

PEDALS

FOR A CYCLE-FRIENDLY NOTTINGHAM



Spring / Summer 2023 Newsletter (no. 117)

Emma Metcalfe Memorial Ride great success

Brief report by Mark Beaven,
Chair of Pedals



The Emma Metcalfe Memorial Ride on Sunday 2 April, in memory of our former Secretary Emma who died of cancer in 2021, was a lovely event and around 35-40 cyclists involved altogether, including a father and son and all ages and experience.



We also had an article in the Nottingham Post and I was interviewed about the event the previous Friday by Notts TV. This may be a useful platform for our campaigning in the future.



The route was about 9 miles, mostly traffic free, out to **Colwick Country Park** for a brief coffee/picnic stop. We used **the new Canal Street cycle path** and saw where the new

foot-cycle bridge over the Trent is going to be built and completed in 2025/26.

We acknowledged and appreciated the good work Emma did for Pedals.

Well done everybody who took part for making this a safe and friendly event!



Welcome for new Canal Street, London Road and Colwick Park cycling improvements

Pedals very much welcomes the latest cycling improvements on Canal Street, London Road, Station Street and in Colwick Park.



Following the London Road crossing improvement at the end of Station Street the **existing pelican crossing of London Road just south of the roundabout, by the BBC, will also be upgraded to a toucan**, connecting to the City Link cycle path across the Island Site and then to Sneinton and the Manvers Street and Daleside Road cycle paths.

However, preventing driver abuse of parts of the extended Canal Street cycle path, in the Broad Marsh and Bus Station areas, remains a problem.





Recent months have already seen the **upgrading of several poor standard paths in Colwick Park**, include the path around West Lake and a new section of riverside path on the north bank of the Trent south of the Racecourse.

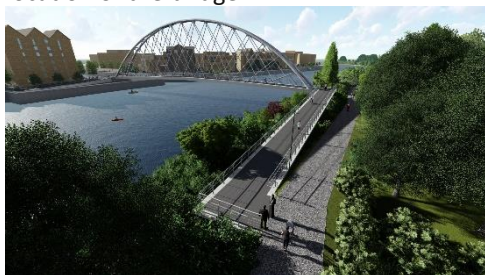
This also now connects to another almost completed extended section of riverside path, between Racecourse Road and Trent Lane which on about 2 years will connect to Trent Basin and the north bank landing of the new foot-cycle bridge between Trent Basin and Lady Bay.



Significant milestone' reached in plan for new foot-cycle bridge over River Trent announced in March

On 24 March Consultancy Pick Everard was announced to deliver the bridge project alongside infrastructure group Balfour Beatty, on behalf of Nottingham City Council. It will become the first crossing built over the river in the city in 65 years. Government funding has been secured for the £12 million project through the DfT Transforming Cities fund.

Feasibility studies have been completed alongside work to pinpoint the exact location of the bridge.



Planning applications for the bridge should, after much delay, be submitted in early summer, with work likely to start next year and be completed in 2025.

This will be more than 10 years after the launch of the campaign for the bridge lead by Pedals working closely with several other local organisations, including the Nottingham Civic Society, the Nottingham

Local Access Forum, the River Crescent Residents Association and Blueprint Regeneration, as well as the support of 15



other local groups. Recent major increases in building costs have been the main factor delaying the project but we now much welcome

the very recent progress.

- ***Plans for the new foot-cycle bridge across the Trent between Trent Basin and Lady Bay will be the main topic of discussion at the next meeting of the Rushcliffe Cycling Forum with Ruth Edwards MP on Thursday 29 June from 17.00-18.30 on Teams.***

To find out more about this meeting, the 7th in a very useful series of such meetings hosted by Ruth Edwards please contact Hugh.McClintock@ntlworld.com



Queen's Bridge Road Share Space / cycle route "improvement" scheme complete: *What do you think?*

Although it was good in March to see an end to the disruption on Queen's Bridge Road with the work lasting several months on the Queen's Bridge Road Share Space / cycle route "improvement" scheme complete Pedals was disappointed that, despite our lobbying, this did not take the form of a segregated cycle path, especially as this forms an important part of the City Council's Southern Cycle Corridor between the City Centre, Wilford and Clifton.

Now that work has finished we would welcome further feedback please!



most of the north of the City, we welcome the relatively rating (3 out of 4) which the City Council were given in March by Active Travel England.

No Councils were rated 4 and only a few others, including Leicester, got 3. Nottinghamshire County Council was rated 2, rather to our surprise!

Works at Goose Fair roundabout to create new safer crossing

Works to replace the existing zebra crossing on the A6130 Gregory Boulevard, to the west of the Goose fair Roundabout, with a new parallel crossing to accommodate both pedestrians and cyclists began on 18 March and should now soon be complete.

The scheme forms part of plans to improve connections into the city from the north along the Mansfield Road and Hucknall Road corridors.



Nottingham leads England on walking and cycling routes, says Active Travel England

Although we are sometimes critical of some of the City Council's cycling provision, such as the Queen's Bridge Road Shared Space scheme, the Hucknall Road stepped cycle tracks near the City Hospital, and the relative lack of good provision in

ATE was recently established to drive up standards of active travel infrastructure and support councils to deliver high-quality schemes that enable more people to walk, wheel or cycle for everyday trips.

Ahead of any grant funding decisions, it is important for ATE to understand local authorities' current capabilities and how effective they are at delivery, to ensure the correct support is offered and maximum value for money is achieved.

In this first-ever review of active travel capability, each local transport authority self-assessed their capabilities and assigned themselves a rating.

This was then subjected to a validation process led by ATE.

The resulting ratings will be used to guide the allocation of funding and other resources.

All 79 local transport authorities in England outside London (combined authorities, unitary and county councils) have completed the process. This report publishes those ratings, sets out how they were developed and explains how they will be used.



What are the ATE ratings?

Ratings are an assessment of how effective authorities are at delivering the type of schemes that will support the objectives set out in the Cycling and Walking Investment Strategy.

They focus primarily on three areas: local leadership, plans and delivery record. 'Delivery record' also considers whether authorities require developers of new housing or industrial developments to include good facilities for walking, wheeling and cycling.

[Local authority active travel capability ratings \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/collective-views/articles/2023/04/2023-04-20-ate-ratings)

Brian Deegan, Head of Inspections for Active Travel England, was the main speaker earlier this year at the 6th Rushcliffe Cycling Forum, organised by Pedals and Ruth Edwards MP.

His much-appreciated presentation stimulated lots of lively discussion at this very well attended meeting, although unfortunately no one from Nottinghamshire County Council attended to benefit from the very useful advice and other very good points raised in the subsequent Q & A session!

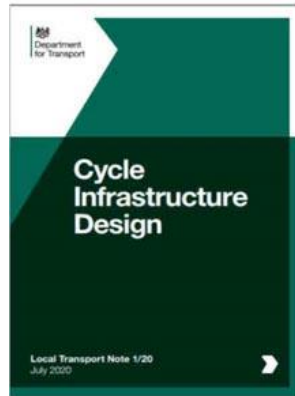


A52 Gamston Roundabout: new cycle facilities welcome

After a series of delays caused by the weeks of bad weather National Highway's A52 Gamston roundabout scheme was, as we go to press, due finally be completed in early May and we welcome its inclusion of several cycle facilities as part of the project, both near the roundabout and in the vicinity, on Radcliffe Road, West Bridgford.

Particularly welcome is the new toucan crossing west of the roundabout which provides a useful connection across this section of Radcliffe Road connecting to the short section of cycle path on the south side via Old Tollerton Road.

This provides a much better crossing of Radcliffe Road than the tortuous series of crossings at the south end of Regatta Way and so provides a better link, via the shared path on the north side of Radcliffe Road (which also needs upgrading!), and the new crossing, through Gamston, to and from the existing toucan crossing of the A52 east of Gamston and west of Bassingfield.



All these links, we have been frequently stating, should be designed to high standards, reflecting the **most recent DfT Cycle Infrastructure Design Guidance**, in **Local Transport Note 1/20**, published in **July 2020**: [Cycle infrastructure design \(LTN 1/20\)](https://www.gov.uk/government/publications/cycle-infrastructure-design-guidance) - [GOV.UK \(www.gov.uk\)](https://www.gov.uk)

This also connects to and from the **Grantham Canal towpath and the whole Vale of Belvoir area** which is very popular for leisure cycling.

It also helps, along with the recent Regatta Way cycle path upgrading, to link to and from the major new housing developments planned at Gamston Fields, (between Tollerton and Bassingfield) east of the A52.

We will now keep up the pressure for further improvements to provide a series of improved connections to this major new development site as well as to and from the south bank landing of the new foot-cycle bridge across the Trent.



Pedals LCWIP comprehensive response

PS. Pedals made detailed comments on both the City and County Councils' cycling aspirations in response to the Consultation earlier this year on the **LCWIP, the Local Cycling and Walking Infrastructure Plan for the whole D2N2 Area**, i.e. all of **Nottinghamshire and Derbyshire** and involving the 2 City Councils and the 2 County Councils.

This response updated our detailed response to the earlier D2N2 Area LCWIP consultation, in 2018, with particular emphasis to **various improved cycling connections across the Trent in addition to the current plans for the new foot-cycle bridge between Trent Basin and Lady Bay. Good approaches on both sides of the river are also very important to help maximise their potential, we stressed.**

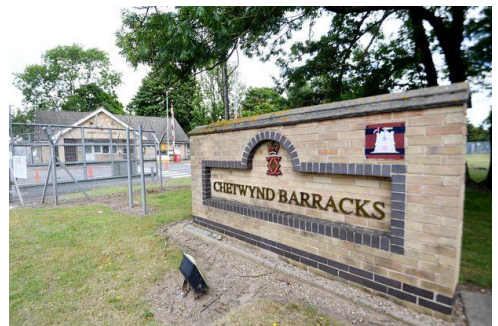


We also emphasised our support for the **North-South Active Travelway**, including improved cycling provision on Trent Bridge and its connections, e.g. to and from Radcliffe Road, Bridgford Road and Loughborough Road, as well as on the north bank, between Trent Bridge and Nottingham Station, etc.

We also emphasised the **need for a further new foot-cycle bridge across the Trent as part of the redevelopment of the Ratcliffe on Soar Power Station site, connecting on the north bank to the Chetwynd Barracks regeneration site**, as well as to various other existing and planned development (and major employment) sites on both side of the river, in nearby Leicestershire and Derbyshire as well as Nottinghamshire.



Such a bridge would also be linked to several national, regional and local cycling and walking routes including Sustrans National Cycle Network Routes 6, 15 & 67, the Trent Valley Way, the Erewash Valley Trail and the River Soar Trail





Lime e-bikes are now available to hire in Nottingham

Pedals generally welcomed the launch in April by Bike hire operator Lime of an electric bike (e-bike) rental scheme in Nottingham, in partnership with Nottingham City Council, though we do have some concerns about the high rental charges, the area coverage, and how best to ensure that the new bikes are always safely left without causing inconvenience to other street users.

Users can pick up and return Lime e-bikes from a network of designated e-bike-hire bays across the city. The scheme launched with approximately 100 hire locations, and 350 bikes, across the city centre and the surrounding areas and the scheme's second phase will involve expansion into the remaining areas of Nottingham City. This will help to encourage cycling in the hillier areas on the north side of the city.

We would like to have seen the ebike scheme extended outside the city but understand that the County Council declined to be involved.

You can hire e-bikes through the Lime app which is available on the Apple app store or the Google Play store.

Nottingham is the fourth UK city to introduce Lime e-bikes as the business launches its latest Gen4 e-bike.

Detailed information on the new scheme can be found at:-

<https://www.nottinghamcity.gov.uk/cyclin-gandescooters>



Cyclists' accidents with the tram:

do make sure you report any incidents!

Issues of cyclists' safety in relation to trams were a big concern to Pedals at the time the first line of the NET opened in Nottingham in 2004 and again when the 2 NET extension lines, to Toton and Clifton, opened in 2015 but then seemed gradually to attract less attention.

However, one particular accident in Beeston a few months ago, involving an elderly male cyclist, did cause renewed concern.

Pedals is therefore very keen to encourage anyone suffering a tram accident, even a minor one, to report it to Connor Hardy of the NET: Connor.Hardy@thetram.net



Funding success for bid Bennerley Viaduct Eastern Ramp and other local links

As reported in our last issue the Bennerley Viaduct opened last August as a route for cyclists and walkers across the Erewash Valley between Awsworth and Ilkeston.



As one of the organisations involved in the 40-year campaign to help rescue this historic structure and use it as a route for active travel Pedals was very pleased to see this great achievement.

Up to now however the Viaduct has lacked a good east side approach route for cyclists, in contrast to the one that has been provided at the west (Erewash Canal towpath) end, shown in the photo below.



We therefore welcome the recent announcement of Broxtowe Borough Council, with support from Darren Henry MP, being awarded Levelling Up funding to help plug this gap and connect it to other improved local links in the eastern vicinity of the Viaduct.

- ***More information from the Friends of Bennerley Viaduct: [The Friends of Bennerley Viaduct – Dedicated to restoring, conserving and celebrating Bennerley Viaduct](#)***



New Stapleford cycle training track open to the public

A new cycle training track is now available for local children, young people, adults and families in Stapleford to enjoy. This is similarly the very popular one opened a few years ago on the Victoria Embankment in the City.

The track, located on the Ilkeston Road Recreation Ground, is a fun and safe mini-road network on which to learn and practice cycling safely.

It is open and available to use 24 hours a day, seven days a week.

The track features a 200-metre network of mini roads, including road markings, zebra crossings, a roundabout and road signs.

In addition, 600 metres of 3-metre-wide tarmac pathways have been built around the rec for more cycling and walking, which opened fully on Saturday 8 April.

The Cycle Training Track has been funded through the Stapleford Towns Fund's £4.6m

Safer Cycling Scheme which aims to enable more people to travel sustainably through three key projects:

Phase 1 – The Stapleford Cycle Hub on the Ilkeston Road Recreation to provide free bicycle repairs, servicing and cycling advice to local people.

Phase 2 – The Cycle Training Track for cycling practice and confidence building.

Phase 3 – The creation of 3km of new cycle paths around the town – construction dates TBC.

Chair of Stapleford Towns Fund Board, Ian Jowett, said before the mid-April launch:

“We’re so pleased that the Cycle Training Track is ready for local people to enjoy over the Easter holidays.

“The level of interest we’ve seen in cycling through our Cycle Hub has been huge and it’s great to be able to build on this and give local people a brand-new local facility on which to have lots of fun practising cycling safely.”



environment for youngsters to be able to cycle, scoot and walk.

The ride started at the Victoria Embankment children's cycle park at 11am, and then went into the city centre, finishing back at the Embankment towards the end of the morning. The pace was slow to account for all abilities and there were experienced riders on hand to help look after the group.

Successful Kidical Mass cycle ride comes to Nottingham despite some awful weather!

Nottingham families were encouraged to join the city's first 'Kidical Mass' cycle ride on April 23 at Victoria Embankment.

This was organised by Samuel Shoesmith of the North-South Active Travelway Group (who has also recently become Pedals new Events and Publicity Officer, incidentally) and other NSAT activists who, with Pedals support, are calling for a proper safe active travel route connecting Sherwood and West Bridgford to the city centre.

The event was a great success, despite the cool and damp weather for most of the day! (See photos taken by Samuel Shoesmith).

Kidical Mass is an international movement calling for children and teenagers to be able to cycle safely and to travel independently by bicycle. Kidical Mass organisers and participants demand 'space for the next generation' and the creation of child-friendly cities and towns.

This vision is communicated through local family rides which advocate for a safer



Kidical Mass comes at a time when cycling is on the agenda for many people hoping to find more affordable means of transport during the cost-of-living crisis. However, moves towards more cycling friendly towns and cities have been impacted by the recently announced cuts to active travel funding in England.

- ***Anyone who is interested in coming along or wants to find out more information should visit the event's Facebook group @KidicalMassNottingham or contact Samuel Shoesmith: samuelshoesmith@gmail.com***



Welcome for the new Raleigh Experience Centre

We are very pleased to see the new Raleigh Experience Centre which opened last December on Maid Marian Way in the centre of their home City.



This is housed on what was previously Pure Electric and is a showcase for Raleigh's products as well as a service and repair centre.

Guidance for dashcam submission statements from PC Paul Matthews of Nottinghamshire Police, following the very useful discussion with him at the Pedals meeting on 17 April

- Your statement is your account of what happened and is your opportunity to convey what happened to you. It should reflect only what you saw and heard.
- It should contain as much detail as possible. "Please see dashcam" is not sufficient.
- Your Dashcam supports your statement, not the other way round. Your statement is your primary evidence.
- Remember to describe the environment where possible, for example "the road had two lanes one in each direction bordered by high kerbs and railings" Include weather conditions, visibility, traffic conditions, distances ("the car was that close I could reach out and touch it").

- Keep your statement to the point, and only include facts.

- Remember it is important to explain how the incident made you feel, (scared/angry?), and has there been any lasting impact on you.



Further comments from Paul Matthews following the discussion at the Pedals meeting:

"Thank you for making me feel so welcome last night. I hope everyone there took something positive from what was said."

1. *I think the main points to take from last night is that when submitting a video remember that the primary evidence is the statement and without that evidence there will never be a strong case if the matter is to go to court. The video only supports your statement, not the other way round. So, a brief statement such as "the vehicle overtook me less than 1.5m, please see video" would be insufficient and will probably result in no further action. A statement needs to be as*

detailed as possible.

2. *When writing a statement keep to the facts and explain yourself in a chronological order. Keep to the point. If you are riding in a primary position, explain in detail why you are there and why you have chosen that position. If a vehicle drives by too closely detail in your statement how close you believe/estimate it passed to you. Describe the road environment, were there potholes, did the road narrow due to parked vehicles or pedestrian refuges (any obvious hazards)? Were there other vehicles on the road, and could you be clearly seen? Could the pass have been avoided? If you considered a pass to be dangerous, please explain why it was dangerous, just to say it is, is not enough.*
3. *As hard as it might seem, look at your own actions. Was there anything you did that may have contributed to the situation. A defence solicitor will look at this, as will I. Could you have pulled safely to the left and allowed faster vehicles to pass you. Was there a cycle lane? I appreciate these are not compulsory but explain why you did not use it. Remember the better the information provided*

the more chance a case will succeed but keep it factual.

Thanks again

4. *Remember the Highway Code is just that a code and not Law. The Highway Code will let you know if something is law by including the words MUST or MUST NOT. The 1.5m rule (167) is just that, a rule, it is not written into law and as a result not all close passes will result in further action. If there are other aggravating factors it will be used to support a Due Care offence for example. Know your Highway Code and stick within those rules.*

5. *The subject of confronting drivers cropped up at the meeting. My answer to that is do not engage with the motorist. This potentially puts you in harm's way. You never know who you might be confronting. If the incident has been caught on video, leave it at that and send it in with your statement. Let the Police deal with the motorist. This obviously also prevents any counter allegations being made against you. Counter allegations will be investigated and dealt with appropriately.*

Remember we will always try and take positive action.

I hope the Q&A was useful.

- **Paul Matthews Pc1945**
Paul.Matthews@Notts.Police.uk



PEDALS FOR A CYCLE-FRIENDLY NOTTINGHAM



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

Pedals meetings and postholders update

Following completion of the road works on Queens Bridge Road outside the VAT and

Fiddle PH, including replacement cycle stands, we have recently resumed in person Pedals meetings.

These now take place in the Visitor Centre which is the back room at the far-left side of the pub, at 7.30pm on the third Monday of each month.

All Pedals Supporters are welcome!

Contact the Chair of Pedals, Mark Beaven, (beaven@ntlworld.com) if you would like to be sent agendas ahead of each meeting.

We held this year's Pedals AGM in March in April. We still have no volunteer for the post of Secretary but **Samuel Shoesmith** has now agreed to take on the post of **Pedals Events and Publicity Officer**. His e-mail address is samuelshoesmith@gmail.com

We could also please do with more volunteers to help take minutes, as we are now trying to have a rota of different people to help with this. We also need help with keeping the Pedals website updated!

Some useful contacts

NSAT (North-South Active Travelway)

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

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>.



City Council Nottingham Cycle and E-scooters webpage has much useful information

The City Council Website Cycling Pages have now been revised to include information on E-scooters and E-bikes, etc. as well as the revised information about

Nottingham Cycle Parks, etc. There is also a “Report a Problem with a cycle lane” link.

- **All this can be found at:-**

<https://www.nottinghamcity.gov.uk/cyclin-gandescooters>



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 October 2023

(Editor: Hugh McClintock: email

Hugh.McClintock@ntlworld.com)

Footnote:

a personal appeal for Charity Ride fundraising support

As many of you will already my wife (Di Jones) and I will be taking part from 8-12 June on our ebikes in this year's Cure Leukaemia 500km (300 mile) Ride from London to Paris to raise funds for leukaemia research, in which I have a strong personal interest.

Our fundraising is being supported by the Centre for Haematology at Nottingham City Hospital and we have already had a very good response to our appeal.

If any more of you are willing to consider supporting us please see further details overleaf or go to

<https://www.justgiving.com/fundraising/Hugh-McClintock1>

Thanks,

Hugh McClintock



2023 London 2 Paris

WE NEED YOUR HELP!

8th-12th June 2023



Hugh and Diana

Leukaemia patient Hugh McClintock and his wife Diana will be cycling over 470km in June 2023 as they look to complete **Cure Leukaemia's** London 2 Paris cycle to raise funds for blood cancer patients across the UK.

They will be looking to raise £3,000 as part of the event and would love your support in reaching their target!



Scan here
to donate

OR

Visit
justgiving.com/hugh-mcclintock1

