

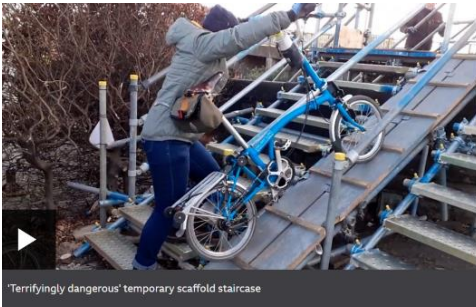
PEDALS

FOR A CYCLE-FRIENDLY NOTTINGHAM



Spring / Summer Newsletter 2021 (no. 113)

Action starts to improve canal towpath scaffolding steps too steep for cyclists!



"Terrifyingly dangerous" temporary scaffold staircase

Just before this issue went to press news came through at last of the imminent start of work to improve the ramp access on the temporary steps by between the canal towpath and Great Northern Close.

These, according to Richard Watson of Conygar, developers of the nearby Island Regeneration site, "will improve the access and make it more suitable for those people wanting to access the towpath with cycles".

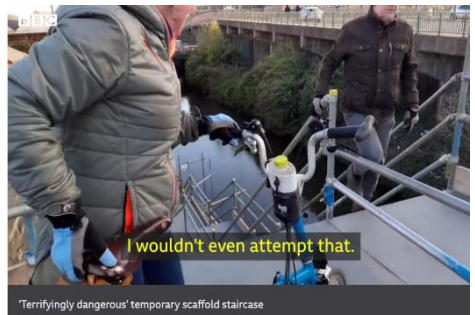
The improvements, costing £14,000, have been agreed between Conygar and the Canal and River Trust, following mounting criticisms over the last few months from many cyclists on this popular route.

This helps avoid the busy traffic on London Road, and forms part of The Big Track largely traffic-free 15km circular route between Trent Bridge, the Suspension Bridge, and Beeston Lock, etc.

The City Council is producing diversion signs to be placed along the canal and at other access points letting cyclists know to avoid the steps until they are fixed.

Complaints and local media coverage

Pedals has had many complaints about the dangerously steep angle for cyclists of these steps installed in connection with the first phase of work on the Island Site Regeneration site between London Road and Manvers Street. This will include both an extension of the nearby towpath and improvements to the old steps on the north side of Great Northern Close.



"Terrifyingly dangerous" temporary scaffold staircase

Thanks to a video posted on You Tube by Pedals member Julian Bentley clearly demonstrating the problems which was also then featured by BBC TV East Midlands Today

(<https://www.bbc.co.uk/news/uk-england-nottinghamshire-56775841>) we have also had extensive local media coverage

Wider area improvements potential

Pedals has recently become involved with the CRT's Nottingham Canal Improvement Trust and this should help us to achieve further towpath, access, signing and lighting improvements, with backing also from Nottingham City Council and DfT funding.

We also consider that the whole Island Quarter Site, if carefully planned, with these and other complementary improvements, has the potential to become a much-improved hub of Active Travel routes as the site is fully developed over the next 10 years, including various improved external connections. There is also strong interest in this wider potential, as well as the temporary steps issue, from the Nottingham Local Access Forum.

Watch this space!

New obstacles for cyclists at Unity Square raise pressure for alternative route



As the new public realm area at Unity Square, at the north end of Queen's Bridge Road, opposite Nottingham Station, nears completion, it is clear, as we always feared, that this is now a much more difficult route for cyclists, both because of the new layby installed to serve the new office block (due to be occupied next year by HMRC) and because of the numerous anti-terrorist features on which the Home Office now insists for any major new Government Building.

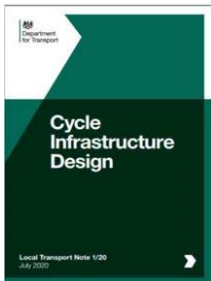


Some cyclists will no doubt still prefer to use this route as the most direct route between Wilford Bridge and the City Centre, despite these obstacles and the possible increased risk of conflict with pedestrians, but it is very disappointing that a better solution could not have been found for the City Centre end of the Southern Cycle Corridor, intended to be one of the City's major cycle routes.



They have however, now acknowledged the need for an alternative route into the City Centre from the south, and on 28 April both Pedals and the Nottingham Local Access Forum, who also are very interested in this issue, were represented at a site meeting to discuss these options with Kirstie Newell and Keith Morgan from the City Council.

All the options have their pros and cons, for different types of cyclist and depending exactly on where you are coming from and going to, as well as the space available, and the opportunities to connect to other proposed schemes, particularly in the Meadows Way / Crocus Street / Arkwright Street and Arkwright Walk areas. These options will now be investigated in more detail and there should be plenty of opportunity for further comments from Pedals and NLAf.



As with other new proposals we are now very keen to see that new schemes reflect the revised DfT Cycle Infrastructure Design Guidance in Local Transport Note 1/20, published in July 2020.



Pedals comments on further Active Travel Fund Schemes in Nottingham City



DfT ATF & TCF-funded Oundle Drive / Middleton Boulevard slip road cycle path layout improvements, April 2021

Last year, Nottingham City Council received £2 million of Government funding to deliver a range of projects that aim to make walking and cycling easier, encourage more sustainable travel, and support a green recovery from Covid-19.

The proposals include:

- To make permanent the trial closure to through traffic on Victoria Embankment
- To introduce a 20mph speed limit across the city centre
- To introduce measures in parts of the city including the Arboretum, Sherwood and Berridge to deter cut-through traffic and create quieter, safer neighbourhoods
- To improve pedestrian and cycle links in Derby Road, Low Wood Road, and St Ann's Well Road

- To make permanent several of the School Streets schemes that were trialled last year. These restrict vehicles from using the roads immediately outside schools, creating more space and a safer environment for parents, carers and children.

Tranche 1

The City Council received £570,000 through the EATF to spend on introducing temporary measures to make space safer and more attractive for active travel. These projects centred around five ambitions:

- Develop new routes in the north and east of the city
- Create a safer city centre, district centres and neighbourhoods
- Create car-free school streets
- Improve access to green spaces - including Victoria Embankment
- Promote and maximise use of the new schemes through supporting measures

In addition, they launched an interactive website inviting suggestions from residents on areas where improvements could be made: [Have Your Say Today – Let’s Keep Nottingham Moving Safely – Commonplace](#)

Tranche 2

The second round of funding available is designed to support further temporary schemes, and also longer term, permanent measures. The City Council was awarded a further £2m from the Government, in November 2020.

Pedals has made detailed comments on these schemes which build on the same five ambitions, and include:-

- **A60 Mansfield Road and London Road** – Extend provision for cyclists along the length of Mansfield Road to the city boundary. This links in with a proposal for a low traffic neighbourhood in the Sherwood / Berridge area
- **St Ann’s Well Road** – Upgrade existing traffic calming features, helping to enforce the 20mph speed limit
- **A6200 Derby Road** – Upgrade crossing to connect routes created in Tranche 1 with Nottingham’s wider cycle network, including access to the University of Nottingham and the QMC, and make permanent measures to create a low traffic environment in adjacent streets
- **Arboretum** – introduce one-way closures to vehicles, to reduce cut-through driving and create a quieter environment for walking and cycling



- **City centre 20mph zone** – Introduce a 20mph speed limit in the city centre to create a safer environment
- **Expand car-free school streets scheme** – further trials and explore whether to make current trials permanent



- **Victoria Embankment** – The funding would be used to provide a permanent barrier system, offering the flexibility to close the road for events or for longer periods, subject to the success of the current trial
- **E-scooters trial** - support the ongoing e-scooters trial
- **Pop-up community cycle centres** – Deliver cycle training in local parks, included tuition, bike maintenance and guided rides
- **Broadmarsh Cycle Hub** – Develop a 120-space secure cycle parking facility in the city centre
- **Nottingham Bike Aid** – Further support for this important initiative which will be extended from key workers to also include jobseekers and people that are most in need in areas where we are improving cycling facilities.

These proposals will be subject to the necessary approvals, detailed scheme design, consultation, safety audits and equality impact assessments.

The schemes and measures put forward draw upon priorities identified in the D2N2 Area Local Cycling and Walking Infrastructure Plan (LCWIP), and will complement the work the City have begun to deliver through the DfT Transforming Cities Fund (TCF)

- ***The full bid, and additional documents including the Consultation Report, can be found on Nottingham Insight: [Consultation opens on Nottingham active travel schemes - Transport Nottingham](#)***

County Council Active Travel Fund Schemes:

Among the 8 possible ATF schemes on which the County Council consulted throughout the County earlier this year were 2 for the Greater Nottingham area on which Pedals focuses, in Beeston (Dovecote Lane) and Gamston / West Bridgford (Regatta Way).



We understand that the **Dovecote Lane proposals have attracted a very mixed response** so are likely to be redrafted before further consultations, **whereas those for Regatta Way attracted broader positive support**, and are now to be taken forward for more detailed design.



Pedals is keen to see this scheme extended to include the nearby junctions, on Radcliffe Road / Ambleside and Adbolton Lane, towards the NWSC.



The proposals would also form part of an improved **connection to the planned foot-cycle bridge over the Trent between Lady Bay and Trent Basin** (the Pell Frischmann CGI image above shows how this might look). The **planning application for this is now likely to be submitted in November**, we understand, once the detailed design has been finalised, and the scheme completed in 2023.

We see a **variety of good connections on both sides of the Trent**, as well as improved and extended riverside paths, as being vital to make the most of the great potential of this new link, for both commuting / utility and leisure trips.

The Regatta Way scheme we see also as being very important in developing good cycling links to and from the **major proposed Gamston Fields housing development** east of the A52, between Bassingfield, Tollerton, which is planned to go ahead in the next few years and which we are determined to see include a variety of good improved Active Travel routes, also reflecting the DfT's revised Cycle Infrastructure Design Guidance in Local Transport Note 1/20, as well as the recently revised County Council Highway Design advice.

Among other very welcome features we are glad to see that this **new guidance strongly discourages the use of barriers on off-road paths**; helpful ammunition for us when new barriers still sometimes are being installed, as in three recent cases, two in Nottingham (Park Road and Woodyard Lane) and one in West Bridgford (between Boundary Road near Rushcliffe School and Machin's Lane)

New 'Thank the NHS' murals brighten up the subway under Crown Island

We are very pleased to see the new 'Thank the NHS' murals which brighten up the subway under Crown Island on the Ring Road and which form part of Sustrans NCN6 route, as well as being on the main cycle route between our two local big hospitals, the QMC and the City Hospital.



Other improvements to the substandard cycle paths along the Ring Road are now underway including at the A610 Nuthall Road roundabout and on Valley Road between Hucknall Road and Mansfield. The Valley Road work, in 2 phases, with both being completed by the autumn.

These follow the recent Ring Road path improvements, forming part of the partial realignment of **NCN Route 6 between Crown Island and Basford**.

A52 Safer Crossings Petition unites local “Active Travel” groups in Rushcliffe

For well over 20 years Pedals has been campaigning to get Highways England (formerly the Highways Agency) to upgrade the old agricultural subway under the A52 between Sharp Hill (West Bridgford) and Landmere Lane (Ruddington) and its approaches, as part of a much safer and generally improved route between Ruddington and the Edwalton area of West Bridgford, where several major housing schemes have been built and several more to come. Now we have very welcome much wider support from several local organisations

Following the onset of the Covid 19 pandemic in March 2020 and the first Lockdown, a lot more people discovered the subway and were very keen to use it, despite its generally neglected and intimidating state, including what in winter are very muddy paths on the north sides.



This discovery strongly encouraged Notts Ramblers and several other local groups to relaunch the campaign for upgrading the subway and connecting routes, in addition to welcome HE's proposed improved crossings for pedestrians and cyclists as part of their major schemes for the 2 nearby big roundabouts on the A52: Lings Bar / Wheatcroft (A606) and the Nottingham Knight (A606).



This wider support, including the County Local Access Forum and the British Horse Society, resulted in the decision to launch, just before Easter, a Petition, to increase the pressure on Highways England to provide safer active travel crossings of the A52 trunk road to the south and east of West Bridgford and focusing initially on the upgrading of this subway / underpass.

As we go to press this petition has attracted well over 1650 signatures and a meeting is being planned with Ruth Edwards MP to help press our case further.



Initial response from Highways England (23 April 2021):

"Highways England are proposing to undertake some works to the Wheatcroft and Nottingham Knight junctions as part of the A52 Nottingham Junctions project. There are no plans to undertake works on a crossing along the A52 from Edwalton / West Bridgford to Ruddington / Clifton, as this would fall outside the scope of the project.

However, we are looking into the opportunity to use Designated Funds to investigate this. Designated Funds are used for smaller projects which would not usually be in the scope of a major highway infrastructure project, but will add something to the communities where our projects take place. We are currently submitting a bid for funding to commence a feasibility study to identify the most appropriate crossing points of the A52 and how this might interact to join these two communities."

Welcome for local MPs' Cycling Forums in Broxtowe and Rushcliffe



As mentioned in our last issue, Pedals has very much welcomed the initiative of Darren Henry MP in setting up the Pushbike Broxtowe Forum, with regular meetings and subgroups to help sustain momentum.

Citing this initiative we then persuaded Ruth Edwards MP to start a similar initiative in Rushcliffe with the first RCF meeting taking place in February.

The next meetings of both the PBF and RCF are due to take place soon after the County Council elections and we very much hope that this will help to increase the pressure on the new County Council to become far more positive and proactive in promoting cycling.

Pedals complains about the poor cycling provision in the new Boots Enterprise Zone road.

After a series of delays, caused by legal problems, the new Boots Enterprise Zone spine road between Thane Road and Humber Road South (Beeston), completed well over a year ago, finally opened in March.



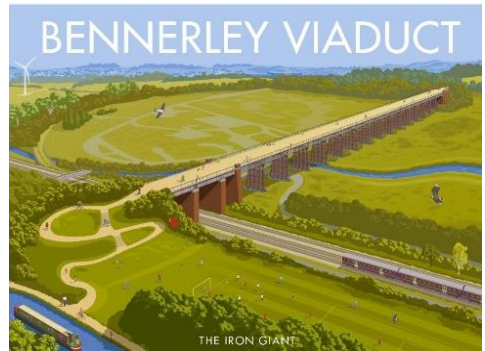
It includes a 3m wide shared path but this is unsegregated and lacks cycle priority at junctions, contrary to the recently introduced higher DfT design standards in Local Transport Note 1/20.

We have complained about this to the County and City Councils and emphasised the need for the opportunity to be taken in the further development of the whole of this site to retrofit higher standards.

Bennerley Viaduct “Iron Giant” aims for autumn reopening

After a series of Covid 19 pandemic- and weather-related problems over the last year or so good progress is being made with the historic “Iron Giant” Bennerley Project which includes a new path over the top for cyclists and walkers.

It is now almost 40 years since Pedals first got involved with this campaign, where the main driving forces now are the Friends of Bennerley Viaduct and the Railway Paths Ltd., a sister organisation of Sustrans.



Through the World Monuments Fund it has attracted international interest as well as much national interest through being featured on television programmes on railway architecture history by Tim Dunn. There is much good news to report.

The FoBV and RPP are currently on schedule for an Autumn re-opening (fingers crossed).

The western ramp should be complete by the end of May, giving access from the Erewash Canal towpath part of the Erewash Valley Trail, and **work on the deck will commence in the summer.**



Volunteer workdays will also be re-commencing shortly. The success of the project, says Kieran Lee of the FoBV, “stems from the way so many people, groups, owners, funders, councils, colleagues in the FoBV and statutory bodies are all pulling in the same direction”.

All very exciting, even if we will have to wait longer for a cycleable ramp at the east end of the Viaduct, to give access to and from the Notts arm of the EVT, once further funding has been secured.

- ***For any general enquiry please contact Kieran Lee, Community Engagement Friends of Bennerley Viaduct***
kieran.lee@bennerleyviaduct.org.uk



Close Pass Update from Paul Matthews of Nottinghamshire Police:

On the 14th April as part of the NPCC 2wheel week of action, Notts Police Roads Policing Unit (RPU) were out in and around the City and West Bridgford area enforcing and challenging poor driving behaviour. PC Matthews who is part of the RPU team was out on a bicycle in plain clothes recording this behaviour and calling up other units in plain vehicles.

He had two bike mounted body worn cameras which recorded evidence which could then be used to either show the drivers or used in court. On the day most drivers observed a good 1.5m distance when overtaking, however a couple did pass too close and were subsequently stopped.

One was issued with a Section 59 warning under the Police Reform and the other was issued with a Notice of Intended Prosecution. Another driving who had an

insecure load which was dropping onto the road was fined and prohibited. They also had their vehicle seized as it was untaxed.

Further activity will continue throughout the coming year and PC Matthews encourages Pedals members to highlight problem areas around the county to Pedals representatives so they can be forwarded to Notts Police RPU and can be targeted.



Any cyclists with camera footage of what they consider dangerous driving can now upload their footage to Notts Police via the online portal found on the Notts Police website. This forms part of Op Capture, similar to the highly publicised Op SNAP.

- ***For more information contact Paul Matthews:***
paul.matthews@nottinghamshire.pnn.police.uk
- ***You can submit camera footage of any incidents of dangerous or careless driving to Notts Police through their online portal:***
<https://www.nottinghamshire.police.uk/advice/submitting-dash-cam-footage>

You have to click on the link to the online form, then after you agree the terms and conditions the form appears for you to put in details of the incident. At the bottom of the form there is an UPLOAD button for you to submit footage.



Pedals message from the new Chair, Mark Beaven

I am proud and excited to be the new Chair of Pedals and hope to continue to develop the great campaign work which the outgoing Chair, Matt Turner, helped to achieve over the last few years.

Cycling has always been a big part of my life, whether it was a way of getting round to see my mates as a kid, commuting in central London in the 80's, a personal means of transport round Nottingham or exploring the surrounding countryside.

The great benefits of cycling for our health and our environment, has never been more crucial. The Covid pandemic and the Climate Emergency have forced changes to the way we think about how we move around.

The promotion of Active Travel is now major Government policy as we now know that enabling many more people to cycle is key to reducing carbon emissions from our transport system, as well as helping to create more attractive, less stressful places to live and work.

But there is a long way to go to ensure that transformative, high quality, infrastructure is developed that enables safe, interconnected routes that are accessible to everyone so that cycling can become the most convenient option, especially for short journeys.

My ambition for Pedals is to help achieve this by being a powerful, inclusive and influential, campaign group which supports the wishes of all to enjoy the pleasure of cycling.

Big challenges in finding replacements for Matt & Emma's vital work for Pedals and in improving and extending our area focus

Many thanks to Matt Turner and Emma Metcalfe, our former Chair and Secretary, who, for health reasons, announced their resignations earlier this year.

Both had done a massive amount for Pedals over the last 2-3 years, including a complete revamp of the Pedals website and social media. We have not yet managed to find a replacement Secretary so are trying to split different parts of this role among different volunteers.

We discussed all these challenges at our AGM in April, as well as making a fresh attempt to be more effective in other ways, e.g. in dealing more systematically with all planning applications of potential importance for cyclists in all the Council areas where we aim to campaign.



Particularly important applications for us to monitor better are ones involving major new housing or road proposals, ones impacting on existing or proposed cycle routes, and the adequacy of cycle parking in new developments.



Pedals focus has always included Nottingham City, Broxtowe, Gedling and Rushcliffe but there is also now pressure for us to extend it to include Ashfield Borough, especially with the all the major new housing developments around Hucknall, such as the Top Wighay Farm development.

More volunteers to help us do this more thoroughly all in these areas would be very welcome please, using their detailed local knowledge of both problems and opportunities.

This would help reduce the burden on 1 or 2 people trying to cover all that we really need to keep on top of in each District.

- ***Anyone interested in finding out more about how to help with this work should please contact***
Hugh McClintock:
Hugh.McClintock@ntlworld.com

Future Pedals meetings

For other forthcoming meeting details, visit 'Pedals info' at
<http://pedals.org.uk/resources/>

Pothole or other problem reporting

See the 'Report a problem' info at
<http://pedals.org.uk/resources/>

Contacts for traffic signal complaints:

County Council (VIA EM): Chris Gough,
chris.gough@viaem.co.uk

City Council:

Traffic.Signals@nottinghamcity.gov.uk

Keeping in touch with Pedals –

To keep in touch with Pedals visit our website, www.pedals.org.uk



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

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Email: contact@pedals.org.uk

You should also use this email address if you wish to subscribe to the Pedals Discussion emails group and /or occasional Mailchimp mini-newsletters / updates

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Next issue

The next issue will appear in October 2021
(Editor: Hugh McClintock: email
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