on the open spaces to the extreme W of the site?
- 8 We could really do with some more links with the outside world. For example, to Stapleford and Sandiacre and thence to Nottingham via some very good routes designated as 'Greater Nottingham Cycling' on the Sustrans online mapping. Or improve the path on the W side of the Nutbrook Canal which runs from Kirk Hallam School (near Straws Br, Ilkeston), past KH itself, to Stanton Bridge/New Stanton. Or a new cycle route

from the Stanton development to Kirk Hallam housing estate, crossing the A6096 and linking with the path through Locko Park and thence to the Breadsall Greenway or to Spondon and Chaddesden.

### **Report on GNTP Cycling Forum (following the Cyclists Breakfast) on 24 June**

Hugh, Peter Briggs and Arthur Williams attended.

Agenda items included

- Ucycle Nottingham project update by Joanna Ward (including the loan bike scheme to be launched at the start of the new academic year)
- Cycling Infrastructure Update and plans: Keith Morgan, City Council (with much reference to the increasingly uncertain financial outlook for cycling provision)
- Local Transport Plan: Group discussion on top 5 cycling priorities.
- Have Your Say: comments and announcements from the floor
- Group Cycle Ride Developments (Ridewise et al): Gary Smerdon-White, GNTP and Ridewise.

### **County Council and City Council Local Transport Plan (LTP3 submissions) I sent in the completed questionnaires on 26 June for both of these consultations.**

We should however be fully conscious of the fact that the guidance to local authorities for preparing the new LTPs was finalised under the previous Government and at a time when it seemed likely that much more money for local transport would be available. It is very likely that the whole system will now have to be recast in the light of the recent cutback announcements and the detailed department spending plans to be announced in the autumn on further cutbacks.

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

#### **Cycling on Wilford Lane, West Bridgford: my exchange of messages with Richard Cooper (24 June):**

"Richard

Thanks for this message. No there are no such plans, although I do recall that Pedals did at one time suggest it in our very early days. Since then we have come more to appreciate the disadvantages of shared path schemes, especially when space is limited and there are lots of minor road access crossings. That view is also reflected in the most recent (2007) DfT guidance on Cycling Infrastructure Design, stressing that in such areas, with 30mph limits, the emphasis, should be on making the road safe for cyclists, with cycle lanes if there is space for good standard ones and they can play a useful role.

There are of course now quite a few off-road paths in this area, away from Wilford Lane, to encourage cycling to and from school (mostly quite good, although often with barriers that are awkward for cyclists to negotiate, particularly those with trailers), especially in the Gresham Park area. The paths in Compton Acres however are often degraded and substandard and need several improvements to make them more attractive but getting that done in the current financial climate is going to be extremely difficult, to say the least.

Hugh

----- Original Message -----

**From:** [Sue & Richard](#)

**To:** [Hugh McClintock \(Dell\)](#)

**Sent:** Wednesday, June 23, 2010 11:53 PM

**Subject:** Re: Pedals meeting on Monday - many thanks for your response to the questions raised in our discussion

Hugh,

I've been asked whether there are plans to put a cycle track / shared path along the pavement on Wilford Lane. It's a potential safe route for pupils going to two schools along there and Wilford Lane is very busy.

Is it in the Rushcliffe wish list?

Richard

**....and our further exchange of messages (24 June):**

"Richard

Some of the footway is wide but much is rather narrow and there are lots of minor road and access crossings where an off-road path could result in extra conflicts.

The only exceptions are the newer wide footways towards the Wilford end, in the vicinity of the Compton Acres / new Becket School signalled crossing. In that case the paths were in fact deliberately made wide enough for shared use, linked to toucan signals (and ASLs on the approaches) at the new junction but, so far at least, they are not signed as such. As often happens it takes ages to get proper signing of some new facilities, to make clear their shared use status and, with the new financial constraints, I doubt that this will ever now happen in this case.

If there is insufficient room for good cycle lanes experiences suggests that it is generally best not to include any at all!

Hugh

----- Original Message -----

**From:** [Sue & Richard](#)

**To:** [Hugh McClintock \(Dell\)](#)

**Cc:** [Richard Cooper](#)

**Sent:** Thursday, June 24, 2010 8:41 PM

**Subject:** Re: cycling on Wilford Lane

Thanks Hugh.

The comments I had were that the footpath was wide and could take a dual use - the road is narrow and wouldn't accommodate a cycle lane.

However, I'll report back

**Sharpill (Edwalton, West Bridgford) Developments & Public Exhibition - proposed cycling provision – my exchange of messages with Cllr. Rod Jones, Rushcliffe BC:**

"Rod

Thanks for sending the note about the Public Exhibition on the Sharp Hill proposals which I visited today.

There are several good proposals for cyclists, including those to adopt highway designs that encourage drivers to go more slowly but it struck me that the proposals on cycling provision do need some further development, particularly to ensure that the proposed shared footway/cycleway north from the Sharp Hill subway under the A52 is extended right through both to Melton Road (as far north as possible), the former railway north and south of Boundary Road, and to Rushcliffe School if it is to achieve its potential for providing a safe alternative for cyclists to the increasingly busy and intimidating conditions on Melton Road, especially close to the new development. Cycling between the new housing and Rushcliffe School in particular will be much more difficult without such changes to provide much safer and more direct routes.

Although the proposed bus and cycle link in the north-west of the development will be a useful cut-through for some local trips it will have the disadvantage for cyclists of involving significantly more gradient than routes through the area west of Melton Road and nearer the School and former railway.

It is also important that there are good cycling (and pedestrian) links between the new developments and all surrounding directions, including new ones incorporated into the revised layout for the Lings Bar roundabout. This is now a major barrier to all but the most confident cyclists and therefore a disincentive to many potential trips, including e.g. work trips by bike between West Bridgford and BGS Keyworth. As I know a survey by their Environment Officer a few years ago showed.

I discussed these concerns with one of the Bovis reps at the meeting, as well as putting them in writing on a response form, and was promised that someone would get back to me with a response. However, it would be very useful if you and other local Borough and County Councillors were to encourage Bovis to address these points seriously before construction work starts on the first phase of the developments.

best wishes  
Hugh

**...comments from County Councillor Gordon Wheeler (27 June)**

Hi Hugh

When we met on Friday I too spent a lot of time quizzing the developers on a number of issues.

As the County Councillor for West Bridgford (West) I am more than happy to attend any joint meeting with Bovis to help press any points you wish to make.

Regards, Gordon

**Use of A-frame barriers on off-road paths; exchange of messages with John Lee (City Council Rights of Way section) following the question on this matter raised by Peter Briggs at the GNTF Cycle Forum on 24 June**

“John

Thanks for this useful update which is particularly timely not only in view of Peter Brigg's question about A-frames at yesterday's GNTF Cycle Forum but also because a couple of us from Pedals are due to have a meeting on 4 August with Liz Silver of the Nottingham Equalities Group (sorry I have got their exact title not quite right).

----- Original Message -----

**From:** [John Lee](#)

**To:** [Hugh McClintock \(Dell\)](#) ; [Peter Briggs](#)

**Cc:** [Gary Smerdon-White](#) ; [Karina Wells](#) ; [Kathy Shaw](#)

**Sent:** Friday, June 25, 2010 12:06 PM

**Subject:** RE: A-frame and other barriers on off-road paths [Scanned]

Hugh, as way of an update – we have nearly completed the Statement of Policy on the use of objects and other structures on public rights of way which was the purpose of carrying out the consultation back in 2007. This will then be rolled out to the Nottingham Disability Advisory Group, Nottm Local Access Forum and other interested/potentially affected parties for final comments before it put to the Council's Executive Board for adoption later this year. We are aware of the new Equality Act which is due to be published shortly which reinforces the need for actions taken by a Council to be proportional to the actual problem and the policy promotes the “least restrictive option” (i.e. police enforcement, publicity etc) and full consultation with potentially

affected parties before any decisions are taken on using barriers or other objects on PROW. I will send you the draft once this has been finalised for comment.

Let me know if you require any additional information at this time.

Regards

**John Lee**

**Rights of Way Officer**

**Development Department**

**Traffic Management**

**Direct Line: 0115 9156078**

**From:** Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]

**Sent:** 24 June 2010 18:04

**To:** Peter Briggs

**Cc:** Gary Smerdon-White; John Lee; Karina Wells; Kathy Shaw

**Subject:** A-frame and other barriers on off-road paths [Scanned]

Peter

At the GNTP Cycle Forum this morning you raised the issue of A-frame and other awkward barriers on cycle paths.

Pedals made a great fuss when the City Council put in a lot of these about 4 years ago, which they insisted were necessary because of public pressure about motor bikes. They also, at my suggestion, commissioned a report from Cycling England under their 7-days free professional support scheme for local authorities, which I now attach. This reported on the trials they did in Silverdale with 3 different kinds of barrier. John Lee of the City Council was responsible, with Tim Pheby from Cycling England.

At about the same time the County Council revised their Cycling Design Guidance and acknowledged the problems that such barriers can cause for cyclists (and others). By and large they have since then used other form of barrier (such as staggered barriers with a 1200mm gap which are easier for bikes and wheelchairs, though still awkward for people with bike trailers). However, the County Council have still used A-frame barriers at a few locations, e.g. on the newly resurfaced footpath between Stoke Lock and the railway bridge over the Trent between Netherfield and Radcliffe, where the neighbouring landowners, Gedling Conservancy Trust, were most adamant that pedal cycling should not be allowed, because of their concerns about motor bike abuse.

I am copying this email to various interested parties, including John Lee, Gary S-W as Chair of the Cycling Development Group, and Kathy Shaw and Karina Wells who have recently organised a petition protesting about the impact on bike trailers of the staggered barriers (and other awkward barriers) on the newish cycle paths in the Gresham Park area of West Bridgford, next to Wilford and Compton Acres.

Hugh

**....and comments of 25 June from Peter Briggs on the response from John Lee:**

"Thanks John - useful information. I note with particular interest that actions by a Council must be *proportional to the actual problem*. I have not personally witnessed a big problem of motorbikes on such rights of way in Nottingham. The problem is however considerably worse in Broxtowe particularly along the Nutbrook trail

Many thanks

Peter Briggs

**....comments from Lorraine Pulford (25 June):**

"Hello John / Peter

As a wheelchair user and member of the West Bridgford Local Traffic and Transport group as well as the NCC Access to Transport group I have been very interested in this controversial discussion regarding access to public footpaths.

I wish you to note that there is a big difference between a wheelchair (powered or otherwise) and mobility scooter and should there be enough access given for a mobility scooter there would be enough access for a motorbike.

A lot of people do not know the difference between these two appliances. If I can be of any assistance please let me know

Regards

Lorraine Pulford!

**Government proposes 20 mph for residential road and urban areas - Sunday Times article - message of 27 June from Rod King, Twenty's Plenty Campaign:**

"The following appeared as an article in today's Sunday Times.

Watch out for later posts once I have formed a more considered opinion.

I suspect that we all have much work to do to.

PS – We're winning

Best regards

Rod

**Ministers want 20mph limit**

**A 20mph limit, which can be introduced under existing laws, has been trialled in Portsmouth, Edinburgh, Newcastle upon Tyne and Hull**

Steven Swinford

Published: 27 June 2010

The proposal would apply to all town centre and residential streets (Dominic Lipinski) Ministers are proposing a 20mph speed limit on urban roads to reduce deaths and reclaim the streets for cyclists and pedestrians.

The reduction from 30mph would apply to all town centre and residential streets except busy through roads, which will remain at the existing limit. It would be reinforced by signs rather than extra speed cameras and humps.

The proposal has angered motoring groups but Norman Baker, the Liberal Democrat transport minister, said it was time to tackle the car's century-long dominance in towns.

He said: "We've gone through a period over the last 100 years when those not in motorised vehicles have felt that the ownership of the streets in urban areas has been taken away from them. I want to move to a situation where the ownership is shared between motorists, cyclists and pedestrians."

The new 20mph limit, which can be introduced under existing laws, has been tested in Portsmouth, Edinburgh, Newcastle upon Tyne and Hull. York, Norwich and eight London boroughs, including Islington, have announced plans to follow suit.

Ministers are likely to base any national scheme on Portsmouth, which began its trial in March 2008 without extra traffic-calming measures or speed cameras.

Despite the lack of enforcement, a preliminary Department for Transport study indicated that casualties fell by 15%, although the authors said the results were too early to be statistically significant.

A separate study of 20mph zones in the capital by the London School of Hygiene and Tropical Medicine found that they reduced casualties by more than 40%.

Baker, who has joint responsibility for road safety, said: "For a child being hit at 30mph and 20mph is the difference between life and death. But this is also about making our town centres more attractive places to live and work, and reducing carbon emissions by encouraging people to cycle or walk.

"We have one of the highest levels of cycle ownership but one of the lowest levels of cycle usage. People who want to cycle and walk often don't do so because they feel intimidated by road transport.

"We have got to ensure this is not an expensive scheme. The interesting aspect of Portsmouth is that they haven't built in traffic calming or speed cameras, they are mostly using signs.

"Evidence so far suggests that Portsmouth has been a success and that speeds have been reduced. We want to signal the direction to councils and leave them with flexibility about how it is applied." Local authorities would have the power to override the new national guidelines.

The proposals will be laid out in a strategy document on sustainable transport in urban areas, to be put to public consultation. Baker said the government would introduce the new limit only with public support.

He said: "We want the public's views for or against this. We're sympathetic to it but we want to know what people think."

A senior ministerial source said it would also need to meet a rigorous cost benefit analysis.

Edmund King, president of the AA, warned that motorists could ignore the new limits.

He said: "In our view it is more effective to target 20mph zones where they are really needed and are almost self-enforcing.

"If it becomes the default, you will get a lot of 20mph limits that aren't warranted and are just ignored. The deterrent effect will wear off, like the 70mph speed limit on motorways."

The total number of people killed on Britain's roads last year was 2,222, the lowest since records began in 1926. A total of 604 pedestrians and cyclists were killed and 8,151 were seriously injured. In built-up areas 981 people were killed and 15,809 seriously injured.

Rod King  
07973 639781  
[rodk@20splentyforus.org.uk](mailto:rodk@20splentyforus.org.uk)

## **Forthcoming meetings / events**

### **4 Aug Greater Nottingham Cycling Development Group meeting – possible agenda items**

Any suggestions please for the next CG agenda?

One suggestion is the issue of cyclist-awareness training for bus drivers, the need for which was mentioned to me at the Cyclists' Breakfast on 24 June by Pamela Davis of the Transition Sherwood and Mapperley Cycling Group. I know that Dave Holladay of CTC has been involved in such training for several bus operators nationally.

## **Forthcoming Pedals meetings**

- 16 August – monthly business meeting but with no speaker (assuming that many people will then be away)
- 20 September: General catching up with business after the summer, i.e. no speaker
- 18 October: ? Chris Carter, Nottm City Council Transport Strategy Team Leader, for an update on the 2008 Cycling Action Plan etc. and the implications of the latest financial cutbacks.

## **Other forthcoming meetings / events**

### **Pedal It Pink Breast Cancer Campaign Ride, Sunday 17 October**

Visit [www.breastcancercampaign.org](http://www.breastcancercampaign.org) for more details

## **Miscellaneous items:**

### **British Cycling - potential for cooperation with Pedals – my exchange of messages with Janet Hudson of British Cycling (28 June):**

“Janet

Thanks for this email which reached me just a couple of days before going on holiday for 3 weeks.

I am sure that there is indeed much potential for cooperation with Pedals and am therefore passing your message on to other Pedals Committee members so that the matter can be put on the agenda for the next Pedals meeting on Monday 19 July when I am still away. Andrew Martin (Facilitator) or Peter Osborne (Secretary) could then contact you to discuss this further and I would be very happy to join in should the date fixed for a meeting be one that I can make.

You might also be interested to know about the next meeting of the East Midlands Cycling Forum (an informal network, mainly of campaigners, which has been meeting about twice a year since May 2006). This is taking place in Nottingham, hosted by Pedals, on Saturday 2 October, and will include short presentations from Helen Ross of the Government Office of the East Midlands (on developing cycling and health links) and also Matthew Easter, the newly appointed Regional Director of Sustrans,

I look forward to meeting you soon  
Hugh

----- Original Message -----

**From:** [Janet Hudson](#)

**To:** [Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)

**Sent:** Monday, June 28, 2010 1:01 PM

**Subject:** British Cycling

Dear Hugh

Please forgive the direct email, but having found your wonderful website, I wanted to make contact.

I am the newly appointed recreational manager for British Cycling in the East Midlands and my brief is almost identical to Pedal's own, namely to encourage more people to cycle.

It would be great if I could meet up with Pedals to understand more about your work and perhaps identify areas of potential synergy with BC's work. If you are amenable to this would you mind suggesting who would be the best person for me to contact. I am based just outside Melton Mowbray and am happy to meet up at your convenience.

Best regards

Janet Hudson

Recreational Manager - East Midlands

British Cycling

Stuart Street

Manchester

M11 4DQ

m: 07860 404833

e: [janethudson@britishcycling.org.uk](mailto:janethudson@britishcycling.org.uk)

w: [www.britishcycling.org.uk](http://www.britishcycling.org.uk)

PS. Gary S-W has said that he will be very happy to meet Janet when she comes to Nottingham

**PS: further message from Janet Hudson (29 June):**

"Dear Hugh

Many thanks for your kind efforts, they are greatly appreciated. I am away for the last two weeks of July, but available anytime from 2<sup>nd</sup> August onwards should the Pedals Committee feel it would be appropriate to meet.

I hope you have a relaxing and enjoyable holiday.

Best regards, Janet"

**Cycle Trailer Centre**

Chris Beattie of Pedal Express has asked me to publicise his new Cycle Trailer Centre,

The phone number is (0115) 8447745 and the website address [www.cycletrailercentre.co.uk](http://www.cycletrailercentre.co.uk)

**Storm The Charts: This IS the week; message from Roger Williams (27 June) about his son's bands cycling video:**

[http://www.amazon.co.uk/lm/RLJWKNNIX4J8M/ref=cm\\_lm\\_pthnk\\_view?ie=UTF8&lm\\_bb](http://www.amazon.co.uk/lm/RLJWKNNIX4J8M/ref=cm_lm_pthnk_view?ie=UTF8&lm_bb)

Sorry if you've had this before but it's this week that the Storm The Charts Campaign takes off. Downloads between now and Thursday count towards the Chart on the 4<sup>th</sup> July.

Click on the link, scroll down to “The Bike Song” by the Grave Architects and risk 49 p. If you feel able to, please pass this on in the world of cycling. Let’s put Bikes back in the charts where they belong!  
Roger

Hugh, 29.6.10