

Broad Marsh Redevelopment Proposals: Planning Application number 15/03034/NFUL3

Comments from Pedals (January 2016), as also just submitted via the City Council website

We wish to object to this planning application on the basis that the plans are not developed enough for us to make a considered judgment. There is very little detail about the specific proposals for cyclists. Good cycle provision in this area is crucial to integrate the Station, Castle Boulevard, cycle parking, access to the canal path and routes to, from and across the City Centre, etc.

On the basis of the information that has so far been provided our specific concerns are:-

1. The apparent reduced size of the relocated CityCard cycle hub, even though its new location may have some advantages over the current one, if cyclists do not need to dismount to access it. The redevelopment plans should offer capacity for growth, we would emphasise, e.g. for a total of 400 bikes, still a fairly small total in relation the figure of 1150 for improved car parking spaces!
2. The more out of the way location (on level 01) of the cycle hub (on p25 of the Design and Access Statement it is mentioned as being on Level 00 not 01)
3. The exact arrangements for cycle access to and from the cycle hub and more generally in the new Collin Street public space. The access looks narrow. How wide will it be and what do the hatchings represent? It is important also that the access is well lit.
4. What is happening to the current well used cycle stands, located on the north end of Carrington Street just west of the entrance to the bus station? These seem not to be mentioned. The apparent removal of the outdoor cycle stands is inappropriate and should be reversed.
5. The implications for cyclists on Middle Hill, and travelling North-South-North across the City Centre to and from the Station (and the Station Cycle Hubs), with the proposed relocation of the main motor vehicle accesses to and from the car park to the east (Middle Hill) side. It seems that there are no guarantees that cycle access will be possible. It needs to be, not least of all because there will be no reasonable access to Carrington Street from Weekday Cross without it
6. What will the traffic flows along Middle Hill / Canal Street be after the proposed changes are introduced?
7. There is a proposed ASL going down Middle Street depicted on the "Proposed Ground Floor Plan". Less confident cyclists might find it intimidating to get in front of traffic there. Is there a better way to access Trent Street and the Station Hub on Station Street etc.?
8. On the "Proposed Levels 1 and 1A Floor Plan", it is not clear what northbound lane 2 is for? Will Weekday Cross still be a bus and car route and therefore make cycling to and from Weekday Cross still quite intimidating for less confident cyclists?

9. It is not clear just how pedestrian priority is to be achieved. We are worried that the "less managed junction[s]" are places where signal control is to be removed shared-space style, which may not work in reality if there are medium or high levels of traffic (including buses)
10. The links to and from the improved cycling provision on Castle Boulevard, now under construction as part of the Western Corridor Cycle City Project. Will these form part of the proposed new pedestrian links between Collin Street and Castle Road?
11. Details of the proposed links to and from Maid Marian Way.
12. If all the motor traffic is to be displaced to the southern relief route we fear that it will then become very hostile to cycle on. It will be important to make sure that the number of interactions are reduced and made easier where they have to remain. For example, how do people get from Lower Parliament Street and/or London Road to the Station front / Vat & Fiddle / Lenton area? This could be done via Station Street - which is being improved currently - or via Canal Street and Trent Street. A particular concern about the increased motor traffic on the southern relief road is the probable increased dangers for cyclists in accessing the new Station Cycle Hub on Queen's Road.

We welcome the proposed elimination of through motor traffic from Collin Street and, in so far as this does indeed help to reduce the significance of this road as a major barrier for cyclists, making cyclists more willing to continue riding into the city centre and Lace Market etc, would like to point out that this will increase the demand for safe and convenient groups of cycle stands in the city centre.