



Pedals Newsletter no 100, Autumn 2014 SPECIAL ISSUE



New boost for improved City Centre cycle routes

Almost since Pedals was first launched in 1979, we have been trying to get improved routes for cyclists to, from, and across the City Centre, but this has proved difficult and it has often seemed a matter of two steps forward and one step back.

However, there is now at last a real prospect of that changing over the next couple of years following the successful bid by the City Council for £6.1 million DfT Cycle Ambition Grant funding, announced in July.

With this funding the City Council are now looking at providing north, south, east and west cycle corridors and Cross City Centre connections, as well as routes through and around Parks, an off road route alongside the Leen, and further expansion of the Citycard hire scheme.



At the same time, Pedals is also very pleased that the City Council as a whole now seems very likely to sign up for the national 'Space for Cycling Campaign'.

This is being run by CTC and Cyclenation, expanding on the campaign first run by the London Cycling Campaign

(www.ctc.org.uk/campaign/space-for-cycling)

The City Council consider this campaign is important as they want to secure long term funding (as referenced in the All Party Parliamentary Cycling Report of 2013), so they can invest in more corridors and ensure that in 10 – 15 years' time we have or are well on the way to a complete network of high quality cycle facilities.

Nottinghamshire County Council however did not get any such funding and Pedals is concerned that this may mean some deterioration in the quality of facilities in the proposed improved 'corridors' once they reach the City / County boundary. Pedals therefore thinks that it would be very helpful to have close City / County coordination implementing such plans.

Meanwhile, however, we much welcome this big boost for City Council spending on cycling. Workshops are planned soon to give us an opportunity to start to comment on the details of what is now proposed.

For more detail on the Nottingham City Cycle Ambition bid see:

[http://www.nottinghaminsight.org.uk/insight/search/unified_search.aspx?q=cycle city](http://www.nottinghaminsight.org.uk/insight/search/unified_search.aspx?q=cycle%20city)

Pedals Newsletter reaches no 100 and celebrations also for Pedals 35th birthday!

This issue marks the 100th edition of the Pedals newsletter and the image on the right shows the first page of our very first issue back in the summer of 1979!

For many years the newsletter appeared three times a year and this was cut back to twice a year about 5 years ago, because of increasing costs and increasing use of the Pedals website to help keep members up to date.

Thanks to a lot of effort by Larry Neylon, Pedals Webmaster, the website had a major upgrade this summer and we have also managed to get a volunteer, Patricia Buchner Santos, to help Larry with the vital task of keeping the site up to date.

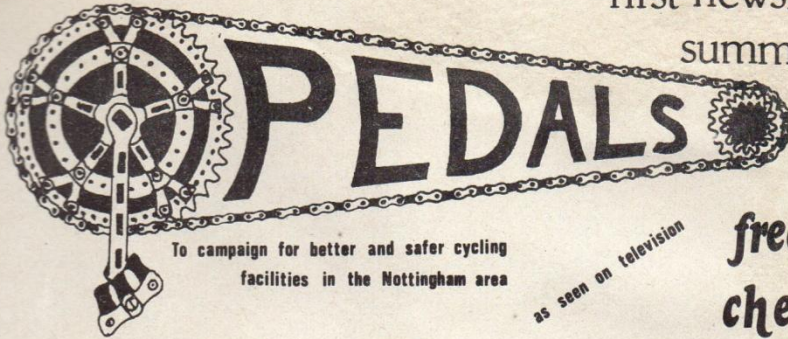
This year also marks Pedals 35th birthday.

Celebrations include the hosting on Saturday 18 October of a special meeting of the East Midlands Cyclists Forum, which included the cutting of a birthday cake (see picture) and on Wednesday 26 November at 7pm will include a celebration meal at the Antalya Turkish Restaurant, 31/32 Forman Street, Nottingham NG1 4AA.

We hope that many members will be able to join us for this occasion. If you would like to come please contact Andrew Martin, Pedals Chairman, asap at andrew@veggies.org.uk



first newsletter
summer '79



To campaign for better and safer cycling
facilities in the Nottingham area

as seen on television

free
cheap

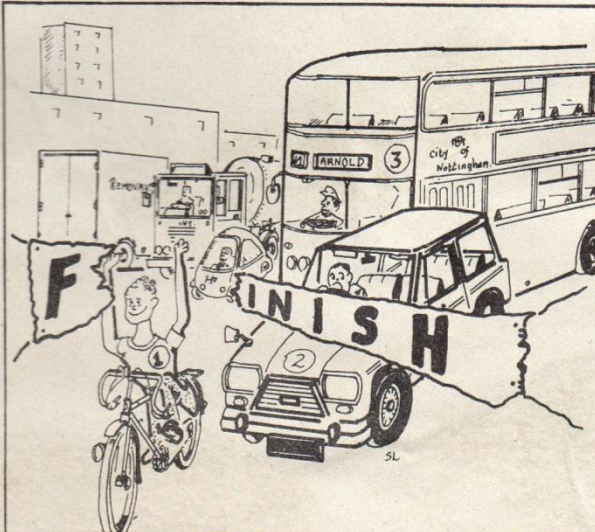
Pedals was officially launched this June just before the commuter races, of which more inside. We have 70 members so far and a great pile of work just waiting to be done.

We are not alone in our campaign for better cycling. Locally FOE, the Nottingham Transport Group, Cyclists Touring Club and the Environmental Factshop have all contributed members, ideas and assistance. Nationally FOE, Transport 2000, CTC and the British Cyclists Bureau are all active although relations are not always as close as they could usefully be. The FOE campaign and 'Bicycle Bulletin' is perhaps the

most important factor in drawing together some of these threads. FOE also publish useful books and pamphlets.

We have as shining examples for our local campaign CYCLEBAG in Bristol, SPOKES in Edinburgh and recently the London Cycling Campaign. These are large and powerful groups who can muster thousands of cycles at rallies.

Hopefully Pedals will be able to be both original in developing its own ideas and efficient in learning from and cooperating with all other groups in the country with the same aims.



bike
wins
race
to
work

details inside



East Midlands Cyclists Forum meets in Nottingham

35 people attended the East Midlands Cyclists' Forum at the Trent Bridge Inn on the morning of Saturday 18 October, followed by a special ride in the afternoon to show our visitors some of our local campaigning issues, particularly with regard to the NET extensions.



The EMCF was founded in 2006 by the former Chair of the Derby Cycling Group, John Stubbs, to encourage local campaigners to meet and discuss good and bad practice in a relaxed and informal atmosphere, including lots of time to chat, a meal and a ride for those who can stay on for the afternoon.

The EMCF has since met at roughly yearly intervals, usually hosted by one of the region's local campaign groups, especially those in Derby, Nottingham, Chesterfield and Leicester. There used to be a group in Lincoln but this is now defunct.

However, a new and very active group, the Derwent Valley Cycling Group, has started in the Belper area, and have ambitious plans for a route connecting Derby with Cromford and Matlock and the expanding network of routes in the Peak District National Park and surrounding area. We much welcome this group and their ambitious plans!

Our recent meeting had a presentation, from Peak Cycle Links, on the ambitious plans for the Pedal Peak Project, expanding and connecting the Tissington, High Peak and Monsal Trails, and linking them to Cromford, Matlock and Buxton stations, as well providing better routes to and from Sheffield and Manchester.

We also had some up to date information on these plans from the lead authority, Derbyshire County Council.

These are soon to be implemented by a range of partners including the Peak National Park and other local authorities as well as Sustrans.

Gwyneth McMinn, Regional Network Development Manager for Sustrans, was in fact the first speaker of the meeting, showing how much Sustrans are now involved in a range of project throughout the region.

They are often very overstretched in doing this and having enough time always to engage in detailed local consultation. The contacts made at this meeting should certainly help.

Later in the morning there were updates from the various local campaign groups which gave a useful opportunity to discuss each other's concerns.

Also at this meeting were a lot of people who volunteer as Sustrans local rangers, keeping an eye on the state of their local National Cycle Network routes, as well as other related local issues. Their presence was also very welcome and contributed much to the success of the event.



Many thanks to all who came and particular thanks to the many Pedals people, especially Susan Young, who helped organise the very enjoyable day, and to Andrew Martin who organised the celebration birthday cake!

Cyclists and the NET extensions update



Update on tram tracks safety issues for cyclists



Since June Pedals has been very concerned at the apparent spate of accidents (on the new tram lines) over the past few months and that these still appear to be continuing, despite the special meeting we held with Tramlink Nottingham on 24 June and the various actions then agreed to address the problem.

These included the production of an updated flyer and video with guidance on how cyclists could reduce their risks of slipping on tram tracks, and the further reinforcement since then of this advice by the special guided rides in the Beeston and Chilwell areas organised by TravelRight Broxtowe (Ridewise).

The revised safety advice is available at:
<http://www.thetram.net/latest-news/1/safety-campaign-launched/>

Also agreed is that nearer the time of completion of both new routes we hold walks of both routes to help further in identifying potential snags for cyclists.

Since the meeting we have been strongly encouraging cyclists to report any continuing problems directly to Tramlink, via their website (<http://www.thetram.net/phase-two/>) and phase two phone number: (0115) 924 2454.



However it is very clear to us that, together with all the other organisations involved, we need to do far more to disseminate this advice, in various ways, and to ensure that we have a full and accurate record of all such accidents.



Advice to other road users too is vital!

As well as trying to ensure that this advice reaches all local cyclists, itself a huge challenge, we also recognise the need to ensure that it gets to visitors and new residents, including tourists and other people renting Citycard bikes.

Furthermore, we have repeatedly tried to emphasise, the advice to cyclists needs to be backed to by clear and widely disseminated advice to other road users to help make them aware, how wittingly or unwittingly, their behaviour in the presence of cyclists near tram tracks, can add to or less potential risks.

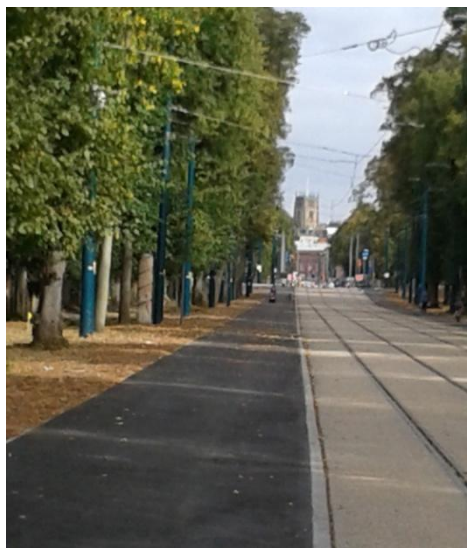
This includes drivers pulling out suddenly from minor road and forcing cyclists to swerve, and also pedestrians suddenly stepping of the pavement without looking and also then making cyclists to swerve and slip. This wider advice too is absolutely vital, we will continue to stress.

- ***For more information on the special rides organised by TravelRight to help cyclists cope with tram track risks, visit www.travelright.org.uk/broxtowe call 0115 917 3423, or email travelright.broxtowe@ridewise.org.uk***



Tramside paths for cyclists?

Ensuring that the new paths alongside the new tram routes are available for cyclists as well as pedestrians has for various political and financial reason, proved much more problematic than we expected when we first lobbied for this as part of the original consultation on the NET extension plans way back in 2003 before NET Line One had opened!



It now looks as though the new path alongside the Chilwell line, between Inham Nook and Toton, will definitely be a shared path as will the totally new path between the Ruddington Lane stop and Clifton, under the Ring Road and past the Silverdale in the south of Wilford.

However, this is unlikely to be the case with the new path between the Ruddington Lane and Wilford Lane tram stops, despite adjoining paths already being shared paths.



Like the older connecting paths to the north of Wilford Lane (to the riverside) and to the south of Ruddington Lane (towards Ruddington) this path has been built wide enough for shared use but, because of some local political concerns about cycle access, will not be signed as such for at least a year and then only if no problems arise.



Bikes on trams possible in Strasbourg, and soon in Edinburgh but Nottingham?!

Bike carriage on the NET?

The issue of the possible carriage of bikes on trams, which Pedals has raised on various occasions, early on in the planning both of Phase One and then Phase Two, has again come up recently.

While we recognise that allowing the general carriage of bikes on NET trams would be difficult in view of the high volumes of passengers, current and projected, and the fact that the NET trams are rather narrower than most other modern trams, we do think that the option of trying this in the future needs to be kept under review.

We have therefore again recently asked Tramlink Nottingham to examine this matter afresh, with regard to wider experience, in other European countries as well as on the few systems elsewhere in the UK, and having some discussion about to what extent it might be possible to consider experimental wider bike access, subject to strict conditions and perhaps only outside peak periods.

While we can well understand the problems that would be caused to other passengers, and the operation of the system, by unfettered access, there is surely enough wider experience to show how this could be managed, e.g. in terms of limiting the numbers of bikes to be allowed, insisting that passengers with bikes only used one (marked) door, that they stand with their bikes, to reduce the risk of bikes hurtling like projectiles if the tram has to make an emergency stop.



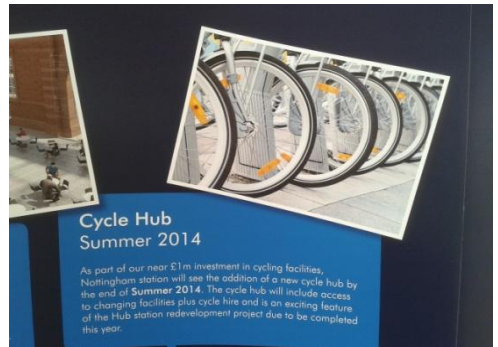
Sign for bike access in tram in Basle (Switzerland)

We know that this has become increasingly common in many Continental tram systems in recent years, particularly in Germany and Switzerland, and is much appreciated by local cyclists, if only in bad weather and when they have a breakdown, on longer journeys in particular.

Having more tip-up seats, as on the newer NET stock, is also helpful in accommodating bikes, as it is for wheelchairs and prams, etc.

For now, as we can well understand, getting both NET extensions up and running is the main priority but we have said that we would welcome an opportunity in due course to discuss this further, with Tramlink and the other partners once the new lines are completed and have had a chance to settle down.

This discussion could take into account the experience of the experimental bike access to trams in Edinburgh soon to go ahead after years of lobbying by their local campaign groups, Spokes.



Nottingham Station Cycle Hub delayed to next year

When the new Southern Concourse at Nottingham Station opened earlier this year a display mentioned other Station redevelopment phases still to come, including a Cycle Hub, to open in 'Summer 2014'!

We were a bit doubtful about that timing for a project already much delayed, particularly in view of the fact that we still had not had a chance to discuss detailed plans with East Midlands Trains and the City Council, a meeting first promised last year.

The meeting finally took place on 30 September and we had a chance to discuss two possible options, with different total cycle parking capacity, one involving a special building and including some retail space for servicing bikes and the sale of accessories etc.



Both proposals will include two-tier racks, to increase total capacity, as well as Sheffield stands and be accessible only with a Citycard, to give more security.



The site is to the east of the present Secure Bike Compound, opened in 2010, in the part of the former Milk Dock area occupied by the temporary ticket office during the temporary closure of the main Station building in August 2013, earlier in the station redevelopment.

For short term use there will still be stands elsewhere at the Station, on the southern side by the new Queen's Road entrance to the Southern Concourse.



Some such stands were installed a few months ago, between the bottom of the new escalators and the tram overbridge just west of the multi-storey car park, and are being very well-used.

We have passed on to EMT and their architects, CPMG, information on similar projects elsewhere, including feedback from other cycle campaigners on their other new hubs, at Sheffield and Leicester Stations, and other user experience of different kinds of two tier rack. Some cyclists can find these awkward to use, we know.

It is now hoped that the new Cycle Hub will open in Spring 2015.



Citycard Cycle Hubs: more on the way!

We welcome plans for further Citycard Cycle Hubs, not just in the City at places such as Sherwood but also outside the City in Arnold, Beeston and West Bridgford (near the Library).

Plans for some of these have been much delayed but we hope will last go ahead soon.

There will also be Cycle Hubs at the two new NET tram line route termini (park and ride sites, at Toton and Clifton.

A new design of Citycard hire point has been introduced at various places such as the Victoria Centre and Old Market Square, as shown in this photograph.



Citycard Cycle Hubs provide:-

- Free covered parking for any bike, personal or hire bike
- CCTV
- Lighting
- Citycard access controlled doors
- Citycard activated lockers (at some locations)
- 24 hour access (at some locations, e.g. Broad Marsh Bus Station and Nottingham Railway Station)



- *Remember that Citycards for use in accessing cycle hubs at the Station and elsewhere are available for free to everyone, not just City residents, provided that you register.*

See:

www.citycardnottingham.co.uk/cycle.html

- *Plans for e-bike hire, probably at the Queen's Drive Park and Ride Eco-hub site, are also being pursued. More information from the Citycard Bike Project Officer, Russ Morton, tel. (0115) 876 1313, email: Russ.Morton@nottinghamcity.gov.uk*

Ring Road Major plans and cycling

A few months ago we made some detailed criticisms to the City Council of plans for the changed layout of the Hucknall Road roundabout near the City Hospital and the need for changes to make use of the new toucan crossings safer.



The next major junction change, due to go ahead next year, will be at Crown Island where the well-used cycle subway has been closed for 6 months for some preliminary work. We have asked the City Council for a chance to discuss the detailed revised plans here, well ahead of the start of construction.



As the Ring Road is regarded by the City Council as a major strategic route and space along it is often limited, this does constrain the opportunities for improved cycling provision, while also fitting in extra traffic lanes.

The Ring Road is also of course a major link for cyclists between the north and south sides of the City, west of the City Centre.

For cyclists it also has the advantage of being much flatter than alternative routes, as well as being of particular importance as a link between our two major hospitals, the QMC and City, and the Jubilee and University Park campuses of Nottingham University.

These are all major sites where for more than 5 years now cycling has been strongly promoted, through the Sustrans U-Cycle Project.



Strong Pedals support for potential foot-cycle bridge over the Trent east of Lady Bay Bridge

Pedals is strongly supporting the revived interest in providing a foot and cycle bridge across the Trent east of Lady Bay, helping to link the Colwick Park and Holme Pierrepont areas, and providing a very useful connection for both commuter and leisure cyclists.



Nottm Cycle Route map showing the location now proposed for the bridge (yellow dot) between Trent Lane and The Hook, Lady Bay) and the previously proposed site further east, between Colwick Park and Holme Pierrepont - red dot)

For commuters it would be so much safer and more pleasant than riding over Lady Bay Bridge and Trent Bridge!





More widely, there is much great countryside to enjoy in the Trent Valley and many useful and safe routes, short and long, for both cyclists and walkers, on both north and south sides of the Trent, especially the riverside paths, helped by lots of useful cut-throughs under the main bridges, on both banks under Clifton Bridge and Trent Bridge and the south side of Ladybay Bridge.



These wider south bank routes include longer distance routes such as Sustrans NCN Route 15 and the Trent Valley Way.



Much safer routes potential

However it would be all the better if these routes had more safe connections, especially east of Lady Bay Bridge, to open up a lot more opportunities for circular walks and rides, and including major attractions such as the NWSC and Holme Pierrepont Country Park on the south bank.

On the north bank these include Colwick Park and Colwick Woods on the north side.



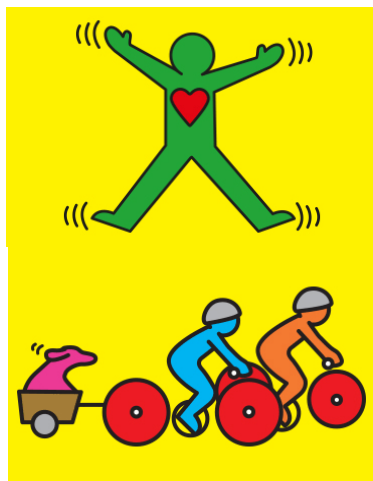


People living west of Trent Bridge have the option of using the Suspension Bridge, Wilford Toll Bridge (tram and cycle path) or the cycle path over Clifton Bridge but there is no such safe crossing point east of Trent Bridge and no bridge over the Trent at all, apart from Gunthorpe Bridge, until you get to Newark!



Major boost to 'active travel'

A new bridge in this area would be a major boost to encouraging 'active travel', particularly more cycling and walking, of ever increasing importance as obesity continue to increase, among children and adults, as do the major costs to the NHS if we do not do much more to combat it particularly by preventative measures in which cycling and walking have an absolutely vital role, as major keys to healthier lifestyles.



Bridge campaigning background

Such a link has been a longstanding aspiration of Pedals and we supported the previous proposal for such a bridge, about 20 years ago by Nottingham City Council. That failed because of objections from the Nottingham Sailing Club and for some years there seemed little chance of reviving it.

However, there has been a lot more interest recently, particularly from John Rhodes of Trent Park Developments (who built the River Crescent flat, and a new stretch of north bank riverside path about 6 years ago), and from Nick Ebbs of Blueprint Regeneration, who with the Homes and Communities Agency is planning a major housing scheme in the Trent Basin area west of Trent Lane and south of Daleside Road.

Work is due to start early in 2015 on the first phase of this development, in the Trent Basin area. Both developers are very keen to see the later phases, and other likely redevelopments in the area, contribute towards a bridge between Trent Lane and The Hook open space by the Lady Bay area of West Bridgford.

Site now proposed for the bridge: between Trent Lane and The Hook (Lady Bay) views from north and south of the Trent:



Photos showing Cllr. Jane Urquhart, City Council Transport Portfolio Holder at the opening of the Meadow Lane canal lock bridge in 2009, and the riverside path past River Crescent (with John Rhodes), completed in 2008.

Both these two developers are also keen cyclists and also want to help develop further sections of the riverside path between Trent Bridge and Colwick Park, to help fill in the missing links between the Meadow Lane Canal Lock bridge, opened in November 2009, and Trent Lane, where a connection through to Colwick Park has existed since the opening of the new path past the River Crescent flats, to Racecourse Road, in 2008.

This proposed project is already beginning to attract much interest from runners and joggers, as well as walkers and cyclists.

See picture near top right of John Rhodes, the developer of River Crescent, on his bike on the new path in front of the complex.





Getting wider support vital

Both the Nottingham City and Nottinghamshire County Local Access Forums, groups with range of volunteers representing different interests who give advice on rights of way issues, have now given their support in principle, to add to the very welcome backing from the Nottingham Civic Society.

Much wider links potential

The bridge would be of great help to commuter as well as leisure cyclists, not just from the Lady Bay area, but those living further south on the east and south sides of West Bridgford, Gamston and Edwalton, etc. They would have a much safer and more pleasant route than Lady Bay Bridge and Trent Bridge.

With all the new housing planned in the Gamston and Tollerton areas this could be a great boost to all the more commuter cyclists, and connect to other routes such as the Grantham Canal towpath.



To help make the most of the bridge some new and improved access route would be needed, building on existing useful facilities such as the toucan crossing over the A52 between Gamston and Bassingfield, a bit north of the Grantham Canal.

There could also be links to a future Sustrans NCN route, Route 50, between Nottingham and Leicester. There are embryonic ideas for such a route, including connections between Rushcliffe Country Park, south of Ruddington, and Watermead Country Park on the north side of Leicester. Cycle access in this area has been greatly improved in the last few years, as part of a Sustrans Connect 2 project.

This has provided several improved bridges and path, connecting to both NCN Routes 6 and 48, right through to the heart of Leicester and beyond.



On the north side of the Trent connections will be improved, not just by further sections of the riverside path, east of Meadow Lane lock (as shown in the picture at the bottom of p17 looking from Meadow Lane Lock towards Lady Bay Bridge and Colwick Woods), but also by plans already being drawn up by the City Council for improved cycling provision on Daleside Road and better connections towards and across the City Centre.

Improvements on Daleside Road, within about ¼ mile of the proposed bridge, would complement recent improvements to the Sneinton Greenway, a little further north.



The new bridge could become as major a landmark in the River Trent area through Nottingham as the Wilford Suspension Bridge and Toll Bridge, west of Trent Bridge, both also very important links in the local cycle network. Pedals took the lead in the campaign from 2008-10 to get the Suspension Bridge repaired and reopened by its owners, Severn Trent Water, after years of neglect.

This major refurbishment was finally completed in February 2010, with strong support from the County and City Councils as well as several other local organisations. Since then it has been great to see the bridge being better used than ever as well as being so much better looked after!

The pictures show the joyful reopening, in bitterly cold weather (!) and a view of the refurbished bridge a few weeks later when the daffodils on the nearby Victoria Embankment had come out.



It is important to consider this proposed bridge in its wider strategic context for Greater Nottingham as a whole, including further major housing proposals which may also in due course help provide opportunities for other such new links, e.g. in the whole area between Clifton Bridge and Trent Lock to the west, and perhaps linking to and from the proposed HS2 Cycleway.

This route in connection with the new HS2 railway extension from Birmingham to Leeds, to be built over the next 20 years.

As mentioned in the last Pedals newsletter, consultants are now working on an HS2 Cycleway feasibility study for the DfT, before any further decisions are taken.

This could also help to bring about improvements to some of the substandard sections of NCN6 through Nottingham on the west and north sides of the City, including further improvements in the River Leen Valley connecting through to Hucknall and Kirby in Ashfield etc.

Potential sources of funding for the bridge

Although direct financial backing from Local Authorities for the potential Trent Lane-The Hook bridge is, we recognise, very unlikely in the current financial climate, there is potential from some charities which we are now sounding out.



Sustrans interest?

There are also now some signs of interest from Sustrans who have much experience with similar projects elsewhere in the UK, particularly with their Lottery-funded Connect 2 Projects in the last few years.

We are very keen to encourage this interest and draw on their wider experience in making such projects popular and successful.

A further meeting of interested parties is planned before Christmas as we continue to build up public support in the very wide potential catchment area, and from a wide range of potential users, not just cyclists, who can see how useful this bridge would be and the extra options for circular routes which it would open up.



Issues from recent local public meeting in Lady Bay

This meeting will take on board the issues raised in our discussions with local residents in a public meeting organised by the Lady Bay Community Association on 22 October.



These included:

- the design and scale of the proposed bridge,
- security,
- wheelchair users' access,
- possible access for horseriders,
- the interests of anglers,
- ways of reducing perceived and actual conflict between cyclists and pedestrians on the bridge itself, its access ramps and connecting routes.



New foot-cycle bridge open at the east end of Colwick Park

There is now a new short foot-cycle bridge at the east end of Colwick Park across the ditch by the stepping stones, providing a better link to the next section of riverside path towards Netherfield.

This bridge, the result of a joint initiative by the Nottingham and Nottinghamshire Local Access Forums, is rather narrow but still a welcome improvement compared to having to lift your bike over the stepping stones.



Pedals would much value any interest and support, not just from cyclists!



Please spread the word widely and encourage strong support so that make the most of this excellent new window of opportunity!

- ***For more information on the proposed bridge, or to express your support please email Nick Ebbs at Blueprint Regeneration (Igloo) at nick.ebbs@igloo.uk.net with a copy to Hugh McClintock: Hugh.McClintock@ntlworld.com***

Thanks!



The stretch of riverside path to the east was built about 3-4 years ago as part of the Environment Agency's Nottingham Left Bank Flood Alleviation Scheme.

At the time that was planned we had hoped for this to extend all the way to the railway bridge over the Trent between Netherfield and Radcliffe on Trent, with extensions to Stoke Bardolph.

However, implementing this path proved more difficult and expensive than expected because of various remnant structures near the river, and matters were also complicated by the major cutbacks in the EA's budget.

As a result only some part of this extension path were built and you therefore have to divert 'inland' to the road through the Industrial Estate, Priiuate Road, to continue.

This is hardly the most inspiring and attractive route either for cyclists of walkers.

One days perhaps (!) we might get the whole of this bit of riverside path finally completed!



Pothole reporting

To report potholes in Nottingham go to the City Council website and click on <http://cycling.nottinghamcity.gov.uk/>

See also the 'Report a road, path or cycleway problem or fault' info on the Pedals website for other problem reporting contact details

Revised bike security advice

With Nottinghamshire Police recently reporting that 6 bikes are day being stolen in the county well-publicised and coordinate good advice is all the more vital.

See the latest agreed advice of GNTP and Sustrans, reproduced below, and available at <http://www.thebigwheel.org.uk/change-your-travel-2/cycling-2/secure-your-bike/>



Secure your bike – Lock it or lose it

With your help we can beat cycle theft and help to continue to build a cycling friendly city.

We're working hard on your behalf – a partnership of local organisations * has put together a comprehensive plan to help to deter bike thefts. In addition, Nottingham's Cycling Action Plan – which sets out Nottingham's ambitions as a cycling city – has a strong commitment to increase the number of cycle trips whilst reducing the number of cycle thefts.

Once you've got in the saddle then it's important to make sure that you keep your bike safe and secure. There are five easy steps you can take to make sure your bike is secure:

1. Always secure your bike, even at home.

As the majority of bicycle thefts are opportunist ones, it is essential that, no matter how long you leave your bike for, you take adequate precautions to ensure that your bike is still there when you return. Lock it up, no matter how short a period of time you intend to be away for.

Even if it is visible from where you are, you should remember that a person riding a bike is faster than the person running after them! Lock it to something immovable and solid; leave it in a busy, public place where there is less opportunity for a thief to work unnoticed. Storing your bike in a secure location – a garage, shed or one of Nottingham's Cycle Hubs will provide greater security than if you leave it locked to railings.

Check out our Bike Security Advice and Guidance.

2. Use two alarmed cable locks or preferably hardened locks such as D locks to at least Silver secure standard

Spend a suitable amount of money on a good quality lock – you do get what you pay for and Police guidelines suggest that you spend approximately 10% of the value of your bike on a lock to secure it. Don't be fooled by cheap locks that appear to look substantial. Using good quality D locks to Silver Secure standard on the frame and onto both the front and rear wheel can be a significant deterrent and will increase the security of your bike.

Some insurance policies may stipulate the use of certain kinds/brands/models of lock to qualify for insurance so if you have your bike insured make sure that the lock you buy won't invalidate your insurance policy.

3. Take quick release items with you like wheels, lights and seat.

There are certain parts and accessories which can be easily taken and, although quick release parts are handy, if you can't secure any such parts and equipment like removable lights and panniers, take them with you. The inconvenience of losing a part is irritating and the cost of replacement can be very high.

4. Permanently mark your bike for identification, we recommend Cremark.

Marking or tagging your bike won't stop a determined thief, but a very visible indication that it has been registered does act as a deterrent. Plus, if the police recover your stolen bike they can ensure it gets back to you.

Some markings like Smartwater or computer chips in the bike frame alone are not visible but can ensure it gets back to you in the event of recovery – but by themselves they act as no deterrent, so make sure there is a rugged label or visible marking on the bike telling potential thieves that it is traceable. In the event of a bike being stolen some safety products use social networking to trace the stolen bike amongst the cycling and law enforcement communities.

Make sure your bike is marked and labeled – CreMark is recommended by our partners as an effective means of marking your bike. If you're using CreMark on your bike read our guidance notes.

5. Immediately – register it on a property database for free – Love it, log it!

Register your bike through schemes like Immobilize. This means that if the police recover your stolen bike they can ensure it gets back to you, so get your bike registered as soon as possible. It only takes a few minutes to set up and could really pay dividends in the event of theft.

**Partners include Nottingham City Council, Sustrans, Nottingham Trent University, the University of Nottingham, Nottingham University NHS Trust, the Greater Nottingham Transport Partnership, Broxtowe Borough Council and the Nottinghamshire Police.*



Sid Standard bike shop Plaque unveiling commemorates a local cycling hero!

In September a blue plaque was unveiled on the old Sid Standard bike shop in Beeston.

This was the result of an initiative by the Beeston and District Civic Society to commemorate several well-known people in the local area.

The ceremony, by the Broxtowe Mayor Cllr. Stan Heptinstall, was attended by a very large crowd of cyclists, several of whom then continued to the scene on a narrow country lane in Derbyshire where he tragically had a fatal accident several years ago.

Threat to one of the best views on the Great Notts Bike Ride

An appeal has gone out to local cyclists, and particularly to those who have taken part in the annual Great Notts Bike Ride, to help fight a threat to one of the best views along the GNBR route, down towards Shelford at the top of the long hill out of Radcliffe on Trent (or on the way back to Radcliffe as the route has changed in recent years).

This landscape around the village is threatened by major mineral extraction plans.

At Notts CC meeting of their Environment & Sustainability meeting early in October a motion was passed to give an 8 week consultation period to consider including Shelford in their options for sand and gravel sites.

The background is a company from Canterbury, Kent, called Brett Aggregators Ltd. and acting in collaboration with the landowner, the Crown Estates, have submitted proposals for sand and gravel extraction at 2 sites either side of Shelford which would leave the village as a virtual island between the 2 quarries. Just one of the sites is being considered at the moment, Shelford West.

In addition to causing traffic chaos and raising the flooding risk, a major concern is the impact on the iconic landscape view over the Trent valley.



The view from Shelford Hill on the road between Radcliffe-on-Trent and Newton, the southern escarpment is considered by many to be the best view over the Trent floodplain in Nottinghamshire, says John Beynon of the 'Save our Shelford' campaign. He went on to say:

"I feel sure many of your members will know and have appreciated this view, as will have many families and friends on the Great Nottinghamshire Bike Ride which passes this view.

The view will of course disappear if extraction goes ahead.

We are looking for support in objecting to the inclusion of Shelford in any Minerals Plan proposals

If Pedals members could visit our website www.savesheffieldvalley.org and register their concern/objection sometime between 15th Oct. and 10th Dec. then I'm sure that would be a great help."



Cycle Live nominated for national award

As the organisation which in 1982 first started the Great Nottinghamshire Bike Ride, since 2012 part of the Cycle Live Weekend Festival of Cycling, Pedals is very pleased to learn (from the Nottingham Post of 25 October) that Cycle Live Nottingham has been nominated for a national award.



The event, now organised by the Beeston-based company, Perfect Motion, attracted 4000 cyclists for mass participation rides, elite races and family fund days across the city.

It has been shortlisted for Sports Event of the Year in the UK event Award 2014. The award ceremony is in Nottingham on 28 November.

The 2015 event, with a choice of 25, 50 and 100 mile routes on the GNR on the Sunday, will take place over the weekend of 20-21 June, based at the Victoria Embankment.

More information at:
<http://www.cyclelivenottingham.co.uk/>



Where does Pedals stand on Cycle Helmets?

- Do we need a review?
- Give us your views!

It is many years since we last had any real discussion at a Pedals meeting about our views on the pros and cons of wearing helmets.

Views have appeared to differ strongly and we have just left it to individuals' choice.

However, it has been suggested that we need now to review our stance, in close consultation with our wider membership, and following an initial discussion at our September meeting.

It would therefore now be helpful please to get a wider range of comments, by asking all members to say which (if any) of these points of view most closely represents their attitude.

We will take account of all the responses before we discuss the matter again at our AGM on Saturday 28 March 2015

- Pedals should strongly encourage the use of helmets
- Pedals should encourage the use of helmets
- Pedals thinks that the decision whether or not to wear a helmet should be a matter of individual choice
- Pedals thinks that the decision whether or not to wear a helmet should be a matter of informed individual choice
- Pedals should not be associated with any promotion of helmets
- Pedals thinks that the use of helmets should only be encourage in combination with other (preventative) measures such as reduced speed limits, better enforcement of speed limits and other measures to promote safe driving

What do other cycling organisations have to say about helmets?

There is useful information on the CTC and Cyclenation website and also that of Spokes, the Edinburgh cycling campaign group.

CTC:

See:

<http://www.ctc.org.uk/campaign/cycle-helmets-evidence>

CycleNation Policy on helmets

See:

<http://www.cyclenation.org.uk/fag#helmetlaw>



Should cyclists be made to wear helmets by law?

Cyclenation is against compulsion, but not against the wearing of helmets per se, which should be a matter of informed choice on the part of the cycle user.

The evidence that wearing a helmet makes you safer as a cyclist is far from clear, and in some countries with a mandatory helmet lay the incidence of head injuries has actually gone up.

Additionally, the nuisance factor of having to find your helmet every time you go out cycling, even for short journeys, acts a deterrent to cycling and therefore the health benefits of cycling, reducing obesity and health disease, are lost, leading to a greater burden on health services.

The safest countries to cycle in Europe are Holland and Denmark, and helmet wearing is practically non-existent in these countries. Strict liability legislation, slower traffic speeds and high-quality infrastructure are the key to safe cycling.

Spokes (Edinburgh Cycling Campaign)

This advice stresses that the decision on whether or not to wear a helmet is not just a matter of individual choice but of *informed choice*:

<http://www.spokes.org.uk/wordpress/documents/advice/helmets/>

In addition to the very useful material about helmets on these websites, Roland Backhouse has mentioned this Dutch site: The Dutch SWOV does recommend helmets particularly for children and the very old. <http://www.verkeersnet.nl/12711/fietshelm-voor-scholen-met-verkeersveiligheidslabel/> is a report that includes some statistics on cycle accidents among children in the Netherlands.



2015 Pedals AGM date: Sat 28 March

The 2015 Pedals AGM will take place from 10.00-14.00 on Saturday 28 March at the Friends Meeting House, followed by lunch and an afternoon ride.

Do please make a note of this date now in your diaries!

- **Visit our website for general update on meetings: -**
<http://www.pedals.org.uk/meetings>



Keeping in touch with Pedals – Website and Facebook

To keep in touch with Pedals visit our website, www.pedals.org.uk, which is regularly updated.

You can also follow us on Facebook at <http://www.facebook.com/pedalsnottingham>



Discounts for Pedals members at local bike shops



Don't forget that with your Pedals membership card you can get discount at several local bike shops.

A full list of local bike shops. Highlighting those offering discounts to members, can be found on the Pedals website at http://www.pedals.org.uk/looking_after_your_bike

Pedals Committee contacts

Pedals Committee members now are:-

- Andrew Martin, (Facilitator)
- Peter Osborne (Secretary)
- David Easley (Treasurer)
- Larry Neylon (Webmaster)
- Hugh McClintock (Newsletter Editor)
- Roland Backhouse (Publicity Officer)
- Peter Briggs
- Arthur Williams
- Susan Young

Contact details are on our website at http://www.pedals.org.uk/contacts_list

Pedals QR code for quick response access from your Smartphone to our Website!



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The Pedals newsletter is printed by Portland Print based at the Portland College near Mansfield.

We deliberately choose them in order to support their very important work for people with physical disabilities.

Next issue:

The next issue will appear in May 2015.
(Editor: Hugh McClintock: email Hugh.McClintock@ntlworld.com)

Stay safe on your bike this season

Travel smart and be seen

Make riding more enjoyable and help keep safe through the coming colder months. With mornings and evenings drawing in, these 4 safety essentials will ensure you're visible when you're out and about.

1. Always use front white lights after dark or when visibility is poor to make sure you're seen by oncoming traffic.
2. Use a rear red light and red reflector - like other road users you need to be noticed by vehicles approaching from behind.
3. If you don't already have pedals fitted with amber reflectors, invest a couple of pounds in reflective ankle bands.
4. Wear a high-visibility jacket or reflective patches or strips, so you are seen during dusk and dawn or in poor weather.

For more information on cycle safety visit
www.thebigwheel.org.uk/safecycling



This activity is being delivered as part of the Nottingham Urban Area's successful Local Sustainable Transport Fund programme helping to establish Nottingham as an exemplar for integrated sustainable transport. For further details visit www.nottinghamcity.gov.uk/istfprojects.

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