



**Spring / Summer Newsletter 2016  
(no. 103):**

## **New towpath signs and markings to promote safe sharing**

In April the Canal and River Trust introduced a series of special signs and markings on the canal towpath between Wilford Street and Castle Marina to promote safe and considerate shared use by all towpath users.

headsets and dog owners with dogs on extended leads.



This stretch was chosen for this experiment because it is apparently one of the busiest stretches of urban towpath in the country, and because of complaints from different users about inconsiderate behaviour.

We would welcome feedback on how this experiment is working out. It is intended not just to focus on speeding cyclists but also inconsiderate pedestrians including those glued to their mobile phones or



## Cycle City / Cycle Ambition

### Grant schemes progress

We have watched with close interest the progress of construction on the new Western Cycle Corridor, including the segregated cycle path on Castle Boulevard due for completion in late May.



There have been several complaints about the new markings on the realigned cycle path nearby on Sherwin Road, Lenton, and the fact the setback area from motor vehicles now seems too narrow for comfort.



Also controversial have been the proposals for the western end of the Western Corridor, in the Woodside Road area, where

a cycle lane is to be provided, rather than a fully segregated cycle path, with increased kerbside car parking in return for one lane in each carriageway being removed.



Work on the Southern Corridor, connecting the City Centre with Clifton, is due to begin in a few weeks, we understand. This will contain some useful changes but, it seems, there is no prospect of getting the once big change we would ideally like to see, widening the narrow shared path alongside the Clifton tram route in the old railway bridge under the Ring Road (A52) west of the Ruddington Lane tram stop.



More likely is that we will eventually get some changes to the awkward barriers on the transide path between Wilford Lane and the riverside / Coronation Avenue, about which we have lobbied consistently for well over a year now.



Similar revised guidance, also produced with Sustrans, is due from the County Council in the next few months.

We understand that it is intended to keep the City document under review and continue to update it as they advance design and the DfT approve more measures that can be used.



Some of these, including low level cycle signals, and shared zebra crossings, were announced in April; details at <http://road.cc/content/news/186662-safer-cycle-infrastructure-possible-after-signage-rule-changes>



## Tram issues for cyclists still rumble on!

In January we had another meeting with Steve Tough of the City Council to discuss the long list of issues for cyclists related to the 2 new NET routes opened last August. This followed up an earlier site meeting last February, and the list had grown to include many items to do with shoddy construction,

Getting changes has however, very frustratingly, been delayed by a continuing lack of agreement between the tram contractors and the Local Highway Authority, in this case if the County Council, about work to be done before it reverts to being the responsibility of the LHA. Consultation on the Eastern Cycling Corridor proposals (City Centre-Daleside Road-Colwick Park) is due in May and we will be having a discussion these at our next monthly meeting, on Monday 16 May.

Consultation on the proposals for the Northern Corridor (Hucknall Road etc.) now looks unlikely to take place before the autumn, we understand.

- ***useful details on progress and consultations can be found at <http://transport2.nottinghamcity.gov.uk/cycle/home.aspx>***

## Revised City cycle design standards now available

The final version of the City Council's new Cycling Design Guide, produced in collaboration with Sustrans, is available from:-  
<http://transport.nottinghamcity.gov.uk/Downloads.aspx?fl=114351>

Pedals made a series of detailed comments on the draft guidance last autumn.



including signs, marking, barriers etc, which had not been properly addressed in the rush to get the new lines up and running without yet further delay after the original date fixed for December 2014. Some of these relatively minor problems have now been attended to.



On the Clifton route, our main concern remains the Wilford Tramside path barriers. Getting these changed has been delayed by continuing disputes between the NET Contractor and the County Council, we understand.



On the Chilwell route there are still problems on the very constrained Chilwell Road / High Road stretch, with more accidents since the tram route opened.



One of these was witnessed by the local MP, Anna Soubry, and a subsequent meeting she arranged, following further complaints from cycling constituents, resulted in some additional warning signs being erected.

She also repeated the calls that Pedals had made several times for Velostrail or other types of tram track filler to be fitted to help reduce risks for cyclists, but this has still met opposition from Tramlink, on grounds of costs and maintenance.

Following a meeting which Anna Soubry arranged with NET officials some extra signs and markings have been installed. However, Pedals was not invited to this meeting and we think that these measures are only a partial solution.

Having tried, in vain so far at least, to find an alternative route for cyclists in this area, away from the tram tracks, there is now at last, we are glad to say, some prospect of this finally being achieved, within the next few years.

This breakthrough is the result of plans for the redevelopment of the Barton's Depot site to the south of the High Road meaning that it should at last be possible to develop a complete route away from the tram tracks in this very problematic area. Many thanks to Simon Barton of Bartons plc (and a keen cyclist) for helping to ensure this.

# CRASHED ON TRAM LINES?



Also important in recent months have been the moves within Pedals to introduce an improved way of cyclists having tram-related accidents reporting these online, giving more information than is possible when this is done via the Tramlink website, and learning from the experience of the Tramcrash website developed by our colleagues in Cycle Sheffield.

Larry Neylon, Pedals Webmaster, has been working on this new facility, which is still under development.



The idea is that if you go to <http://pedals.org.uk/tram-accident-reporting/> there is a form where you can record details of any incident, along with a map.

If you click on the exact location where the incident happened on the map it populates the latitude/longitude of where it happened.

Clicking Send will send an email to the interested parties and record the details in our database where we can view all the submitted information.

*Feedback on this new site would be very welcome please as Larry continues to develop it.*

*Contact Larry at [lneylon@ntlworld.com](mailto:lneylon@ntlworld.com)*



## Trent Lane-The Hook foot / cycle bridge plans update

The

Steering Group continues to plug away at plans for this major project. Making the detailed case for the bridge is a long process but we are, gradually, making significant progress.

Recent months have been devoted to some extra work on our feasibility study to

**justify the case for such a bridge on the east side of Nottingham and our reasons for preferring this particular site as opposed to 3 other theoretically possible site.**

The further work has included, after various delays, raising funds to commission specialist work from Sustrans on predictions of bridge usage and the economic justification for the project.

This is due to be completed about the time this newsletter goes to press, and will be vital when it comes to focusing on securing funding, from different sources, as well as in completing the case we are making to the City and County Councils for their support. Meanwhile, we have been very grateful for their encouragement for our continuing work and, in particular, for their financial contributions to the Sustrans specialist work.



This complements the very welcome financial contributions from other partners including in particular the Nottingham Civic Society, and Blueprint Regeneration, as well as Pedals. Blueprint Regeneration are very keen to see a bridge link to the south-east corner of their new Trent Basin Housing development, the first phase of which should be completed this summer, just west of Trent Lane.

Among the various bits of further work we have been doing is extending the discussion of the pros and cons of different bridge site options. This follows comments that we had been too dismissive of the idea, first

mooted by Whitbybird Consultants in 2005 (in a feasibility study for the City and County Councils) of putting wider cantilevered paths on one or both sides of Lady Bay Bridge.

While not opposing such a project, we believe that it would offer far fewer overall benefits, for walkers and cyclists (both leisure users and commuters) than our proposed site, with poorer existing and proposed connections, and much less of a 'wow' factor than a well-sited and well-connected new bridge. This is vital to attract high levels of usage, including from runners as well as walkers and cyclists.



We have also in our further work learned from wider experience of such bridge including in particular the Sustrans Diglis Bridge over the River Severn in Worcester (<http://www.sustrans.org.uk/diglis-bridge-worcester>) *see pictures above and below*



Two of us from the Steering Group paid a visit to Worcester in December to learn more about this experience at first hand

from officials of the County Council and Sustrans. This was a very useful visit.

The Diglis Bridge, completed in 2010, was planned and implemented by a Steering Group with wide representation, including the City and County Councils, Sustrans, the Environment Agency, Canal and River Trust, Natural England and local users. We would like to see a similar structure set up here once we have completed our revised feasibility study this summer.

The Trent Lane to The Hook foot-cycle bridge Steering Group, chaired by Hugh McClintock, consists of representatives of these groups, working in close collaboration with Keith Morgan of Nottingham City Council, Paul Hillier of Nottinghamshire County Council, and Gwyneth McMinn of Sustrans:-

- Pedals
- Nottingham Local Access Forum
- Nottingham Civic Society
- River Crescent Residents' Association
- Blueprint Regeneration

*For more information see the relevant section on the Pedals website at <http://pedals.org.uk/proposed-foot-cycle-bridge-over-the-trent-update/> or email [Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)*

## **Pontoon crossing of the Trent between Colwick Park and Holme Pierrepont?**

One result of the campaign by Pedals and other groups to get a new bridge across the Trent for walker and cyclists between Trent Lane and The Hook has been to encourage ideas for other such crossings east of Trent

Bridge.

One such idea which Pedals is supporting, not as a rival to the bridge, but as a complementary facility, for leisure use, is to install a pontoon across the Trent between Colwick Park and Holme Pierrepont. He has been exploring this with the Environment Agency and other organisations.

Paul thinks that such a pontoon could be installed temporarily one summer to assess demand and then converted into a permanent facility if successful.

- **For more information contact Paul Abel:**  
**[paulabel@ntlworld.com](mailto:paulabel@ntlworld.com)**

## **Bennerley Viaduct Project: Steady progress with Kieran Lee now working as Sustrans Community Engagement and Development Officer**



Further important steps have been made towards turning this historic local viaduct into a cycle and walking path, connecting to both Nottinghamshire and Derbyshire sides of the Erewash Valley Trail between Awsworth and Ilkeston



Late last year The Heritage Lottery Fund recently granted £40,000 to Sustrans to transform the wrought iron bridge which was built in 1887.

Eastwood resident Kieran Lee, who has been campaigning to save and preserve the Erewash Valley since the 1980s, was then appointed by Sustrans to gather public support for the project.

He has since been very busy, using part of the funding to develop a heritage walk around the viaduct, and to produce materials for local schools, and organising an exhibition at Erewash Museum to get the local community interested as well. The exhibition will be open to the public from around May until October with an official bid to the Heritage Lottery Fund expected to be submitted in late 2016-early 2017.

He has also made a very good start on building up really good solid evidence that there's huge community support for this project before Sustrans put a further application to HLF to restore and reopen the viaduct." It would cost around £2 million to reopen.

The viaduct is a wrought iron lattice structure, the same material and construction used to build the Eiffel Tower.

The light and flexible material meant it could be built over the Erewash Valley where the ground had been weakened by mining. The bridge carried the Great Northern Railway's Derbyshire and Staffordshire extension, which ran between

Nottingham and Burton and allowed access to the area's coalfields.

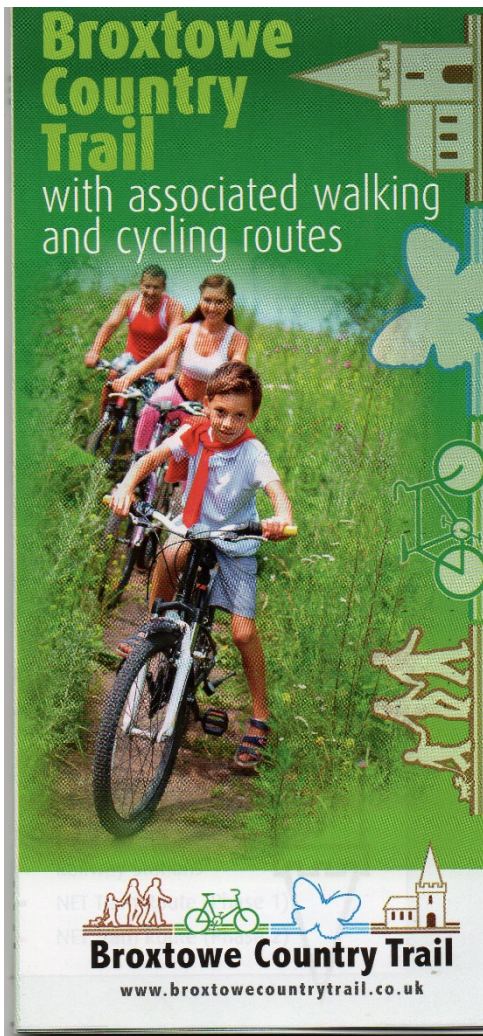
As well as adding to the local network of cycling and walking routes the new path over the top of the viaduct will offer a great view of the hills and countryside all across the Erewash Valley.



It will connect to several other routes including just west of the viaduct the towpath between Ilkeston and Langley Mill, now being upgraded by the Canal and River Trust, with several financial contributions from other organisations. This used to be very muddy in wet weather!







The viaduct will also connect to many other routes forming part of the Broxtowe Country Trail, recently launched after much hard work by several partners, particularly Steve Fisher of Broxtowe Borough Council. West of Ilkeston it will also connect to the Nutbrook Trail (part of Sustrans NCN route 67) and via other Sustrans routes to and from Derby.

As an organisation that first got involved with the Bennerley Viaduct Project when a

previous Steering Group back in 1980 Pedals is delighted to see that things are now finally moving on steadily, and attracting so much interest and support!

- **For more information on the Sustrans Bennerley Viaduct Project contact Kieran Lee, Community Engagement and Development Officer, [Kieran.Lee@sustrans.org.uk](mailto:Kieran.Lee@sustrans.org.uk) or visit [www.bennerleyviaduct.org.uk](http://www.bennerleyviaduct.org.uk)**
- **For more information on the Friends of Bennerley Viaduct (Chairman, Jeff Wynch, local Sustrans Ranger) email: [j.wynch@btinternet.com](mailto:j.wynch@btinternet.com) or visit [www.bennerleyviaduct.org.uk](http://www.bennerleyviaduct.org.uk)**



- **For more information on the Broxtowe Country Trail, including pdf copies of the BCT map, see <http://www.broxtowe.gov.uk/index.aspx?articleid=15984> or contact Steve Fisher, BCT Project Officer, Broxtowe Borough Council: [steve.fisher@broxtowe.gov.uk](mailto:steve.fisher@broxtowe.gov.uk)**



## Ring Road cycle path crossing changes: extra dangers for cyclists?

The City Council have been making a series of changes to the Ring Road cycle paths to give more priority at crossings to cyclists (which we support) while trying to ensure that the layouts give drivers a chance to see cyclists crossing and slow down in time to avoid collisions, e.g. with bending the alignment of the cycle path crossing rather than following a straight line

However, because of the very constrained space at some junctions, e.g. in the Valley Road / Ventnor Rise / Scotland Road area, this means poor inter-visibility and cyclists feeling more at risk. The presence of several poles nearby only complicates matters and we have had several complaints that these layouts are now more dangerous.

As a result a site meeting was arranged in April involving Keith Morgan from the City Council and several Pedals members to discuss these dangers and what might be done to ease the situation. However, it seems that a fundamental change seems very unlikely

### Wheelie good news

Our cycle hub is open at Nottingham station.

Here are some of the features of our cycle hub

- £10 Lifetime membership for only £10
- Open 24 hours a day, 7 days a week
- 140 secure bike spaces with CCTV to help keep your bike safe and safe
- Fully-stocked bike shop including repair services, perfect for all your cycling needs
- Changing facilities and toilets
- Information screens so you can check train times and platforms

It you'd like to become a member of our cycle hub, talk to one of our friendly colleagues in the station.

EAST MIDLANDS TRAINS

## New Nottingham Midland Station Cycle Hub update

Communication with East Midlands Trains about plans for their new Cycle Hub at Nottingham Station has been very poor though we understand that opening of the new (reduced) facility in the multi-storey car park on the Queen's Road side is fairly imminent (see photos)



The original intention had been to construct a much larger facility on the northern (Station Street) side of the Station, just east of the present Cycle Compound opened in 2010, and we were consulted on these plans which included toilets and repair facilities etc.

However, EMT then decided that ground conditions at this site were unsuitable and that another (smaller) site would have to be found on the south side of the Station. This has been particularly disappointing when we know that they have already implemented much larger and better facilities at other major stations in their area, e.g. Sheffield and Leicester.

Another concern is that little attention seems to have been given to ensuring safe access for cyclists to and from the new Cycle Hub, across Queen's Road, and especially with the plans now well underway to divert through traffic south of the City Centre from the Broad Marsh area to use this route instead. We will be pursuing this further.



## **Broad Marsh area redevelopment**

We responded in detail to the public consultation earlier in the year on the City Council's plans for the Broad Marsh area including the removal of through traffic on Collin Street.

While welcoming these we stressed the need for improved specific cycling provision, including better links to the new Cycle Superhighway on Castle Boulevard to the west, as well as across the City Centre (via Middle Hill, etc.) and to the east.

We also want to see much more cycle parking included in the area. We will keep pressing for details such as these and other details including the latest plans for the relocation of the Citycard Bike Hub in the Broad Marsh Bus Station.



## **Island Site and new toucan crossing**

The City Council has published a Supplementary Planning Document for the Island Site, covering the whole area between London Road and Manvers Street (Sneinton), to help move forward a new start for redeveloping the area, and Pedals has responded to this consultation, emphasising its key importance for improved sustainable transport links.



As well as connecting to the Eastern Cycling Corridor proposals, including a new toucan crossing on Manvers Street at the west end of Sneinton Greenway, we want to see other new or improved links including reopening of the path through the Low Level Station site to provide a better link to



and from the Station, and improved links to the canal towpath by London Road and towards Carrington Street, etc.

## A-frame barriers menace for cyclists

One of the points we stressed at a special Pedals meeting we had in February with Cllr. Nick McDonald, City Council Portfolio Holder for Transport, Jobs and Growth, was the need to promote inclusive cycling.



Among other things this means doing away with A-frame barriers which are particularly awkward for users of tricycles and tandems and also of course awkward for most cyclists.

In response Cllr. McDonald asked us for a list of locations in the city where these were installed and we duly responded mentioned those

- on Sustrans NCN6 route in the Basford area
- on the riverside path between Clifton Bridge and Clifton Grove
- on the path by Fairham Brook west of the Silverdale Estate, Wilford
- on the path on the top of the flood embankment between Main Road (Wilford) and the Fishermen's Car Park just west of Clifton Bridge.

All these barriers were installed many years ago and the City Council has since reviewed its policy on 'access controls' on off-road path, accepting that such measures should be used only a last resort after other measures, including non-physical ones, have been attempted.

The new City Cycling Design Guide, produced with Sustrans, suggests using bollards, or staggered groups of bollards, rather than any types of barrier. This is also a welcome step forward but we are also keen to see the existing A-frames removed altogether.



## Cycle counter sponsor? Ideas please!

The City Council are considering our suggestion for installing a cycle counter, to record the number of cyclists passing each day, and so far that year, and to help promote cycling, but will only take this forward if a sponsor can be found.

Idea for this would therefore be very welcome please.

Cycle counters were first introduced in Denmark and are now used widely in several other Continental countries, including in Karlsruhe, Nottingham's twin city in Germany (as pictured). They also have been installed in Cambridge and Edinburgh.



## **County Council Cycling Strategy follow-up:**

### **Plans for the West Bridgford area**

We understand that there was a good response to the County Council's Cycling Strategy consultation last autumn.

Although funding prospects are very constrained, it seems that their main priority now will be to develop the cycling network in West Bridgford, and to encourage funding support from other sources with this new framework.

They aim to consult in June, develop a framework plan around August and confirm funding to be able to commence construction.

This would indicate how the Strategic Cycle Network in the urban area could

- develop across the City and County, with more coordination between the two Councils

- Link into Highways England's A52 network around the urban area and help support the case for cycling infrastructure when Highways England investments in the A52 are designed and assessed. With other partners we continue to pressurise the HE to be more proactive with cycling schemes on local trunk roads, coordinated with other investment plans.

The local HE manager is developing a number of proposals including A52 improvements at Nottingham University's Coates Road, the Priory Island to QMC section, between the Sherwin and Priory islands and on the A52 east of Nottingham. A workshop is being arranged to confirm local priorities for cycling infrastructure on the HE network.



## **DfT Cycling and Walking Investment Strategy - encouraging a wide response**

Late in March the Government published its Cycling and Walking Investment Strategy. Pedals is sending in a response to the DfT and is keen to encourage individual members to do the same.

The CWIS has some very encouraging ambitions including an overall one of "making walking and cycling the natural

choice for short journeys”. However the proposed levels of funding seem hopelessly inadequate to ensure that these are achieved.

It is therefore very important that this point is made clear by anyone with a strong interest in promoting walking and cycling, particularly in view of their overwhelming advantages for public health. *The consultation ends on 23 May.*

***For information on the CWIS and how to respond visit:***

***<https://www.gov.uk/government/consultations/draft-cycling-and-walking-investment-strategy>***

## Just what on earth is the “CDG”?



The ‘CDG’ or Greater Nottingham Cycling Development Group, through consultation at meetings every two months, has a say in future cycling policies and plans.

It was set up in 2007 following complaints from Pedals that cycling was being given little attention in comparison with other transport projects such as improved bus services and the NET.

It has representatives from the Greater Nottingham Transport Partnership,



Highways England, Nottingham City Council, Nottinghamshire County Council, Pedals, RideWise, the police and Sustrans.

- ***To find out more about the work of the CDG please contact the Chairman,  
Gary Smerdon-White, email:  
[gary@ridewise.org.uk](mailto:gary@ridewise.org.uk)***
- ***Full minutes are available at  
[www.thebigwheel.org.uk/cdgnote](http://www.thebigwheel.org.uk/cdgnote)  
snovember***



## **Guidance note re reporting bus near misses/dangerous driving from Gary Smerdon-White, GNTF (Greater Nottingham Transport Partnership)**

Cyclists are vulnerable road users and one of the most concerning incidents for cyclists is to have other road users going too fast and too close to them. Noise, air movement and the fear of being hit can be frightening and cause the cyclist to take action to swerve away or recover their safe riding position. This problem is exacerbated by the



size of the offending vehicle especially if it's a Heavy Goods Vehicle, Light Goods Vehicle, Public Service Vehicle or a Passenger Carrying Vehicle.



It is understood that all local bus and tram operators train their drivers to avoid creating such incidents. However, in an environment where cyclists are sharing congested road space with other modes, even with the best of intentions incidents undoubtedly still do occasionally occur.

When the incident is escalated cyclists can feel their complaint has not been taken seriously and appropriate action taken with the driver. This note has been produced to give guidance as to how to make the operators aware of incidents where you feel the bus or tram driver has either deliberately or more likely inconsiderately put your safety at risk.

### **1. Report the incident direct to the bus or tram operator.**

Nottingham's bus and tram operators have dedicated websites with links to their customer services functions. This is the quickest and most effective way to lodge your comments.

Ask the operator for their conclusions and what actions they have taken to improve driving skills in general and specifically in the case of this incident.

There have been incidents reported to

- The Transport Authority (City and County Council) but they have little control over the operators in such cases.
- Bus Users UK but they only respond on behalf of passengers.
- GNRTA – these can investigate unsatisfactory Tram incident responses but only after they have been investigated and responded to by the operator

Reporting to these organisations just wastes time

### **2. What will the operator do?**

The operator will aim to respond to your comments within the time frame set out in their customer charter. In most instances your comments will be investigated by a manager. Operators will not usually state what action (if any is deemed appropriate) has been taken against an individual member of staff as a result of the investigation of your incident.

### **3. In the event you are not satisfied with the operator response**

Respond to the operator and make them aware that you wish for your comments to be re-considered explaining why, you could consider copying in the Chief Executive of the operator to ensure it gets a high profile and their interest. Most operators have on board CCTV and separate investigation teams skilled in analysing the video. They have an element of independence from the drivers and their managers. If you request CCTV images then for personal security purposes the operator will only provide still photos which don't show passengers and passers-by. All local operators are strongly customer focused and proud of the levels of satisfaction they are shown to deliver by

independent evaluators – they will want to ensure satisfaction out of such incidents.

#### **4. In the event you are still not satisfied with this further response**

If you take this further the only option is to report this to the police. The ultimate sanction will be that the driver will be warned or charged with dangerous driving if your complaint is proven. The police can ask for the original CCTV recording and base their investigation on that, in the event there was no CCTV you will likely need a witness with statements etc. From there it goes into the legal system.

The police will look at the video from the perspective of the bus or tram driver, other users and the cyclists an outcome might be that the behaviour of another road user or the cyclist was either partly or fully responsible.



### **Research on Cycling with Public Transport in Nottingham:**

## ***Fitting the bike to the chain... An activity analysis of transitions towards households integration of multi-modal cycling.***

Peter Atkinson

*Peter Atkinson, a PhD student at the Institute for Transport Studies at Leeds University is researching how people*

*combine cycling with public transport in and around Nottingham, and other regional cities with tram and light rail systems. The study will identify the benefits to households of combining cycling with public transport as an alternative to relying on the car, or as a real option for people who don't drive to get to places usually only easily accessible by car. All kinds of journeys are of interest including those for business, economic, personal, social, family, and health and recreation purposes.*

*Your experiences will be valued by Peter if you've ever cycled to public transport and parked your bike at a station or stop, taken a folding bike or a full size bike on board with you, used a second bike parked near a regular destination or hired a Nottingham's Citycard bicycle, or from another a public bike scheme or bike shop. He wants to find out who cycles with public transport and for what purpose, when people start and stop combining cycling with public transport and how this might be related to changes in the lives of families and households, particularly as children start to travel independently.*

*Peter will soon launch an online survey to allow people to describe how they have combined cycling with public transport within the past three years.*

*Additionally, if your household includes children aged 9 years or older and you and your family would be happy to share your recent cycling with public transport experiences in a focus group in Nottingham on Saturday 25<sup>th</sup> June, contact Peter by email at [tspa@leeds.ac.uk](mailto:tspa@leeds.ac.uk) for more information. A small reward is offered to participating families.*



## Cycle Live Weekend

**25-26 June –**

### ***Have you signed up?***

Cycle Live returns this summer with even more rides to choose from. The brand new, thigh crushing 125 mile 'Sheriff' ride has already sold out but you can still register for the 25, 50, 75 or 100 mile rides as part of the 35th Great Notts Bike Ride on Sunday 26th June.

If all that sounds a little too torturous there are also 2.5, 7.5 and 10.5 rides ideal for school kids and families on Saturday 25th June.

***To find out more or to register visit:***  
**[www.cyclelivenottingham.co.uk](http://www.cyclelivenottingham.co.uk)**

### **Newark area bike rides:**

**Note from Tony Eyres, Sustrans Ranger, Newark**

In Newark Route 64 of the Sustrans National Cycle Network off-road section is closed south of Newark from Hawton Lane Bridge to Cotham due to the construction of part of a southern by-pass of Newark. This is likely to remain closed until early 2017.

A diversion is signed but is very unsatisfactory involving some busy roads and major road crossings, I suggest if anyone is wishing to use Route 64 from Newark Northgate station they leave the off road section travelling south at London road bridge and use the cycle path alongside London road travelling away from Newark centre (south easterly) until Staple Lane and then join the signed diversion.

On a brighter note Newark Sustrans have started their increasingly popular rural rides suitable for families and designed to encourage cycling generally. These are normally on the first Sunday of the month and start from Rumbles cafe at 10am in Sconce/Devon Park, full details from Sustrans. In addition a group of friends social rides for more experienced riders start on Monday, Wednesday and Friday at same place and time average length a gentle 30 miles .

***More information from Tony Eyres,***  
***email: [tonyeyres@tiscali.co.uk](mailto:tonyeyres@tiscali.co.uk) or Alan***  
***Hudson, email: [alan.hudson@ntlworld.com](mailto:alan.hudson@ntlworld.com)***

### **New Pedals Membership Secretary:** **Arthur Williams**

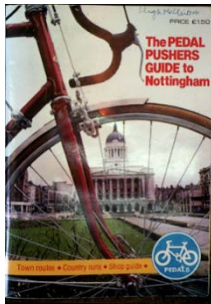
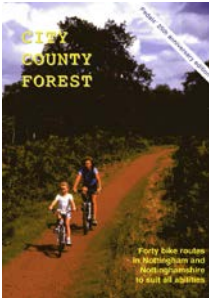
Following the Pedals AGM in March, Arthur Williams has now taken over from Hilary Backhouse as Membership Secretary. Many thanks to Hilary for all her work over the last 3 years.

- ***Arthur's email address is***  
**[Arthur.Williams@nottingham.ac.uk](mailto:Arthur.Williams@nottingham.ac.uk)**



## City County Forest book sales handover and Very many thanks to Lawrence Geary

After a huge amount of work since the early 1980s in managing stocks of Pedals Publications, including 3 editions of the Pedal Pushers Guide to Nottingham (which he first produced in 1983) and 2 editions of the City County Forest Leisure Cycling Book, Lawrence Geary has now handed over this responsibility to David Lally.



We are extremely grateful to Lawrence for all his work on this over the years, and a group of us made a special presentation to him in February.

Lawrence also made a very important wider contribution to Pedals activities as a whole for about 30 years, which should also be recognised as well!

## Appeal for help with monitoring planning applications

Although there are many developments of direct and more indirect relevance to cycling of which Pedals needs to keep abreast one area where Pedals has always found it very difficult to do this adequately is the monitoring of local planning applications of potential interest to our concerns, e.g. affecting existing routes or offering scope for new ones.

To do this properly also means that we need to monitor such applications not just in Nottingham but also in Broxtowe, Gedling and Rushcliffe Boroughs.

***If anyone could help with this please contact Hugh McClintock, email: [Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)***

## New Pedals poster design:

We now have a new Pedals recruitment poster. This has been designed by Jo Jackson, under the Experian Community Involvement Support Scheme, and we are very grateful for their support.

We would welcome any help from members in getting these widely distributed, particularly to local bike shops, libraries and community centres.

***For copies (A4 or A5 size) contact [Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)***



## Using the Cyclescape website to discuss local issues

We are now strongly encouraging the use by Pedals members of the Cyclescape website to encourage exchange of views on

local issues for cyclists.

- **Visit the Pedals section on this national cycle campaigning site at <http://nottingham.cyclescape.org/>**
- **A User Guide can be downloaded at <http://blog.cyclescape.org/guide/>**

### **Pothole or other problem reporting**

See the 'Report a road, path or cycleway problem or fault' info on the Pedals website for appropriate contact details:

<http://www.pedals.org.uk/>

### **Keeping in touch with Pedals – Website and Facebook**

To keep in touch with Pedals visit our website, [www.pedals.org.uk](http://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](http://www.pedals.org.uk/looking_after_your_bike)*



### **Pedals officeholders:**

- Chair / Facilitator – *vacant*  
Peter Osborne (Secretary)  
David Easley (Treasurer)  
Larry Neylon (Webmaster)  
Hugh McClintock (Newsletter Editor)  
Arthur Williams (Membership Secretary)  
Press and Publicity Officer - *vacant*

Contact details are on our website at [http://www.pedals.org.uk/contacts\\_list](http://www.pedals.org.uk/contacts_list)

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



### **Newsletter printed by Portland Print;**

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 October 2016.  
(Editor: Hugh McClintock: email [Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com))

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Life Cycle 6



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