

# Bulwell Cycling Consultation



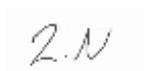
Image 1 – Bulwell Bogs (Sutton, 2015)

As part of a final year research project, I am seeking feedback on proposals for cycling improvements in Bulwell. This consultation is not a finalised exhaustive solution, so I appreciate any feedback or input into the project.

The introduction of a strategic cycle route is part of Nottingham City Council's Local Transport Plan, which has allocated funding to create a set of strategic cycle corridors throughout the City of Nottingham. By providing a high-quality cycle route through Bulwell, it could benefit the local area by; reducing air pollution and congestion, boost cardiovascular health, improve problems caused by transport poverty and exclusion, and improve access to areas of cultural heritage and biodiversity.

Your feedback is appreciated and the deadline is **Monday 3<sup>rd</sup> April 2017** however, any feedback shortly after this time is still welcomed. If you have any queries regarding the proposals, please contact me on the email address below.

Kind regards,



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## The Current Cycling Network and Problems

The existing cycle network is shown below (Fig.1), after an initial investigation the main problems identified were:

- Access is severed by the railway line. There are limited crossing points but they are either on road or a via a pedestrian bridge which has no ramps.
- There is not a safe alternative to National Cycle Route 6 which can be used at night.
- Cycling in the town centre is difficult due to lack of space for cyclists and high density of motorised traffic.
- There is a lack of secure cycle parking at transport hubs, such as at Bulwell Station, Bulwell Tram Stop, Bulwell Forest Tram Stop and the Bus Station.
- Poor signage and way finding on NCN6, the Broxtowe Trail and other local cycle routes.
- There are issues in some places with the existing cycle infrastructure such as narrow paths, poor surfacing, and segmented routes.

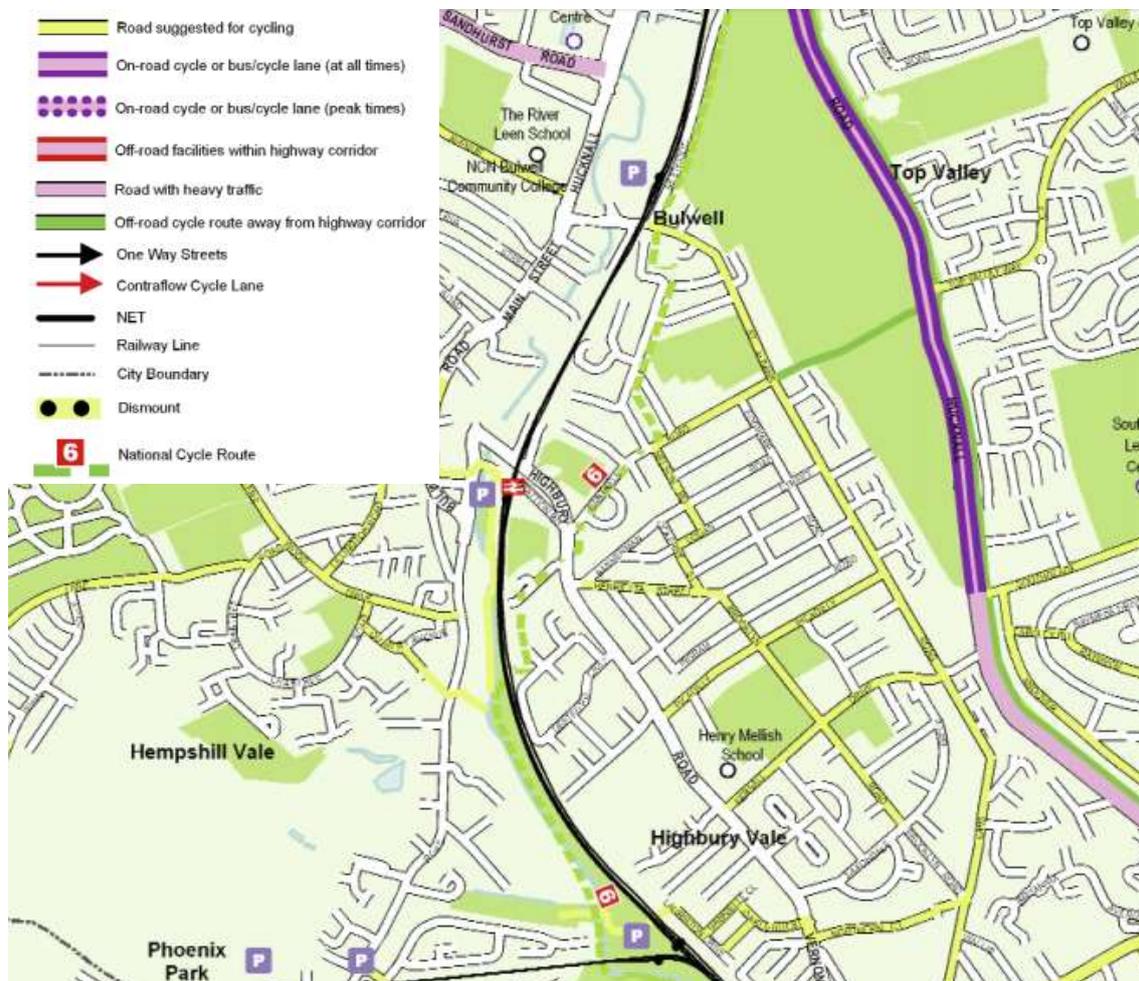


Figure 1 - Existing cycle network in Bulwell (Nottingham Interactive Cycle Map, 2017)

## Aims and Proposals

The aims are to develop cycling infrastructure to connect the River Leen Cycle Corridor through Bulwell, improve access to Bulwell Bogs and the River Leen, and create safe, accessible cycle infrastructure that enhances biodiversity. It is not intended to be a standalone route, but a resilient and continuous network of cycle routes that can be further supplemented and improved in the future.

Figure 2 shows a cyclist, with a trailer bike carrying fishing equipment, heading toward the River Leen. It is anticipated that leisure cyclists, as well as commuter cyclists, will be encouraged to cycle more, if safe direct routes are available.



Figure 2 - Cyclist with trailer in Bulwell Bogs

The proposed cycle route is highlighted below (Fig.3), showing the proposed route through Bulwell connecting to National Cycle Route 6 (NCN6), Bulwell Bogs and the River Leen. Other routes which could be developed alongside or in subsequent phases are also highlighted to create a continuous cycle network in Bulwell.

This consultation is focused primarily on cycling proposals that were developed after an initial stakeholder survey and full appraisal of options. The outcome of the initial survey and appraisal of options is provided in the main research document (dissertation), as well as further detail on the outcomes of the survey for potential ecological improvements.

Key:

Main cycle route     

Other connections     



Figure 3 - Proposed changes to the cycle network (Nottingham Interactive Cycle Map, 2017)

Nottingham Interactive Cycle Map (2017) NCiC. Available at: <https://fourpointmapping.sustrans.org.uk/nottinghamcyclemap/nottingham.html> (Accessed: 26 March 2017).

## Improvements by Area

Figure 4 shows the proposals broken down into geographical locations. Each location can be viewed in further detail on the types of treatment proposed.

**Section 1** – Pedestrian Footbridge on NCN6

**Section 2** – Bulwell Bogs and the River Leen

**Section 3** – Main Street / Highbury Road Bridge

**Section 4** – Jennison Street and Newcastle Street

**Section 5** – Other routes and proposals



Figure 4 - Proposed cycle network sections

## Section 1 –Pedestrian Footbridge on NCN6

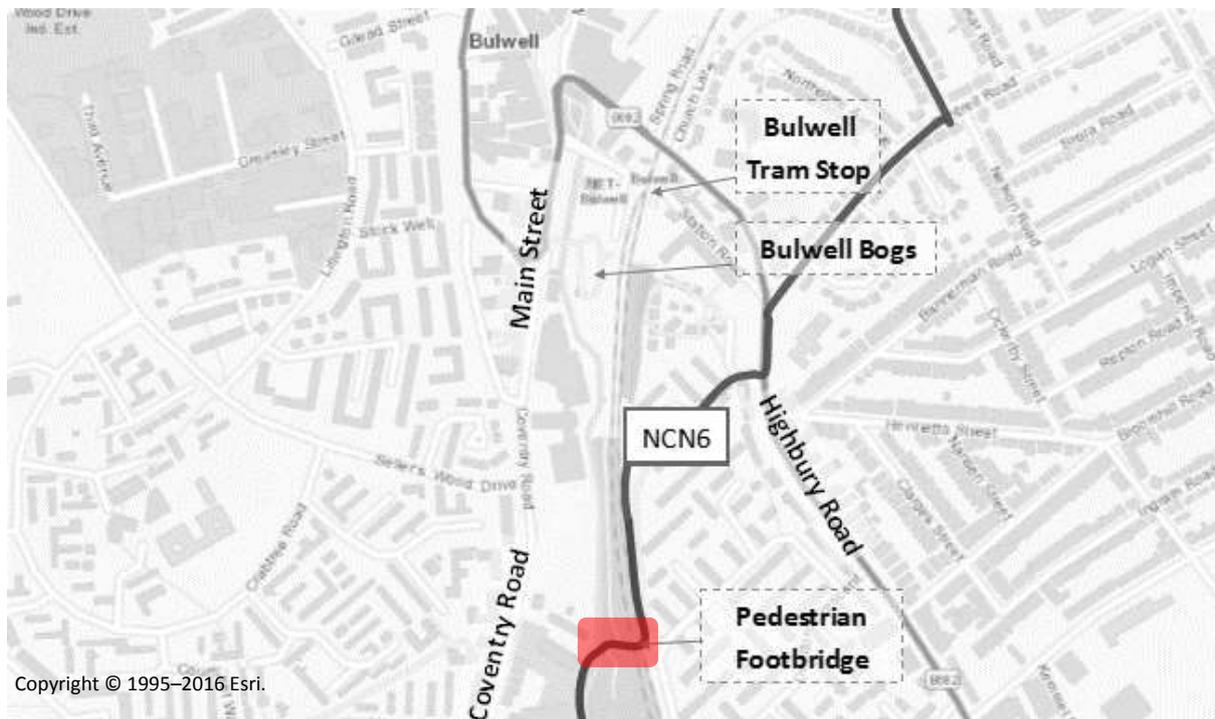


Figure 5 - Pedestrian Bridge NCN6

### The Proposal

This is the current NCN6 route, and the proposal is to provide ramps for cyclists and pedestrians to cross the bridge allowing inclusive safe access for all, over the railway.

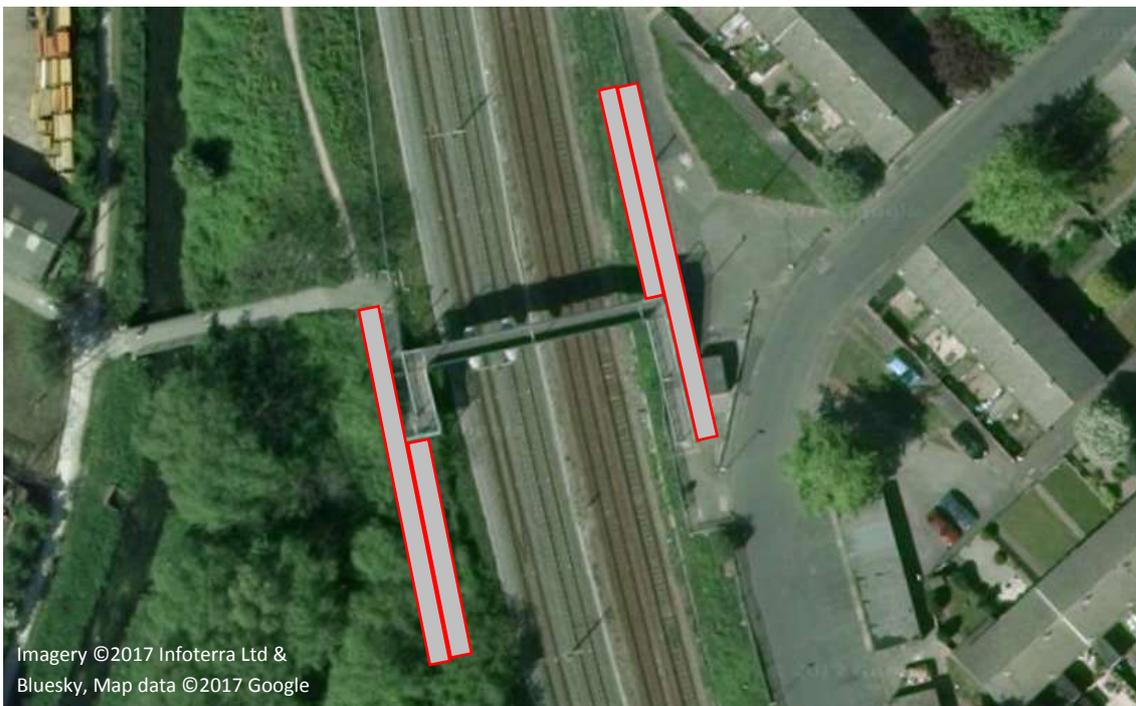


Figure 6 - Proposed ramps

## Section 1



Figure 7 -The existing bridge, view up the steps

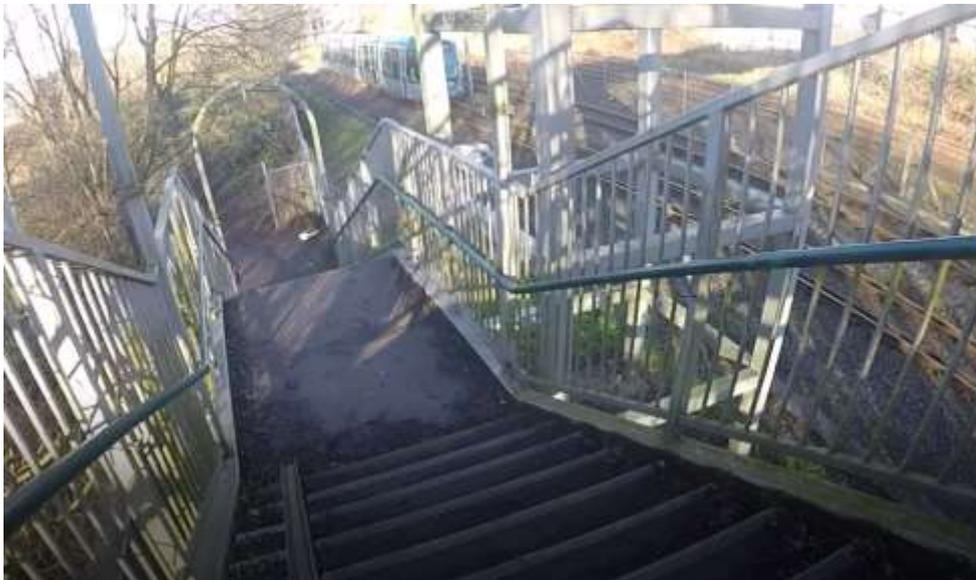


Figure 8 – The existing bridge, view down the steps

### Your comments on Section 1

Please provide any comments on this proposal in the space below.

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## Section 2 – Bulwell Bogs and the River Leen

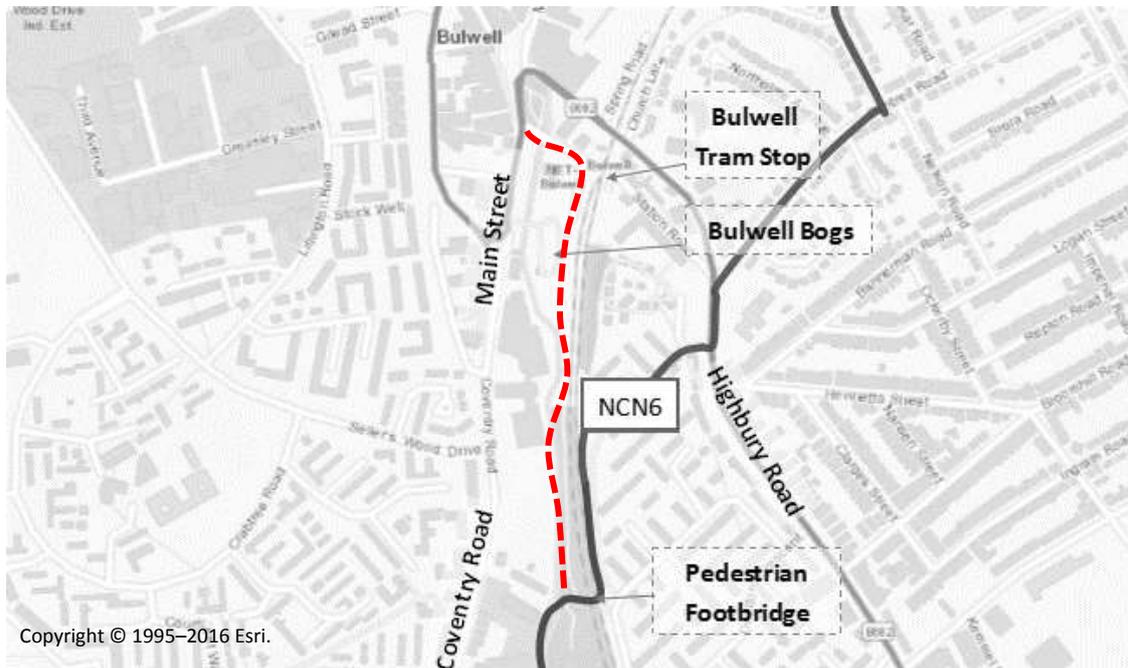


Figure 9 - Section 2 proposed route

### The Proposal

The proposal is to provide a spacious path with a good quality surface, signs and wayfinding, and lighting that is affable with the surroundings, to provide a safe alternative route for cyclists through Bulwell Bogs and along the River Leen.

More details on the proposals are on the following pages.



Figure 10 - The existing path next to the river

## Track along the River Leen

Replace the steel tube fence at the back of Bulwell Riverside to a timber post and rail fence to be more in keeping with the green environment.

Surface of existing path to be upgraded to a sealed surface, reducing the need for maintenance. It is recommended that a 'natural' or 'buff' coloured aggregate be used to sympathise with the natural environment.

Existing path to be widened to 3m minimum to create a shared cycling and walking path.

Surface of existing route to be upgraded to a self-binding material 'sympathetic' to the environment to give pedestrians an alternative route from the shared cycle path.

Install lighting along the path to improve safety. The lighting must be low energy LED and timed to turn off during the early hours of the morning.

Provide directional signing for cyclists at either end of the route showing where NCN6 is, the Broxtowe Trail and Bulwell Town Centre.

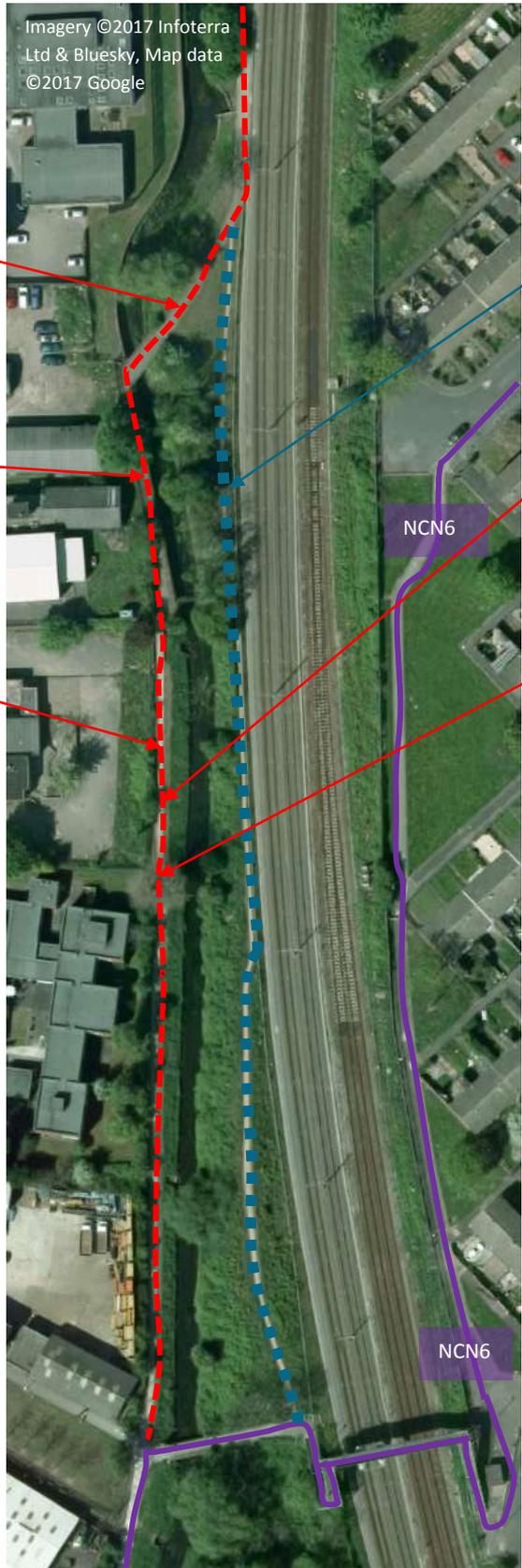


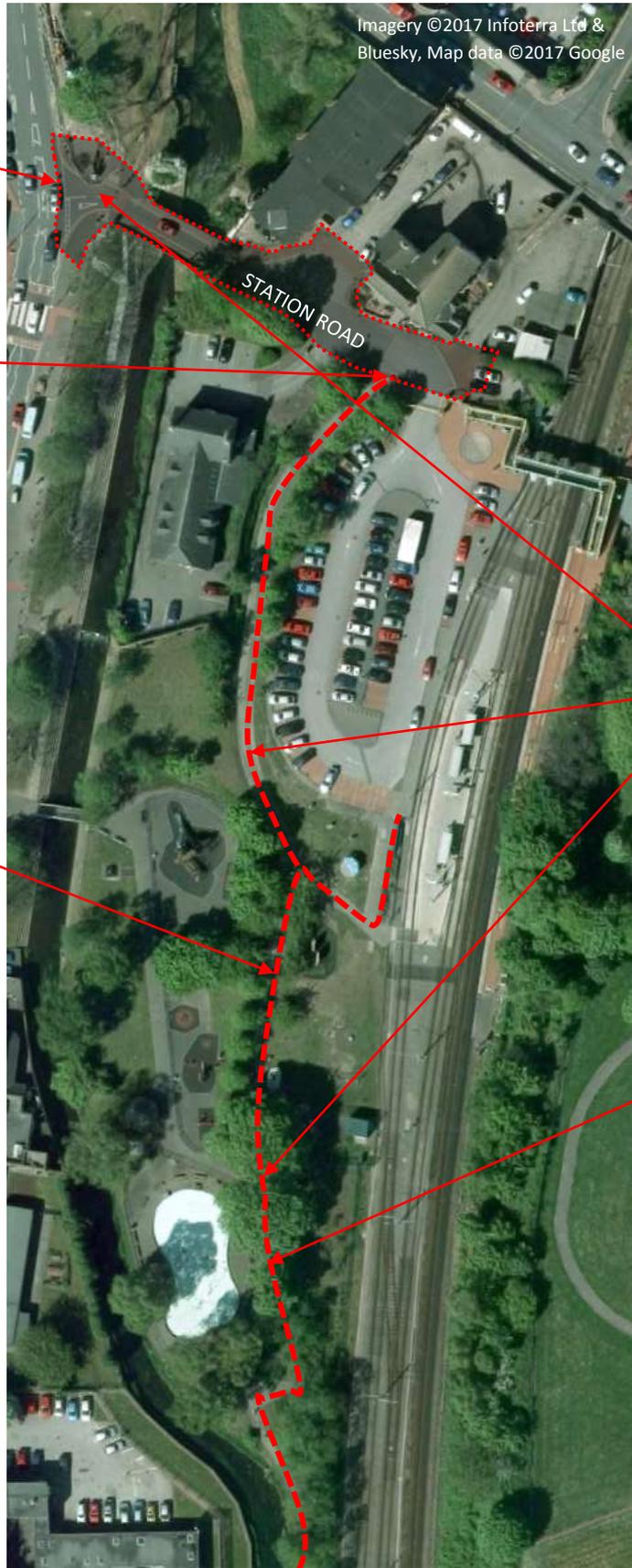
Figure 11 - Section 2 track along the river toward Bulwell Bogs

## Bulwell Bogs

Station Road is proposed to be turned into a shared space with ramps at each end to highlight the shared space. The entire area should be at the same level to encourage pedestrians and cyclists to utilise the space and calm traffic.

Install a flush access to provide a cycle drop off point onto Station Road.

Install LED lighting along the path. The lighting should be programmed to turn off through the early morning hours to save energy and regard the local wildlife.



Sign the cycle route using the Broxtowe Trail and NCN6 branding at all junctions.

Sign the tram and station from both directions.

Sign Bulwell Market Place and Town Centre.

Widen the existing path to a minimum of 3m wide to improve the existing shared path for both pedestrians and cyclists.

Figure 12 - Section 2 proposals at Bulwell Bogs

## Section 2



Figure 13 - Station Road

### Your comments on Section 2

Please provide any comments on this proposal in the space below.

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## Section 3 – Main Street / Highbury Road Bridge

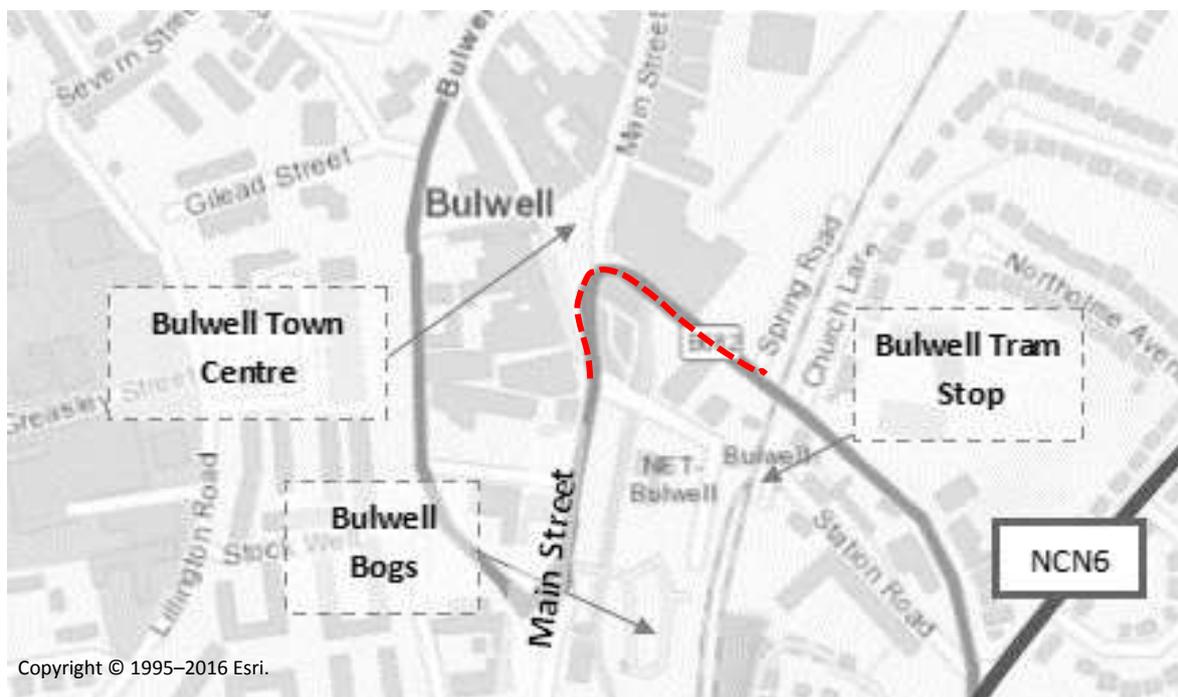


Figure 14 - Section 3 proposed route

### The proposal

It is proposed that from Bulwell Bogs and the Tram Stop that off-road cycle facilities are created for cyclists so they can access the Town Centre and cross the Main Street/Highbury Road Bridge safely. Shared paths should be created at a minimum of 3m wide to allow space for cyclists and pedestrians to pass each other.

More details on the proposals are on the following pages.

### Main Street / Highbury Road Bridge



Existing crossing to be upgraded to a toucan crossing on a raised plateau. Width of crossing to be 4m minimum.

Existing blue brick wall alignment to be altered to widen footpath on the bend to meet 3m minimum width.  
Bricks to be retained/reused where possible.

Eastern footpath widened to a minimum of 3m.  
Lane spacing in the road adjusted to reflect the altered kerblines. Parking bays and bus stop to be retained.

Northern footpath to be widened to 3m minimum to create a shared cycle/footpath.  
The southern footpath to be reduced to a minimum of 1.5m wide where necessary to maximise space on the shared cycle route.

Crossing on Spring Road to be upgraded to a Toucan Crossing with a plateau over the entire junction.

Signs to be installed indicating NCN6, the Town Centre and Broxtowe Trail and other cycle routes.

Imagery ©2017 Infoterra Ltd & Bluesky, Map data ©2017 Google

Figure 15 - Section 3 detailed proposals

## Section 3

### Your comments on Section 3

Please provide any comments on this proposal in the space below.

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## Section 4 – Jennison Street and Newcastle Street

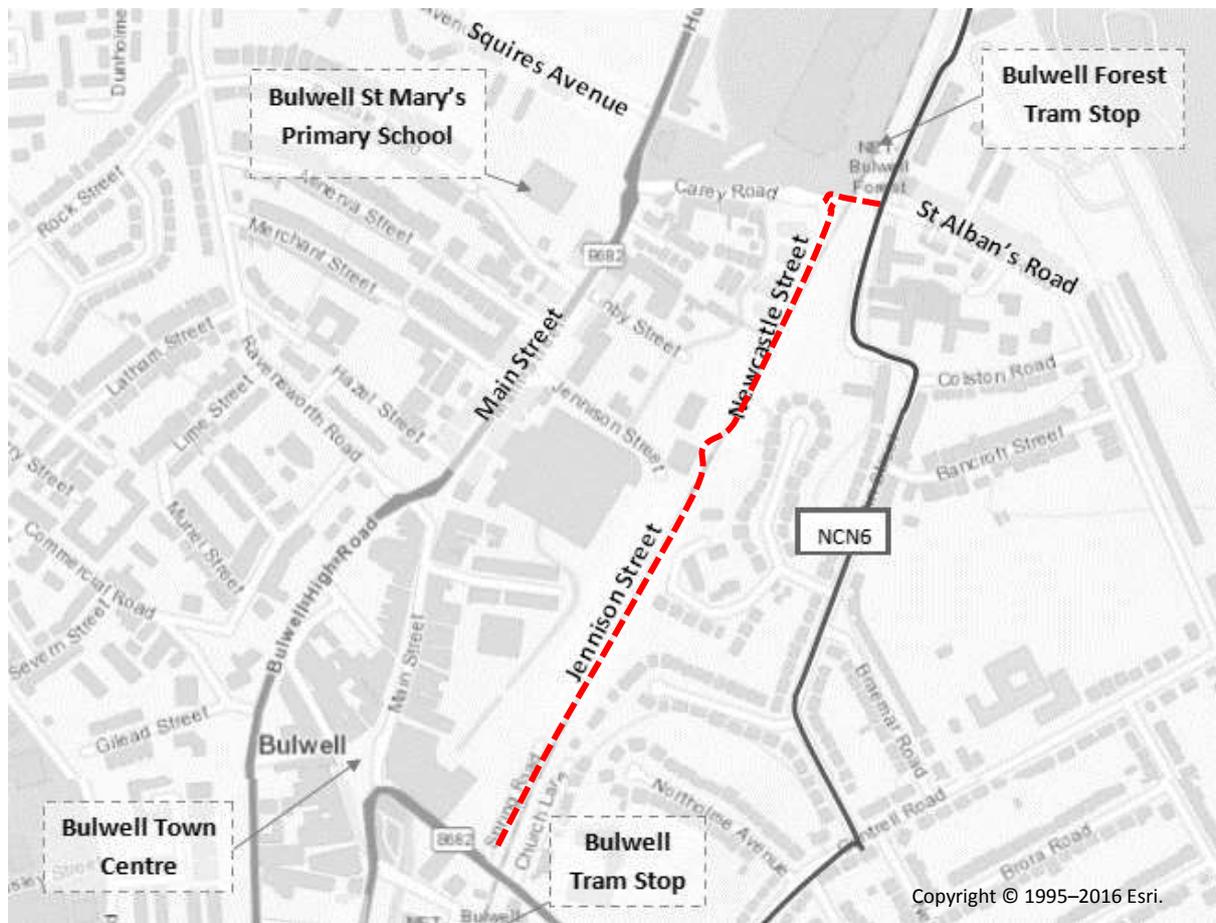


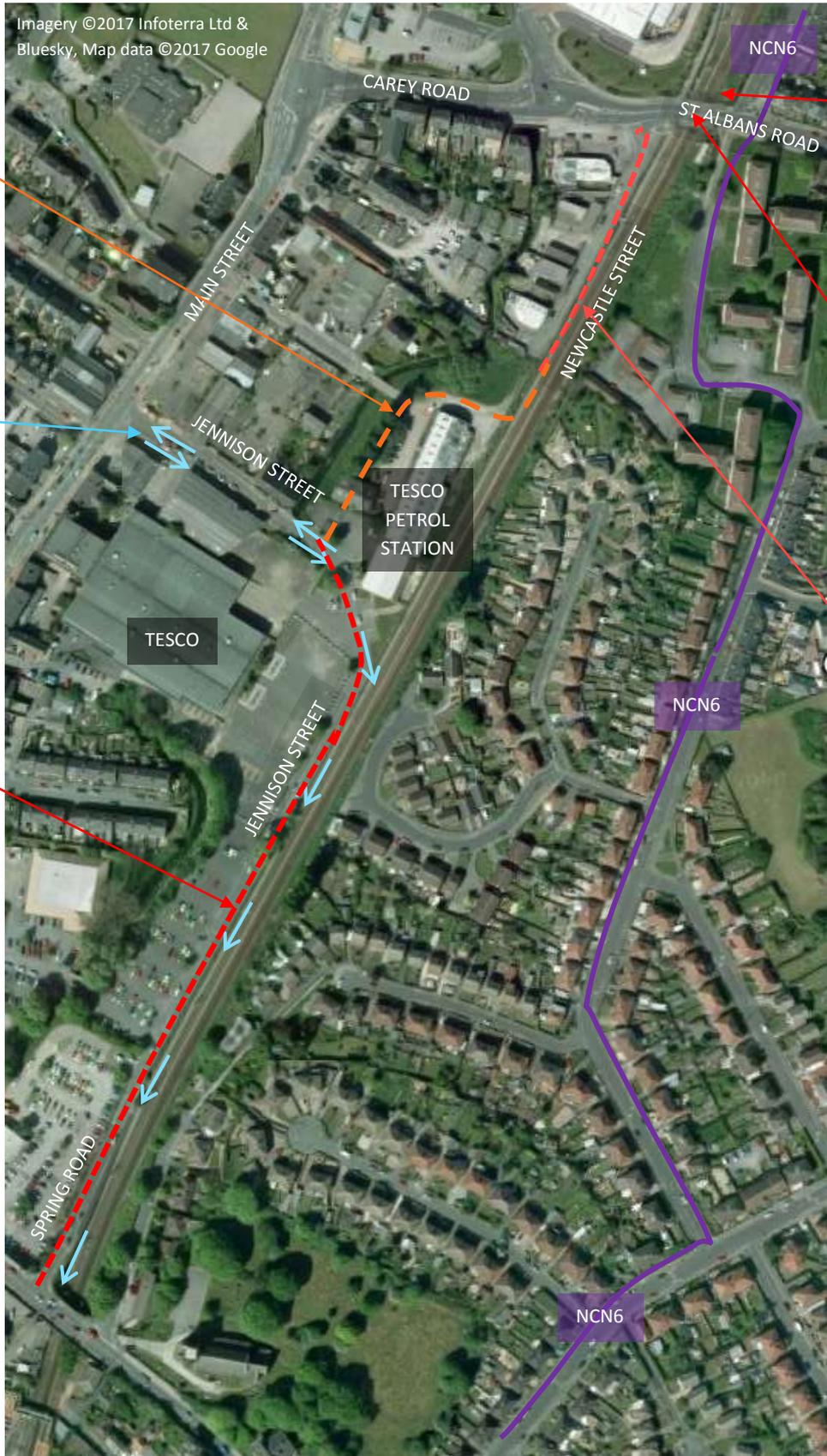
Figure 16 - Section 4 proposed route

### The proposal

The proposals are to create a one-way system for vehicular traffic around Jennison Street, except at the entrance to Tesco and the petrol station to Main Street. Jennison Street will have a 2-lane contraflow cycle route allowing cyclists to navigate the town centre, avoiding the busy Main Street.

More details on the proposals are on the following pages.

## Jennison Street and Newcastle Street



The existing footpath through the petrol station is to be widened to 3m minimum to create a shared path.

The section of Jennison Street around the entrance to Tesco and the petrol station is to remain 2-way for cars.

Jennison Street and Spring Road to be turned into a one-way street to create space for a 2-way segregated cycle lane.

Appropriate signing to be installed indicating NCN 6 and other local cycle routes.

Barriers to be removed at the entrance to the tram stop and replaced with a bollard with appropriate retroreflective bands.

Advanced stop lines are proposed on both sides of the level crossing on St Albans Road.

Newcastle Street is quiet enough for cyclists to be on the road. It is proposed that this be turned into a 'cycle friendly street'.

Figure 17 - Section 4 detailed proposals

## Section 4

### Your comments on Section 4

Please provide any comments on this proposal in the space below.

[Click or tap here to enter text.](#)

## Section 5 – Other routes and proposals

To encourage more people to leave their cars at home it is recommended that a resilient cycle network is created to give people a choice of cycle route.

Key:

Main cycle route 

Other connections 



Figure 18 - Existing and proposed cycle network (Nottingham Interactive Cycle Map, 2017)

### Proposals

- Coventry and Highbury Road are proposed to have on road mandatory cycle lanes to give cyclists an alternative option for cycling at night, rather than the rural section of NCN6.
- Crossings over Main Street should be installed at key locations so that cyclists can access the residential areas and the town centre safely.
- A route through the Minerva Street residential estate providing off-road routes to Bulwell Academy and St Mary's Primary School, utilising existing cut-throughs / stopping up.

It is also important that secure cycle parking is provided at key transport hubs so that sustainable door to door journeys can be made easily. So, it is proposed that:

- Bulwell train and tram station has a secure city cycle parking hub installed.
- Bulwell Forest has a secure city cycle parking hub installed.
- Bulwell town centre has some standard cycle parking installed.
- Bulwell bus station has secure cycle parking installed.

Nottingham Interactive Cycle Map (2017) NCiC. Available at:  
<https://fourpointmapping.sustrans.org.uk/nottinghamcyclemap/nottingham.html> (Accessed: 26 March 2017).

## Section 5

### Your comments on Section 5

Please provide any comments on this proposal in the space below.

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