

A453 (Clifton etc.) Cycle Route Ride - updated list of issues following site meeting of 9 Nov with Graeme Broome of Highways England attended by Hugh McClintock and Ian Hutchinson of Ridewise: my message of 9 Nov:

Graeme

Very good to meet you this morning. It was certainly a very useful site meeting even if we did not have time to ride as far as the Ratcliffe Power Station.

Please find attached a revised version of the list of issues which I sent you a couple of days ago, and particularly, as you requested, making clearer the reasons for the provision of a toucan crossing on the Clifton side of the Mill Hill roundabout between the new NET terminus park and ride site access road shared path and the cycling provision west of the roundabout, including the old A453 road to and from Barton in Fabis and Thrumpton, etc. The major housing plans due to go ahead south of Clifton in the next few years only add to the strategic case for this safer link as I was glad to hear you recognise.

Please let me know if you need any further information. I hope that it will be possible for all these issues to be addressed in due course even if it resources do not permit that in the short run. As I mentioned at our meeting the new A453 cycling provision is basically good and very welcome but we are concerned that there are still so many detailed problems the resolution of which would help to make it that much better and more appreciated!

Many of the issues were, as mentioned, included in the A453 NMU audit report carried out by Ed Ducker of WYG Transport Planning, as well as several others that have only come up in the last few months since the completion of the whole A453 scheme and some time after Ed Ducker first approached me for comments, early in June. We are surprised that some of the issues were not addressed as part of the final A453 widening scheme works, particularly the provision of comprehensive cycle direction signing, which should surely be as integral a part of such a major scheme as the provision of general traffic direction signs!

Among the issues that have arisen since the compilation of the NMU audit report are the complaints about increased conflicts on the downhill shared path between the NTU campus and Fabis Drive, and the related issue of the badly sited barrier by the edge of the carriageway at the path junction towards the top of the hill. I am glad that, having ridden downhill, you now appreciate why some cyclists regard this barrier as dangerous. I know that you are unsure what resources could be made available to address the conflicts issue by reinstating a separate parallel path for pedestrians but do think it very important that this issue is also soon taken on board, in view of the number of complaints I know there have been, a contrast to the apparent absence of such complaints with the previous layout, I might say!
Best wishes
Hugh

Revised after the meeting on 9.11.15

A453 (M1 to Clifton widening scheme): Cycling provision:

Issues raised with Graeme Broome of Highways England at site meeting on 9 Nov. 2015

General issues:

Lack of direction signs throughout the scheme

Lack of reference in signage to parts of route forming part of Sustrans NCN Route 15

It would be helpful to have some extra white lining to help demarcate edge of route for cyclist round the back of bus stops, including white diamond markings around the base of any (partially) intruding poles, such as has been done on the A52 in the Priory Island-Bramcote area (Ian Hutchinson of Ridewise to supply photos)

Detailed issues:

Section between Fabis Drive and NTU Clifton campus:

- Conflict between (fast) cyclists and pedestrians on downhill shared path aggravated by lack of previous parallel alternative route for pedestrians. More information on these conflicts from Ian Taylor (local resident), local City Councillor Pat Ferguson, and Chris Roy, of Nottingham Trent University.
- Barrier by A453 at west end of connecting path; dangerous for downhill cyclists in particular. If a barrier is needed at all at this path junction it should be placed by two half-barriers on the other side of the shared path on the western approach to the path junction, a similar in design to those at the path junction further west, half way down the hill between the main NTU Clifton campus entrance and Clifton Green.

Section between Clifton Green and built-up area boundary:

- Indirectness and consequent awkwardness of shared path crossings with minor roads, e.g. Garret Grove. Should be replaced by a more direct crossing including a higher level route for cyclists and pedestrian across the mouth of the junction.

Mill Hill roundabout:

- Lack of toucan crossing on Clifton side to facilitate safe access to and from shared path by NET Terminus park and ride site link road. This is important to help cyclists and pedestrians cross safely between the new shared path and the NMU provision on the old road west of the roundabout, which is important not just for commuter cyclists between the NET terminus and villages such as Barton in Fabis and Thrumpton but also to help encourage leisure use by people coming out of Nottingham on the tram and renting a Citycard bike at the NET terminus.
The need for such a safe crossing will be even greater in the next few years with the development of the major new housing scheme (3000 dwellings) south of Clifton and the tram terminus; more information at <http://www.rushcliffe.gov.uk/developmentcontrol/potentiallargedevelopments/>

Top of hill, west of Mill Hill roundabout:

- Lack of adequate signage at junction of new slip road to new roundabout and old A453 route connecting to Clifton and cycle path at bottom of hill.

Subway under new A453 connecting Barton Lane near Barton Lodge with road to Gotham:

- Poor signing: 'Public Bridleway' but no shared path direction signs. This will also be a very important link as the new major housing plans get underway.

Old A453: between Mill Hill roundabout and turning to Barton in Fabis:

- Purpose of white lines near edge not clear: are they or are they not cycle lanes?

On old A453: turning to Thrumpton

• Very poor road surface, apparently aggravated by construction traffic and not reinstated North side of West Leake junction (east end of Ratcliffe Power Station):

- Inadequate signing: blue signs with cycle logos and chevrons but no destinations included.

By Ratcliffe Power Station and East Midlands Parkway Station

- Signage on older cycle path (built as part of EMP development) needs updating to show further destinations, e.g. Thrumpton, Clifton and Nottingham

- For eastbound cyclists it is very easy to get carried on to the Power Station because of the lack of clear signage to make clear that you need to turn right to access the new cycle path past the Power Station

Between East Midlands Parkway Station and Ratcliffe on Soar

- Route under the A453 (closed to through motor traffic) is a very useful cut-through for cyclists as well as pedestrians and so signage needs to be amended to make clear this status, with more destination signage

Between East Midlands Parkway Station and the junction of the shared path connecting Long Lane to the new A453 cycle path

- Inadequate clearance between the cycle path and the new (unrestricted) road

Between the A453 and the junction of Long Lane with the connecting shared path

- Destination signs needed, and preferably linked to others on this useful quiet route connecting Kegworth with Sawley etc.

Hugh McClintock, for Pedals (Nottingham Cycling Campaign)

6.11.15,

revised on 9.11.15

..comments of 10 Nov from Gary S-W:

Hi Graham

Regarding the issues from Fabis Drive thru to the City – this will get picked up by the City Council when they get back to you re the proposed link from the A453 to the planned City Southern Cycle Corridor.

They have an engineer looking at what might be done from their perspective and they aim to have an initial proposal for discussion in a few weeks.

Gary Smerdon-White

Chief Executive - the Big Wheel, RideWise and TravelRight