

PEDALS

FOR A CYCLE-FRIENDLY NOTTINGHAM



Autumn Newsletter 2022 (no. 116)



New City Centre Cycle Route Improvements:

Several distinct improvements for cyclists on the south (Broadmarsh-Station) side of the City Centre have recently been completed which are very welcome and more will be following in the next few months.

This is in addition to the introduction of the City Centre-wide 20mph speed limits which should also help to improve the safety of vulnerable road users.



The new improvements include:-



- **Broadmarsh (Listergate-Carrington Street cut-through Walkway),** implemented about 30 years after Pedals first campaigning for such an easier and more direct link into the City Centre (Old Market Square area) from the south. Depending on funding this is likely to be replaced in due course by a permanent scheme as part of the wider major changes to the Broad Marsh area with, we hope, segregated cycling and pedestrian provision.

Maid Marian Way will however remain the main north-south through route for cyclists in the City Centre and we await details of the proposed cycling improvements on this route, for

which funding was awarded in 2021



- **Canal Street-Castle Boulevard link.**

After many months of delay a proper connection was recently completed between the Castle Boulevard cycle path and the new path on Canal Street which has now been completed as far as the Trent Street junction by the tram bridge.



- **Canal Street-London Road link nears completion**

This extension of the new cycle path from Trent Lane to the BBC (London Road) Island, on which work is well underway, will soon be followed by an improved crossing to and from the Island Quarter.



- **Station Street-Great Northern Close link across London Road**

The cycle lane on Station Street has now been upgraded to a contraflow cycle path and work has now started on upgrading the toucan crossing on London Road to provide a better connection to and from Great Northern Close, the Island Quarter, Sneinton and the Eastern Cycle Corridor (A612 Manvers Street and Daleside Road, etc.)



- **Canal Towpath extension north of Great Northern Close**

The new Binks Yard (Canal Turn)

restaurant development by the canal towpath by the top of London Road includes a welcome extension of the canal towpath north of Great Northern Close and connecting through the Island Quarter.

This means that cyclists no longer have to wheel their bikes up and down the steps by the Great Northern Close turnover bridge, although these are still available and have been refurbished.

Further Active Travel links across the whole Island site were discussed at a special meeting with transport stakeholders on 7 September, where Pedals, Sustrans and the Nottingham Local Access Forum were all represented.



- Trent Street – Canal towpath link**
 This new towpath access point, emerging on Trent Street by the taxi rank by Loxley House, provides a useful link to and from Station Street and the Secure Bike Compound on the north side of Nottingham Station.



Welcome for new Signs to prevent driver obstruction of cycle paths

We welcome the proposed local introduction of DfT-authorised special signs in Nottingham to discourage driver obstruction of cycle paths and shared paths, such as Queen's Bridge Road.



We are trying to get the City Council to address this issue in other ways too, including better enforcement. Such abuse is common several on other cycle paths including the new one on Canal Street, Castle Boulevard, Handel Street, and the Ring Road shared paths north of the QMC.

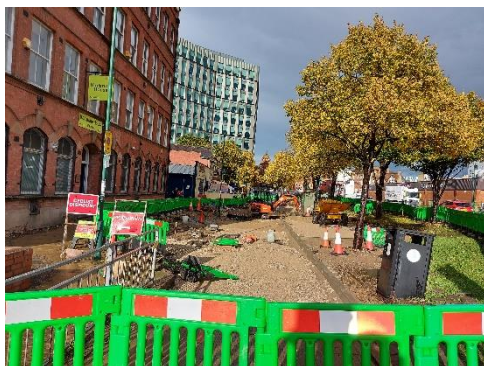


BUT

– **NOT SO WELCOME** is the public realm improvement scheme on **Queen's Bridge Road** on which work started in late September and which until next February will cause major disruption to this well-used cycle route where it passes The Vat and Fiddle PH and Karlsruhe House.



Pedals, in coordination with the Nottingham Local Access Forum, strongly campaigned for this scheme (like the earlier public realm scheme on the section of Queen's Bridge Road further north towards Nottingham Station) to include a **segregated cycle path and footway**, in line with the current DfT Cycle Infrastructure Guidance in Local Transport Note 1/20.



However, despite much lobbying **our views were rejected, very disappointingly**, especially as this route forms part of the **Southern Cycle Corridor**, one of the main cycle routes in the City, connecting the City Centre with The Meadows, Wilford, and Clifton etc. The completed scheme will not include a segregated path



Bennerley Viaduct Opening Event

In August there was an official reopening of the Bennerley Viaduct, with its new walking and cycling path, after a 40-year long campaign supported by Pedals among many other local groups, working closely with the project leaders, the Friends of Bennerley Viaduct, and the Railway Path Project.

The official opening of “The Iron Giant”, an iconic local landmark, was attended by the Lord-Lieutenants of Nottinghamshire and Derbyshire, along with many other local dignitaries and lots of people from local groups as well as the general public.

FOBV, with the support of Darren Henry MP, are now **trying to obtain funding for an eastern ramp at the Awsworth end**, and this has been included as one of the proposed projects in the recently submitted £16 million Levelling Up Fund Bid for Kimberley.



FOBV also now have lottery funding for 3 years to help employ 3 (full-time and part-time) staff to help promote the project and make it financially self-sustaining. As part of these efforts, they also want to include a visitor centre.



Regatta Way upgraded cycle path now open but badly needs better links!

We very much welcome, as far as it goes, the completion in August of the upgraded cycle path on Regatta Way, Gamston, whose design fully reflects the latest DfT Cycle Infrastructure Design Guidance in Local Transport Note 1/20.





This route, between the Adbolton Lane and Radcliffe Road junctions, is **however very awkward to access at the southern end** and will be all the more valuable when it is extended, including, **as a priority, a much easier and more direct safe crossing of Radcliffe Road to connect with the existing shared path on the south side of Radcliffe Road.**

This also needs upgrading, as does the whole Regatta Way / Radcliffe Road / Ambleside Road area to **make it far more cycle- and pedestrian friendly.**

This will be even more important in future as the plans go ahead for the major new **Gamston Fields** "Sustainable Urban Extension" east of the A52 Gamston-Lings Bar Road **between Bassingfield and Tollerton** where we are very keen to see a high standard of Active Travel provision across the A52 and within the development.



In the short-term access to the Regatta Way from Gamston will be significantly improved by the completion next year of the **new toucan crossing of Radcliffe Road** as part of the current National Highways **Gamston**

Roundabout major Junction scheme, **connecting to the cycle path link to Old Tollerton Road**, but beyond that many other significant changes will be needed.

To the north of the Adbolton Lane junction we would like to see a further extension of the upgraded Regatta Way cycle path to and from the **Water Sports Centre and Country Park at Holme Pierrepont**, as well as improved links to and from the south bank landing of the **new foot-cycle bridge to be built across the River Trent between Lady Bay and Trent Basin** (see p7)

OTHER RECENT DEVELOPMENTS



Hucknall Road: stepped cycle tracks?

We have had mixed feedback about the new stepped cycle tracks on Hucknall Road near the City Hospital, with concerns that cyclists using them do not feel as safe as on fully segregated cycle paths.

We would appreciate further comments please.

(photo: Jon McGregor)

UPDATES



Trent Basin-Lady Bay Foot-Cycle Bridge delayed

Although it is year almost a year since the **initial public consultation** on the plans for the new foot-cycle bridge across the Trent between Trent Basin and Lady Bay, which **showed overwhelming general support for the project**, progress since then has been delayed by having to grapple with problems of rapidly increasing building costs and shortages of building materials, etc.

Despite this **a lot of work has been continuing behind the scenes**, with further detailed engineering work by the City Council and Balfour Beattie, and detailed discussions with a possible contractor on how best to build the bridge.

Detailed design and land issues are being worked through ahead of the **submission, now expected in Spring 2023, of the planning applications**, to the City Council and Rushcliffe Borough Council, with further consultation.



Colwick Park new riverside path links

Meanwhile work started in late September on upgrading connecting paths to the north (Trent Basin) end of the bridge from Colwick Park, with **upgrading of east-west paths across Colwick Park and a new off-road path by Racecourse Road** which will connect with the existing path south of River Crescent towards Trent Lane, etc.

These will eventually connect by the Trent with the new bridge and right through to the other existing riverside paths between Meadow Lane Lock and **Victoria Embankment, etc.**, under both Lady Bay Bridge and Trent Bridge, and connecting to the Canal towpath east of London Road, etc., where a variety of **improvements by the Canal and River Trust** are now being introduced.

NSAT Campaign

Further campaign work continues on the proposal for a North-South Active Travelway from Sherwood to West Bridgford via Trent Bridge

The City Council are actively looking at designs for **Maid Marian Way and Mansfield Road**, working with Sustrans and the NSAT (North-South Active Travelway) group, with strong Pedals support. NSAT now also have the support of many other organisations and individual people.



The junction of Mansfield Road with Huntingdon Street, one of the most dangerous areas for cyclists on the route which NSAT aims to improve.

Design work continues with discussions taking place with the Department for Education in order to secure land to provide segregated cycling and walking facilities outside the **former Clarendon College site**. The sections of **Canal Street** also form a feature of the route. Future funding will be considered alongside other key routes where they are also under pressure by residents to invest and bring up to a high standard.



Designs are being worked up for the **Hucknall Road / Mansfield Road junction** but we gather that there is insufficient budget to progress construction at this stage. Sustrans have provided concepts for Mansfield Road cycle route. This is likely to feature in the next ATF (Active Travel Fund) bid.

As this is also a cross boundary scheme the County Council also have to be fully involved. When the City council two years proposed to install a cycle route on **Trent Bridge** as part of the ATF tranche 1 funding the County Council did not raise any objection to this but requested details of a workable scheme from the City Council and

maintain that, to date, no such scheme has been put forward.

They say that difficulty with Trent Bridge is not so much the bridge itself but **how any facility would connect to other roads/facilities on the south side**. There are significant difficulties with achieving this.

While these problems are further investigated Pedals has suggested that a first step in making Trent Bridge a bit less intimidating for cyclists it would be helpful if the **anti-terrorist barriers** erected a few years ago could now be removed. The County Council have agreed to take this up with the Police who on Home Office advice insisted on the barriers being installed.

- **More information about the campaign can be found at - [North South Active Travelway](#)**
- **or contact: northsouthactivetravelway@gmail.com**



Beechdale Road / Wigman Road

The City Council say that designs are progressing well on an ambitious scheme with many constraints and difficulties that in the main have been overcome through the design process. It will consist of both one-way and two-way cycle tracks. Works are planned to start in January.

Improvements to the Beechdale / Ring Road (Western Boulevard) junction have been brought into the DfT TCF-supported Beechdale Road scheme and utilising funding secured via Sustrans.



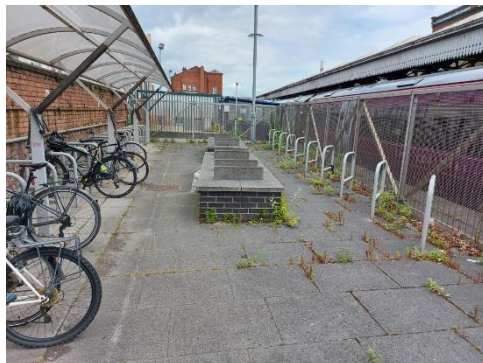
These photos were taken on one of the two "Bike Bus" rides which NSAT ran in August and September to help publicise the campaign, with riders from Sherwood and West Bridgford converging on the Brian Clough statue at Speakers Corner on King Street



Carlton Road / Porchester Road

The scheme, with stepped cycle tracks as the main design feature, will be delivered in phases to allow TROs (Traffic Regulation Orders) to be progressed, consultation to take place and more budget to be found. Construction on the first phase started on 10th October.

Nottingham Station links and Secure Bike Compound Issues



The Secure Bike Compound on Station Street (opposite Loxley House) has in general been poorly maintained ever since it opened in 2010 and we are pressurising both the City Council and East Midlands Railways to rectify this and to promote it much more strongly, including getting EMR to reinstate the references to this very useful Cycle Parking facility in their platform signage.

We are also aware of some issues with the Secure Bike Compound door not working.

Any such issues should be reported to Leigh Hammond in the Citycard Cycles Operation Centre, based at the Queen's Drive Park and Ride site.

- ***Leigh Hammond can be contacted on 07796823148 or (0115) 986 0915 or by email: leigh.hammond@nottinghamcity.gov.uk***



Campaign for Queen's Road toucan crossing near Station renewed

Pedals, working with the Nottingham Local Access Forum, has recently renewed the campaign for a toucan crossing to be provided on Queen's Bridge Road on the south side of Nottingham Station.

This road has become much more dangerous for cyclists and pedestrians to cross since the diversion of through motor traffic from Canal Street and Collin Street as part of the Broad Marsh area traffic changes.

Having a safe crossing point, connecting on the south side to **Summer Leys Lane** and The Meadows, would on the north side of Queen's Road connect to the **Station Cycle Hub on the ground floor of the multi-storey car park**, as well as to the public footpath through the Station to Station Street (near Loxley House) via Platform 7 and the Station overbridge.

New Nottingham Cycle Map coming soon

As we go to understand Howsego at Council who the new map have it the end of and they will get it printed available on the website.



press, we from Jenny the City is working on that they to finalised by October that then look to and made

As with previous maps this will include not just the Nottingham City area but much of the adjoining urban parts of Broxtowe, Gedling and Rushcliffe Boroughs.

For more information contact

Jenny Howsego:

jenny.howsego@nottinghamcity.gov.uk

Nottingham studies Dutch Cycling Promotion with Dutch Cycling Embassy visit to Rotterdam and Delft



We were very pleased that 2 people from Nottingham City Council were invited by Sustrans and the Dutch Cycling Embassy to take part in a 2-day study visit by train in September to Rotterdam and Delft to study at first-hand how the Dutch go about promoting cycling.

We much look forward to seeing what lessons are now applied locally from this experience.



The 2 Nottingham people in this group, drawn from Councils in the Midlands and East Anglia, were Councillor Audra Wynter, Nottingham City Council Portfolio Holder for Highways, Transport and Parks (second row, right in the photo), and Keith Morgan, the City Council's Walking and Cycling Infrastructure Team Leader (standing at the back just left of centre). Dave Clasby from Sustrans East Midlands also took part (front right)



A6005 Beeston-Chilwell TCF Cycle Corridor consultation

Pedals submitted a detail response in June to the County Council's A6005 Beeston-Chilwell TCF Cycle Corridor consultation, generally welcoming the proposals but with reservations about some details such as the stepped cycle track sections. We also said that we wished the proposals, part of an

improved Nottingham-Derby route, to be more ambitious. We have had no news yet on when work is likely to start.



Ratcliffe on Soar Power Station site regeneration:

Pedals urges the need for good cycle links including new foot-cycle bridge

When the present Ratcliffe on Soar Power Station site is eventually redeveloped we are very keen for all the ambitious proposals to include good cycling provision and links to other facilities such as those on the **A453**, due for further improvement, on which consultation has still to take place, and **Sustrans National Cycle Route 15** which runs south of the Trent in this area.



As this major site will attract labour from a much wider area than nearby Rushcliffe, we also want to see a series of improved connections, not just to and from Clifton, East Midlands Gateway, and Airport but also, across the Trent, via a **new Foot and**

Cycle Bridge to and from Chetwynd Barracks regeneration site, as well as Sustrans NCN Routes 6 and 67.

A new Foot and Cycle Bridge across the Trent linking these major regenerates sites would also be a good project to be spearheaded by the proposed a **new East Midlands combined authority** which will cover people in Derbyshire and Nottinghamshire.

We put all these points in a detailed response to Rushcliffe Borough Council's Local Development Order Consultation for the whole Power Station site, close to **East Midlands Parkway Station** which is now due to become the terminus for the H52 Eastern Leg, making a series of good cycle links in the area even more important. Jenny Palmer and Gary Smerdon-White from Pedals have been working with other local cyclists with good detailed local knowledge of the Toton-Chilwell etc. area, including David Rhead and Ian Craik from the Chetwynd and Toton Neighbourhood Forum, on how to make the most of these further potential links.



A52 Landmere Lane / Sharp Hill subway-underpass and approaches

There has been a slow follow-up to the Feasibility Study commissioned by National

Highways and from Tetrattech Ltd. and published earlier this Project Summary Form. NH now say that a PSF (application for funding) has been submitted to the Investment Decisions Committee seeking funding for design and engagement with landowners.

Pedals, along with the Rushcliffe Ramblers and other groups forming the A52 Safe Active Travel Crossings Partnership are keen to up the pressure for this long dreamed of scheme, with the strong support of Ruth Edwards MP and that of nearly 2000 people who signed our Petition last year.

Central Avenue (West Bridgford): consultation & feedback please!



As we go to press consultation with various stakeholders has just taken place, organised by Bentley Project Management on behalf of the County Council, Rushcliffe Borough Council, and AECOM, into proposed changes to the pedestrianisation of Central Avenue, West Bridgford, introduced in 2000.

The objectives of this Study are to:-

- Improve pedestrian accessibility of Central Avenue
- Create an improved public space for shoppers, residents, and visitors in the heart of West Bridgford
- Support the continued economic vibrancy of local businesses

The night-time economy is a key driver in pursuing a change, with pedestrian priority seen by the West Bridgford Growth Board a being a crucial measure to support this aim.

Study Area and Objectives



Before the introduction of the current scheme, in 2000, Pedals lobbied strongly for continued cycle access to be included and is now keen to get feedback from local cyclists on the likely impact on cyclists of the changes now being considered.



Pedals was invited to a Stakeholder Meeting on 13 October at the offices of Rushcliffe Borough Council, to **discuss the options being considered by the County Council, RBC and Aecom (Consultants) for the future of Central Avenue.**

We are now keen to **encourage wider feedback from our Supporters**, and not just those of you from the West Bridgford Area, but from all with experience of pedestrianisation elsewhere, e.g., on Beeston High Road, **to help inform our further discussions on the range of options being considered and their possible implications for cyclists.**

The current pedestrianisation dates from 2000, and Pedals lobbied hard at the planning stage for cycle access to be maintained. This was agreed along with continued bus access, and **there is now a range of views on whether or not bus access should continue or buses should be diverted to the parallel section of Bridgford Road.**

Other important issues are access for disabled people, and for deliveries, and how best to address the continuing problem of abuse by some drivers ignoring the restrictions.



As well as reviewing current arrangements for bus and cycle access, etc., other options being considered are **whether to have 1-way or 2-way operation for any motor vehicles that all allowed**, as well as detailed matters such as the **siting of cycle stands**, bus stops, seats, and planters.

Much has changed over the last 20 years or so including more pressure on space, e.g., from the increased number of cafes wanting to provide outside seating.

This has made some sections of the footways more crowded and resulted in some people asking for the removal or relocation of some of the cycle stands which are regarded as being “in the way” at such pinch points.

Many cyclists also use the wavy railings to park their bikes but some people would like to see more planters on the railings which would make their use for cycle parking more difficult.



Although the current study is focusing on Central Avenue alone inevitably there were also many references at the meeting to possible changes to **Tudor Square** at the south end of the Avenue, where the controversial **peripheral red cycle lanes** were reinstated earlier this year because of the County Council and Via East Midlands claiming that it was the only way to address an **increased problem of cyclists being hit by drivers** at this problematic location which we know many cyclists find very intimidating and which discourages some from using their bikes to access Central Avenue.



Some people would like to see drastic measures to reduce general motor traffic at Tudor Square, with or without traffic signals, and perhaps with changed surface materials, limiting through traffic to buses and cyclists.

It is **still early days yet in the plans**. The consultants will now be doing further work in response to the wide range of Stakeholders represented at the meeting and it will not be until sometime early next year that there is wider public consultation.

To help us put together a consolidated Pedals response over the next few months it would be helpful please to have answers

to specific questions such as these as well as any other general comments:-

- What you think of the current arrangements for cyclists on Central Avenue?
- What do you think about the adequacy of cycle parking facilities (including the railings) and the location of cycle stands on Central Avenue and at Tudor Square?
- If cycles (as well as buses) were to be restricted from using this route, at least in busy shopping periods (as on part of Beeston High Road), would you find using the parallel section of Bridgford Road an acceptable alternative?
- How safe do you feel when cycling at Tudor Square including trips to and from Central Avenue?
- What other improvements in the Central Avenue area and its approaches would you like to see?

Responses to these questions and general comments from cyclists about experiences of Central Avenue and Tudor Square, good and not so good, will be very welcome please.

Please send comments to Hugh.McClintock@ntlworld.com

Plans for 5th Rushcliffe Cycling Forum with Ruth Edwards MP



on 27 October

As we go to press plans are being finalised for the 5th Rushcliffe Cycling Forum with Rushcliffe MP Ruth Edwards taking place on 27 October on Teams from 17.00-18.30.

The focus of the meeting, with speakers from the County and Borough Councils, and National Highways, will be on how best to ensure the inclusion of high standard cycle infrastructure in new housing developments (such as the major new Gamston Fields “Sustainable Urban Extension” east of the A52 Gamston-Lings Bar Road between Bassingfield and Tollerton) with safe, coherent and attractive links to the rest of the cycle network in the Rushcliffe and wider Nottingham area, via the planned foot-cycle bridge over the Trent, as well as other bridge improvements for cyclists.



Pedals is very grateful to Ruth Edwards for hosting this series of meetings designed to show the wide support for promoting cycling from many different people and organisations, not just Pedals, and to achieve closer coordination between all the Authorities involved, as well as developers.

She has also been very supportive of the recent campaign by various groups in the **A52 Active Travel Safe Crossings Partnership**, including Pedals and the Rushcliffe Ramblers, to get National Highways to upgrade the subway-underpass under the A52 south of Sharp Hill (off

Landmere Lane) and its approaches, to help provide a safer connection between Ruddington and Edwalton etc, especially the many major new housing developments in both areas.

We are also hoping to have a contributor from the new and increasingly important Active Travel England organisation, set up by the DfT to work with Local Authorities on ensuring higher standards of cycle infrastructure. This is now even more important as ATE has now become a statutory consultee on (major) local planning applications.

- ***For more information on how to join the RCF meetings contact Hugh.McClintock@ntlworld.com***

Active Travel England's new role



We very much welcome the advent of Active Travel England, based in York, whose main role is work with Local Authorities on ensuring that all new cycle schemes are designed to the revised DfT Cycle Infrastructure Design Standards in Local Transport Note 1/20.

This will also now include ATE becoming a statutory consultee on (major) local planning applications, which is also very encouraging.

DfT Active Travel Toolkit revised

A revised version of the very useful DfT Active Travel Toolkit was published in August and can be found at [Active travel: local authority toolkit - GOV.UK](https://www.gov.uk/government/publications/active-travel-toolkit) (www.gov.uk)



Electric scooters - should they be part of Pedals campaigning? – Survey results and follow-up discussions

There was a very good response to the "Pedals & Micro-Mobility Vehicles" Survey Monkey Questionnaire which Paul Abel organised in May. We are very grateful to all those who responded and made often quite detailed comments.

64 people completed the survey and the responses were evenly divided between those who agreed and disagreed that Pedals should consider amending our Constitution to state that in future we should campaign on behalf of eScooter users as much as pedal cyclists.

We discussed these findings and their implications at a couple of the following Pedals monthly meetings where again opinions were divided.

The majority view at these meetings was that, while we recognised that eScooters were increasingly popular and with a strong case to be a vital part of Nottingham's Carbon-Neutral ambitions, it would be best

if they had their own separate campaign organisation, with which Pedals would campaign closely on common issues such as the reallocation of more dedicated road space and better road maintenance.

There was also a feeling when we discussed the survey results that that including electric scooter users into the Pedals remit would greatly increase Pedals workload, at a time when we have so much else on our plate and very limited person-power to deal with these, e.g., we still have no new Secretary and Publicity / Events Officer in post.

The Government earlier this year announced its intention to legalise the use of all eScooters, both privately-owned and in the series of official trial schemes over the last 2 years or so in various places including the yellow Superpedestrian eScooters in Nottingham.

It was agreed at our meetings that, when this legislation has gone through, we will again review Pedals stance on the issue.



Pedals Name change?

-No decision yet

In our last issue (Spring / Summer 2022) we asked for feedback on the suggestion floated by Mark Beaven, Chair of Pedals, that Pedals should change our name to something like "Cycle Action Nottingham".

Only a limited number of replies were received. Of these 1 was neutral, saying that this should present no problem as long as any changeover was carefully planned.

However, all the rest were opposed to any change, with fears that a change could jeopardise the reputation which Pedals had built up over the last 43 years, and that it would be best instead to put in much more effort to publicising the aims of Pedals and what it does, making maximum use of social media.

It was also agreed that the continuing lack of volunteers for the roles of Secretary and Publicity Officer made it harder to justify taking on the extra work that a change in name must inevitably entail, especially when we have so much else on our plate!



Pedals stall at Tour of Britain

Notts leg start in West Bridgford

For the first time since Lockdown in March 2020 the Pedals Display, totally revamped in 2019 by our former Secretary and Chair, Emma Metcalfe and Matt Turner, was used, at the start of the Nottinghamshire Leg of the Tour of Britain, on Central Avenue, West Bridgford.

We hope, if we have enough volunteers, to use it again next year, particularly at the Nottingham Green Festival in September, a very popular event where we regularly used to have a stall at each year up until the advent of Covid 19 and Lockdown.

Plans for special Pedals ride early next Spring in memory of Emma Metcalfe



It was agreed at the 17 October Pedals meeting to run a special ride early next Spring in honour of our former Secretary Emma Metcalfe who sadly died last autumn.

Emma and our former Chair, Matt Turner, were instrumental in the successful campaign for an west-east segregated cycle path through the southern (Canal Street) part of the Broad Marsh area, connecting Castle Boulevard with London Road and the Island site, etc., much of which is now complete or nearing completion (see p2)

More details of this special ride will be available nearer the time on the Pedals website and via Facebook.

Sid Standard honoured in new Beeston Street Art Mural

Many local cyclists, not just from the Beeston and Chilwell areas, will have known Sid Standard, the former owner of what is now the Cycle Inn bike shop on Chilwell Road.

He was tragically killed several years ago in an accident with a tractor. Sid Standard was a great inspiration to many younger and older cyclists. Now a new mural, part of the Beeston Street Art Project, has appeared to honour his memory and great contributions to cycling. He devoted 50 years of his life to cycling.



The mural in celebration of cycling, freedom and friendship was commissioned by Beeston Road Club and Beeston Cycling Club with generous sponsorship by Nigel Turner was painted by Buber Nebz on the side wall of Admiral opposite Hallams on the High Road. The completion was celebrated in a gathering by his children Jill Clarke, David Standard (Trinity Hughes who lives abroad was represented by a friend).

The Beeston Street Art project is sponsored by: Beeston + District Civic Society, Affinity Photo by Serif, Beeston Round Table, Beeston Nursery, Nigel Turner, Beeston Road Club, Beeston Cycling Club, The Star Inn, Beeston Tesco, Fred Hallam Ltd, Northgate Vehicle Hire, UK Powered Access, LMS Ltd, The Open Water Education

Network, EndoftheLine.co, Hairven, The Nottingham Casuals Rugby Club, Happy Daze, Steve and Luke's Fruit and Veg, Jeanie Barton Music, Snuggles and Kisses, Charlie Fogg, The Nottinghamshire Community Foundation, Nottingham County Council, and Broxtowe Borough Council.

Nottingham Bike Works Bikes for Ukraine Project



Nottingham Bike Works, in collaboration with Ridewise, have for some time been running a local bike for Refugees project, and this year it has been extended to include refugees from Ukraine.

Details can be found at [Work with Refugees - Nottingham Bikeworks Home - Nottingham Bikeworks](#)

Pedals meetings and agendas

Meeting agendas are sent automatically to everyone who subscribes to the Pedals Discussion Group. Details of how to subscribe can be found at www.pedals.org.uk/get-involved

Pothole or other problem reporting

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

Traffic Signals complaints contacts

We get several issues raised relating to the slow timing of traffic signals / cycle signals / toucan crossing signals considered to be holding up cyclists unduly.

- **City Council faults** should be reported via:

<https://www.nottinghamcity.gov.uk/reportit>

- **For complaints in the County Council area (including Broxtowe, Gedling and Rushcliffe Boroughs):** if it is believed that a set of signals aren't working correctly (that is, they are noticeably slower than previously experienced), this should be reported at <https://www.nottinghamshire.gov.uk/transport/roads/report-a-road-or-pavement-problem>.

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>



Pedals contacts:

For general enquiries 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

Pedals QR code



Next issue

The next issue will appear in May 2023

(Editor: Hugh McClintock: email

Hugh.McClintock@ntlworld.com)