

# PEDALS

## THE POWER BEHIND NOTTINGHAM'S CYCLISTS

Newsletter no 98, Autumn 2013



## Ring Road Major Project – Good news or Bad for Cyclists?

Recent months have seen some lively debate among local cyclists on the pros and cons of the City Council's Ring Road Major Project, on which work started this summer, at the Aspley Lane junction.



Being a fairly flat route linking the north and south sides of Nottingham and, in particular major sites like the City Hospital, QMC and Nottingham University, it is basically a naturally attractive route for cyclists.

As the quality of the Ring Road cycle paths vary a lot, and generally get worse the further north you go from Clifton Bridge towards the City Hospital and Daybrook (A60 Mansfield Road), many more confident cyclists have tended to prefer riding on the road, as a more direct and quicker route, while less confident cyclists are more likely to stick to the off-road paths, regard less of their surface quality, crossing arrangements and frequent obstruction by parked motor vehicles.

Now that extra general traffic lanes are to be included, on most of the Ring Road, which the City insist is a major strategic route and must therefore have a 40mph and not 30mph limit, there are fears among some cyclists that they will now face more intimidating conditions and faster average traffic speeds, if they continue to ride on the road.

The road is likely to be busier, if only because of the extra traffic north of Clifton Bridge once the A453 dualling scheme (between Clifton and the M1) is complete.

For those cyclists preferring not to ride on this busy road, the existing cycle paths will have many improvements. These will include raised surfaces at the minor junctions, level with the footway / cycle path, to help slow down approaching drivers, and more priority crossings, where space permits, although not in all cases so as to allow safe turning space for general traffic leaving the 40mph ring road for local roads mostly soon to be subject to 20mph limits.



The raised surface entry treatment should generally improve road safety and reduce the risk of conflicts between turning motor vehicles on the one hand and pedestrians and cyclists on the other by reducing traffic speeds. Moreover exiting motor vehicles will have to give way to cyclists crossing.

Cyclists will also be helped by the provision of many toucan crossings across the 'arms' of the major junctions on this route, including some crossings upgraded from pelican crossings, something that up to now has often been sadly lacking, e.g. at what was the Aspley Lane roundabout. This is now being replaced by traffic lights.

Because of reduced funding from the DfT the scope of the scheme has been reduced. This has meant that some elements such as the widening of the Western Boulevard bridge, and the Western Boulevard spur (involving the closure of Church Street) would now be dropped while other elements would be carried out later and, in some cases, this depends on a successful outcome of a further funding bid to the DfT. The Edwards Lane roundabout is one junction where work would have to be deferred.

The Aspley Lane junction changes should be complete by the end of this year. The Hucknall Road junction changes will go ahead next year and those at Crown Island in summer 2015 (apart from some preliminary work on the Jubilee Campus side. Details of both these changed layout are still to be finalised and Pedals will have further meetings with the City Council to discuss them.

Advanced Stop Lines will be provided on side road approaches to the Ring Road but not in all cases on the Ring Road itself, in view of its status as a main strategic route. In some cases on this road there will be ASLs, to which cyclists would feed in from the shared paths.

***More information on the Ring Road Major scheme is at:***

***<http://transport2.nottinghamcity.gov.uk/ringroad/>***

# NET extensions update



## Pedals complaint over indiscriminate use of ‘Cyclists Dismount’ signs at tramworks sites.

Our main NET preoccupations in the last few months have been over various aspects of the impact of the NET extension tram works on cyclists, including road closures and tram works, and the quality of nearby cycle routes.



Despite general DfT guidance that ‘Cyclists Dismount’ signs should be used only very sparingly, they have been widely used on both local extension routes and far too indiscriminately, Pedals has argued.



Often the appearance of these ‘Dismount’ signs encouraged local groups to make strong complaints to the NET Team and Police that the signs were being widely ignored by cyclists and strong pressure for

Police action to address this, e.g. in The Meadows and on Wilford Toll bridge.

Although appreciating the need for cyclists sometimes to dismount, e.g. on the narrow temporary path on Wilford Bridge when it is full of schoolchildren crossing, we have suggested that very often it would be quite adequate just to use ‘Cycle with care’ or ‘Cyclists be prepared to give way to pedestrians’ signs, particularly at times and places when there are few pedestrians about and where the path is relatively wide.

Some ‘temporary’ paths alongside tram works are actually wider than some legal and permanent shared paths, we have pointed out!

In other cases, with less space, we think that conflicts would have been less likely to arise if the contractors had allowed more space for cyclists and pedestrians, e.g. on the High Road in the Beeston-Chilwell area.



In response to our complaints about the indiscriminate use of these signs a review of the location of the ‘Cyclist Dismount’ signs was carried out this summer along the route of the tram works.

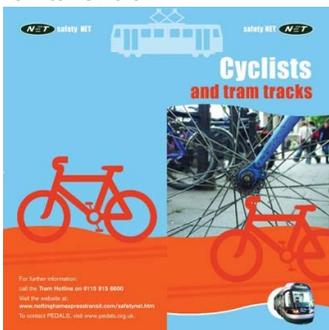
However, the only outcome was that the main Local Highway Authority involved, i.e. the City Council, advised that “the signs are a temporary measure for the safety of pedestrians and cyclist using the route and remain in locations where route has been reduced in width for the tram construction works”

- For information on tram works and closures update see: <http://www.thetram.net/constructi-on-about-us/>

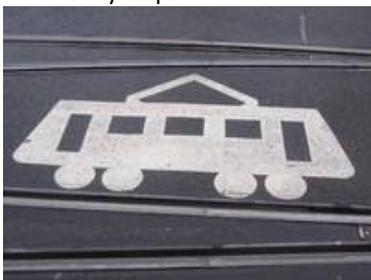


## NET cycling advice leaflet revision and possible video

Tramlink Nottingham has said that its interested in working with Pedals and other interested organisations on a revised version of the guide for cyclists and the NET which Pedals and the NET produced when Line One opened in March 2004. This is available on the Pedals website at [http://www.pedals.org.uk/cyclists\\_and\\_the\\_net](http://www.pedals.org.uk/cyclists_and_the_net) and we would welcome suggestions for its revision.



The aim is once again to focus on range of potentially tricky situations such as cycling on narrower roads and streets with tram tracks but with insufficient space for cycle lanes or cycle paths.



Also relevant is the guide to cycling during the NET extension works produced earlier this year by The Big Wheel and the Sustrans UCycle Project, although not quite the same as guidance for cycling when all the work is complete.

As well as producing a revised leaflet there has also been some early discussion about the idea of producing a video to give cyclists advice on how best to cope with the tram lines.

## Citycard bike hire hubs at Phoenix Park and 2 new NET terminal park and ride sites

Citycard hubs have now replaced the problematic cycle lockers at the NET Line One park and ride site at Phoenix Park.



Similar facilities are to be installed at the two new NET terminal sites, at Clifton and Toton. (more information at: [http://www.thebigwheel.org.uk/8968\\_new-net-cycle-hubs-open-at-park-and-rides](http://www.thebigwheel.org.uk/8968_new-net-cycle-hubs-open-at-park-and-rides))



**Please note that, contrary to some general misconception, anyone can apply for a Citycard to use these facilities, not just City of Nottingham residents!**



- **More information on the Citycard bikes generally can be found at <http://www.citycardnottingham.co.uk/citycardcycles.html>**



- **For an update on NET extensions works and closures see: <http://www.thetram.net/construction-about-us/>**
- **For an update on the discussions about cyclists and the NET extension see: [http://www.pedals.org.uk/net\\_consultation\\_2012](http://www.pedals.org.uk/net_consultation_2012)**

## Nottingham Station Secure Bike Compound expansion next Spring



The very well used Secure Bike Compound at Nottingham Station will be expanded next Spring, using the area now occupied by the temporary ticket office.



This is due to move back into the main Station building early next year, as work on the Station Redevelopment Project continues.



Particularly popular has been the secure Citycard access area, opened last November, and free to anyone with a Citycard (which you can obtain whether a City resident or not!).

Good also to see that signing of this cycle facility, long absent from within the Station, is now being incorporated in the new platform signing, as shown in this picture.



## Revised Nottingham cycle map now available in print and online

A revised version of the Nottingham cycle map was published this summer by the City Council and, as with the previous (2011) edition covers adjoining areas such as Beeston, Chilwell, Arnold, Carlton, Netherfield and West Bridgford.

Free copies can be collected from a variety of locations including libraries, leisure centres and the Tourism Information Office. The City Council are also be happy to send you one out - please email [transport.strategy@nottinghamcity.gov.uk](mailto:transport.strategy@nottinghamcity.gov.uk) or call (0115) 876 3942 with your details.

A downloadable and scrollable version of the map is also now available on the City Council's cycling webpages at [www.nottinghamcity.gov.uk/Cycling](http://www.nottinghamcity.gov.uk/Cycling)



## Pedals welcome for Nottingham 20mph area plans

We much welcome the further rollout of the City Council's plans for 20mph limits in many areas of Nottingham, provided that there is careful monitoring to ensure that the intended lower speeds are indeed achieved and that further action is taken to reinforce the effectiveness of these designations, should the need arise.

The County Council have now announced their plans for 20mph limits but concentrating on areas near schools and on a voluntary rather than compulsory basis. We have emphasised the need for compulsion, for wider areas, and for proper signing, to ensure that these limits have a higher profile and are more likely to be respected.

This was not the case with the limited 20mph area limits introduced by the previous County Council, e.g. in West Bridgford, where only flimsy signs were used, and where it was quite easy to drivers to pass through the area and be ignorant of the signs!



## **New Sneinton Greenway / Trent Lane cycle bridge but why are the bollards black?!**

**Pedals welcomes the recent completion by Network Rail of a new cycle-pedestrian bridge at Trent Lane, Sneinton, replacing the previous level crossing, and with good links to the east-west Sneinton Greenway.**



**However, we were disappointed to see that the new bollards on the access ramps were painted black and have asked for reflective markings to be added asap.**

**We very much hope that the same mistake will not be repeated in the similar new bridge project nearby soon to be completed on Meadow Lane, Sneinton.**



**Making sure that all bollards on cycle paths are clear and conspicuous is something which we have been increasingly emphasising recently to the City Council, with several other cases where this has not been done.**



**It has been pointed out, that this omission is way below the good standards for such bollards on cycle paths in the Netherlands (as in this photo) where there are also conspicuous markings on the surface as you approach bollards, to make them that much more obvious!**

## **DfT Cycling Ambition Grant: Nottingham's bid fails but success for Peak Park White Peak Loop**

Although Nottingham's bid to the DfT for 'Cycle Ambition Grant' funding this summer was unsuccessful, unfortunately, we were pleased to hear of the funding success elsewhere in the East Midlands, particularly the fantastic news that the Peak District National Park and Derbyshire County Council (DCC) had been successful with their bid to Government for something called Phase II funding, which included the construction of substantial parts of the White Peak Loop. They were successful in receiving £5m of funding.

This bid helps Peak Cycle Links, a Buxton-based charity working for the last 3 years to promoted this project, to meet one of its key aims; to link the trails to local towns so they are more useful for local people and visitors alike, and including links to Matlock, Cromford and Buxton Stations, as well as between the Tissington Trail, the High Peak Trail and the Monsal Trail.



A big start on this was made 2 years ago with the reopening of 4 tunnels on the a 17-mile stretch of Monsal Trail between near Buxton and east of Bakewell, following a funding boost from Cycling England as a

rural cycling demonstration project. Unfortunately Cycling England was then axed, as part of the Government's cull of quangos, and progress since then has been much slower and more difficult.

Derbyshire County Council are now taking the lead, with the Peak National Park, and PCL, as well as Sustrans.

- *More information can be obtained from the PCL website at <http://www.peakcyclelinks.org.uk/> or local Sustrans Ranger, Clyde Hinton, email: [clydehinton@talktalk.net](mailto:clydehinton@talktalk.net)*



**Expanded Ridewise /  
Big Wheel '  
Explore Nottingham by bike  
programme':  
*more volunteer ride leaders  
welcome please!***

Ridewise and The Big Wheel now have funding to expand the Rural Rides programme, which Ridewise has been managing since 2011, after the programme was dropped by the County Council, as part of their cutback, having run it since they took it over from Pedals in 1983.



The newly expanded programme is to be known as Explore Nottingham by bike programme!

- To find out more, and to offer to help as a volunteer ride leader, contact Roisin Kirby, email: [roisinkirby@thebigwheel.org.uk](mailto:roisinkirby@thebigwheel.org.uk)
- More information at <http://www.thebigwheel.org.uk/for-you/cycling/explore-nottingham>



## Pedals support for CTC Road Justice Campaign

Pedals strongly supports the Road Justice Campaign launched in July by the CTC and in September at a meeting of the Nottingham Local Access Forum had the opportunity to cross question our local Police Complaints Commission Paddy Tipping about the slow progress in getting Notts Constabulary to respond to it. CTC are now very keen to get such responses and follow them up.



They also want to get local volunteers to help with this, including attending relevant local court cases and giving moral and practical support to cyclists who become victims.

Please contact Rhia Watson at CTC HQ in Guildford if you can help: [rhia.weston@CTC.ORG.UK](mailto:rhia.weston@CTC.ORG.UK) or tel (01483) 23832.

As the CTC says on its website promoting the campaign, Road casualties can and should be prevented, yet the justice system is failing to ensure safety on our roads by not taking road crime seriously.



The police and coroners do not investigate road collisions thoroughly enough; the prosecution services make weak charging and prosecution decisions, and the courts issue sentences that do not adequately reflect the severity of crimes committed by bad drivers.



The Road Justice campaign aims to fix the justice system by pressuring the police, the prosecution services, the courts and the law itself to treat bad driving and bad drivers with the severity they warrant.

In order to make the roads safer, CTC's Road Justice campaign is campaigning for a justice system that discourages bad driving, educates drivers to a higher standard and takes bad drivers off the roads.

- *You can find out more, and also report bad drivers, on the [Road Justice website](http://www.ctc.org.uk/campaign/road-justice):  
<http://www.ctc.org.uk/campaign/road-justice>*



CTC is asking people to [sign the Road Justice petition](#) calling on police forces in England and Wales to take bad driving seriously by improving roads policing.



CTC, the national cycling charity, and the [Cyclists' Defence Fund](#), the charity which provides legal support to fight cases involving cyclists and cycling, have joined forces to campaign for road justice.

## Bike Shepherd local bike theft campaign review

At the same Nottingham Local Access Forum meeting in September with Paddy Tipping we also asked for an update on the experience of the Bike Shepherd cycle theft prevention scheme launched locally in Bike Week in June 2012 by The Big Wheel, City Council and Sustrans, etc.

## SECURING YOUR BIKE



Advice from Nottinghamshire Police's Pre Crime Unit

**Pedals shares the concerns about the apparent lack of whole-hearted commitment since then by the Police to this scheme.**

# Point-of-Sale/Hire Legislation on Bicycle Lights

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**“The law is an ass” said Mr Bumble in Oliver Twist and a good example is the UK law on bicycle lights. The Road Vehicles Lighting Regulations <http://www.legislation.gov.uk/ukxi/1989/1796/contents/made> specifically do not require lights to be fitted to a pedal cycle between sunrise and sunset.**



As a consequence, lights on bicycles in the UK are regarded as an optional extra - in stark contrast to cycling nations like the Netherlands and Germany where lights are fitted as a matter of course.

Common sense on bicycle lights does however prevail amongst many of those who cycle on an everyday basis.

Lights are, of course, essential between sunset and sunrise but many cyclists now also use lights during daylight hours in line with the growing recognition among all road-users that lights are vital in rain or mist, in tunnels (eg along the Monsal Trail in the Peak District) and even on bright, sunny summer days under the canopy of trees.

Modern bicycle lights are very effective and very reliable. Battery-powered lights last a long time and emit a warning well in advance of the batteries running low. Dynamo-powered lights have very low rolling resistance and incorporate a stand

function so that the lights remain on when the bicycle is stationary.

Moreover, there are lights that are sensitive to the light conditions so that they turn on automatically when necessary, and LED technology allows lights to be integrated into the bicycle in just the same way that lights on a car form an integral part of the car's body. There is no excuse for not fitting lights to bicycles as a matter of course but cycling without lights remains (rightly!) one of the most common complaints of motorists.

It is not the cyclists that should get the blame for this unacceptable behaviour but the UK cycling industry. Manufacturers, cycle shops and some pressure groups consistently promote an image of the bicycle as an ultra-light sports machine, stripped of all so-called accessories (like mudguards, pannier rack, bells and lights).

One group that is entirely blameless but most susceptible to such peer pressure is the children who cycle to school. Typically schoolchildren in the UK ride bicycles without lights, putting them at risk when the cars around them are using their headlights. The car headlights attract the attention of other car drivers and distract attention from the cyclists. Bicycle lights counter this effect by giving long-range warning whereas high-viz clothing only has a short-range effect.

It is high time that we recognise lights as an integral component of any bicycle that is to be used on our roads. The best way to effect such a change in attitudes would be for all those involved in promoting cycling to make bicycle lights a top priority - in cycling education, in sales of bicycles and in the images of cycling to work and cycling to school.

Changing the law so that lights are compulsory at the point-of-sale/hire is also both sensible and effective; whereas it has no immediate effect on those who already cycle, it does have a significant long-term effect. Common sense demands action.

*Roland Backhouse  
October 2013*



*The visible effect of point-of-sale/hire legislation is demonstrated here by the reflective strips on bicycle tyres. October 27/28-10-2011, Utrecht, The Netherlands. Copyright Fietsersbond (Dutch Cyclists Union).*

*Reproduced with permission and with thanks to the Fietsersbond/Maarten Hartman.*



## Cycle lighting poster

**A very good poster describing current UK cycle lighting requirements can be downloaded from the Cambridge Cycling Campaign website at:**

**<http://www.camcycle.org.uk/resources/lights/lights.pdf>**



## New Local Sustrans projects



## New Sustrans Schools Officer based in Nottingham:

**Dominic Sweeting was appointed as the new Sustrans Schools Officer for Nottingham earlier this year on a partnership project with Nottingham City Council. Dominic will be working closely with up to 6 secondary schools across the city to promote active and sustainable travel through a long-term programme of activities and events.**

Whilst there will be a strong focus on cycling, the programme will encourage other forms of active or sustainable travel that help to reduce unnecessary car journeys.

A range of initiatives including school assemblies, curriculum linked classroom sessions, maintenance workshops, competitions, cycle skills sessions, personalised travel planning, afterschool

clubs and transition work with primary schools will help to develop an awareness of why active and sustainable travel is important, whilst providing pupils, parents and staff with the skills and knowledge that will empower them to make changes in their travel behaviour.

As the programme develops, the school community can put their new found skills into action by arranging events such as cycle or walk to school days, led cycle rides, bike breakfasts, bike recycling projects and fundraising initiatives.

Competitions between students, year groups, houses and other schools will help to encourage more students to travel actively. Sustrans' virtual bike race 'The Big Pedal' will give schools the chance to compete nationally for prizes.

Schools earn virtual miles based on the number of students and staff that cycle into school from the 3<sup>rd</sup> to the 14<sup>th</sup> of March 2014. Schools involved in the programme are also able to work towards the Sustrans School Mark, where they work towards a bronze award in their first year of engagement.

The long-term aim is to facilitate a cultural shift within schools and provide schools with the knowledge and skills to move the programme forward unassisted so that the Schools Officer can facilitate initiatives in other schools.

Student-led bike user groups will be encouraged along with staff cluster groups so that schools can share ideas and information regarding their successes or difficulties in taking part in the programme. Ultimately sustainable and active travel

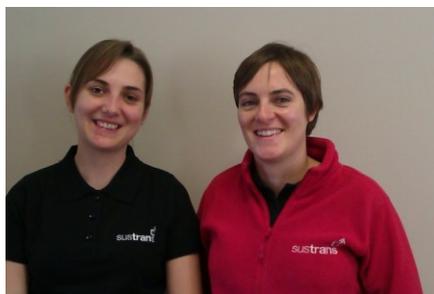
should become part of the school agenda and a normal part of everyday life for students, staff and parents.

Dominic works closely with appointed school travel champions at each school whilst seeking support from all areas of the school community, as well as developing links with external organisations, clubs, businesses and individuals. If you would like to get involved in the programme, whatever your association with schools or with cycling and active travel within the city of Nottingham

- ***You can contact Dominic directly- [dominic.sweeting@sustrans.org.uk](mailto:dominic.sweeting@sustrans.org.uk) or m; 07919 013 395***

## **Neighbourhood Smarter Travel Officers for south and central Nottingham.**

New Sustrans Neighbourhood Smarter Travel Officers are now supporting local people in the south and central areas of the city to travel more sustainably.



Clare Collins and Sarah Briley recently started in post with Sustrans Nottingham. The two new Community Travel Hub projects join the existing Ridewise project in the north of the city to create a network of hubs across the city to help people consider their travel options. The project is part of

the Local Sustainable Travel Fund programme of work funded through Nottingham City Council.

The key aims of the project will be

- Delivering a range of engagement events in local communities to encourage more people to give other forms of transport a try and leave their cars at home for short local journeys
- Providing relevant travel advice to give people better knowledge about their travel options and how to get where they want to go
- Increasing access to jobs and training by reducing travel barriers

Clare and Sarah will be working across their localities to work directly with local people to find out their barriers to travel and support them to make a change towards sustainable travel.

NB: This *project/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/lstfprojects](http://www.nottinghamcity.gov.uk/lstfprojects)

*PS Pedals has met with Clare and Sarah to brief them about our perspectives on local infrastructure, and particularly the comprehensive 'wish list' for Nottingham which we submitted to the City Council in 2010, as well as many subsequent submissions.*

## Julian Bentley's Bella Ride a great success!

Many congratulations to Julian Bentley on the great success of the Bella Ride he led in September. The ride expenses were funded by The Big Wheel as part of European Mobility Week -



*Riders lined up for the start of the ride by the side of Nottingham Canal*



*Natalie Fisher, Winner of the best dressed female award (Prize courtesy of Raleigh Bicycles)*



*Timmy Walters, Winner of the Best Bicycle Award (Prize courtesy of Raleigh bicycles)*



*Riders heading back into Nottingham alongside the Trent*

## **Changing the time of the Pedals meetings to 7pm**

At our October meeting it was agreed to try a suggestion from Peter Osborne to move time of our monthly meetings forward from 7.30pm to 7pm.

It was also agreed to do this as a six-month trial from January – to be implemented after discussion with other members. A decision whether to continue with the earlier time will be made by April and then announced in Spring / Summer 2014 newsletter.

- For general information on Pedals meetings visit our website at [www.pedals.org.uk/meetings](http://www.pedals.org.uk/meetings)



## **2014 Pedals AGM fixed for Sat 29 March**

The 2014 Pedals Annual General Meeting will take place on Saturday 29 March from 10.00-12.00 in the Friends Meeting House, Clarendon Street, followed by a ride.

This will include discussion of plans for celebrating Pedals 35<sup>th</sup> birthday in 2014.



**Watch out for more updates on this on our website at [www.pedals.org.uk](http://www.pedals.org.uk) and on Facebook!**

## **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 including:

- Bunney's Bikes, Carrington St.
- Cycle Garage, West Bridgford
- Cycle Inn, Beeston
- Arnold Cycles, Arnold.
- Freewheel, Hockley
- Rex Robinson, Carlton
- Cycle Garage, West Bridgford

*A full list of local bike shops 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 Committee contacts

Pedals Committee members now are:-

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

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 May 2014.

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