

## **Western corridor phase 2 consultation, December 2015: response from Pedals**

The bollard at the east end of City Road should be made much more conspicuous, to reduce the risk of collisions, especially after dark.

The cycle path on the north side of Beeston Road from Greenfield Street to East Drive is too narrow and often has people walking in it. It should be widened and path users should be encouraged to keep to their respective sides

There are some issues with large ponds forming on the north side University Boulevard cycle path around East Drive, on new islands constructed for the tram, when it rains; better drainage is required particularly to reduce the risk of slips in icy weather.

The toucan crossing on the northside University Boulevard cycle path, as you head eastwards across East Drive, doesn't have visible green/red sign for cyclists, so riders cannot tell if you can go or not without (almost) stopping.

Lighting on the University Boulevard cycle paths needs improvement, as the current LED lights illuminate the road and not the paths and deep shadows are cast by the trees.

To help cyclists approaching the University Boulevard north side cycle path from Queen's Road East Beeston there needs to be a flush access point at the apex of the corner northwest of the bend at the west end of the straight stretch of University Boulevard opposite the end of Queen's Road East. There is also a need for a comprehensive review of the cycle direction signs at this junction which do not show clearly the route between this point and Beeston town centre via Lower Road etc.

If feasible we would like to see the path on the west side of University Boulevard between the junction with Lower Road and Queen's Road East, and the University west entrance roundabout, designated a shared path and connected to the west side shared path on Woodside Road via a new toucan crossing at the east end of Broadgate, just west of the University west entrance roundabout, with good links to and from the cycle lanes on Broadgate.

While we very much welcome the decision to remove one general traffic lane in each direction on Woodside Road between the University Park west entrance and the Priory Island, and we understand the reasons why a good segregated route on this stretch is difficult to achieve, there is some concern about the risk to cyclists on the cycle lane where it passes parking bays occupied by parked motor vehicles with doors suddenly opening or motor vehicles pulling out without looking. Even though we appreciate that this is less of a risk than with the cycle lanes on Haydn Road discussed on site in July there could still be a problem, especially for less confident cyclists and when wider vehicles are parked or pulling out, and we would prefer to see a wider buffer zone as recommended in section 015 'Cycle Lane Passing Car Parking' of the Welsh Active Travel Guidance (authorised by the DfT for use in England) Appendix A - Design Elements.

We are glad to learn that the existing shared paths on this section will be retained which will help less confident cyclists and all cyclists wishing to turn right. However, these shared paths, which were hastily converted from footways in 1993 when the County Council was the Local Highway Authority for Nottingham, are distinctly substandard and upgrades are definitely very important.

There must be coherent connections at the north end of Woodside Road, both via The Priory roundabout towards Wollaton Vale, and west in the A52 Derby Road corridor, either involving continuous shared paths on the south side of the A52, or by using quieter parallel routes to the south such as Brook Road, Dennis Avenue and Hillside Road. This must be carefully coordinated with Highways England and Nottinghamshire County Council.

HMcC, 11.12.15