



**Autumn Newsletter 2017
(no. 106):**



Getting much better cycle links in the new Broad Marsh Centre traffic arrangements.

A major Pedals campaigning priority in the short term is to get much better links for cyclists as part of the new Broad Marsh Centre redevelopments now well underway with the recent start of demolition on the multi-storey car park. This will be the focus of a special discussion at the Pedals meeting on Monday 16 October with John Bann and Keith Morgan from the City Council.

We want to see much better connections between the present end of the Western Cycle Corridor (Castle Boulevard) by the Castle Hill / Castle Road junction and the Eastern Cycle Corridor via Canal Street and across London Road etc. and the Island site between London Road and Manvers Street which is due to be the focus of major

regeneration in the next few years.

The whole Broad Marsh area was identified as one of the most dangerous places to cycle locally in the survey carried out in June by Pedals, along with the whole area from the junction of Wilford Lane and Loughborough Road and Melton Road in West Bridgford, over Trent Bridge, and up London Road to Mansfield Road etc. (for details see:

<http://pedals.org.uk/which-are-the-worst-places-to-cycle-in-nottingham/>

We intend in the next few years to work with the City and County Councils to see that all these areas are given more priority in cycle schemes, building on the plans already in hand for some of them including the emerging plans for the Broad Marsh / Canal Street area and the already much delayed ones for the Northern Corridor including parts of Mansfield Road, etc.

Since our survey the already very intimidating conditions for cyclists on Trent Bridge have been further aggravated by the introduction of the anti-terrorist barriers on both sides of the bridge, and we are pressing for more consideration of cyclists' needs in the plans for the more permanent barriers which we understand are to replace these.



Such measures remain very important for those cyclists who still want to use Trent Bridge rather than alternative routes such as the Suspension Bridge and, we very much hope in future, **our proposed foot-cycle bridge east of Lady Bay Bridge between the Trent Lane / Trent Basin area and the Lady Bay area of West Bridgford.**

Public support for this project was further strengthened in June by a very well-attended public meeting with Trent Basin and River Crescent local residents who unanimously gave their support.

This proposal was then the focus of a very encouraging meeting in August between several Steering Group members and Cllr. Jon Collins, Leader of Nottingham City Council, attended also by Martin Philpott from Sustrans.

This new interest we are now following up with Sustrans and other interested parties and we are considering a slightly different location, about 100m upstream, just west of The Hook. This would connect better with the rest of the City Council's Waterside Regeneration area.

Cycle Corridors Update

Western Corridor

This is now substantially complete from the Castle Hill end of Castle Boulevard through

to the Broadgate roundabout by the west entrance to Nottingham University, with the connecting stretch on Woodside Road, now due to be completed by April next year in conjunction with improvements to the south side cycle path on University Boulevard and the new cycle route connecting over the railway to Thane Road near the new bridge by the Boots Enterprise Zone site:

<http://pedals.org.uk/proposed-cycle-route-between-university-boulevard-and-thane-road/>

In the Dunkirk area the recent route improvements should now be complemented by improvements to the cycle path on the west side of Clifton Boulevard (between the Dunkirk island and the Derby Road roundabout) on which Highways England has recently been consulting:

<http://pedals.org.uk/have-your-say-on-improving-the-a52-dunkirk-to-gmc-cycle-route/>

At the east end of Castle Boulevard it is very important, Pedals thinks, that this includes much better connections to and from the redeveloped Broad Marsh area and beyond.



Eastern corridor

Nearly complete from Manvers Street (west end of Sneinton Greenway) through to Colwick Park (Racecourse Road junction) apart from the Manvers Street toucan

crossing, now due to be installed next February, by the west end of the Sneinton Greenway.

This whole route will be of much more value later, we think, when there are much better links across the Island site and London Road, etc, which Pedals hopes will be introduced as part of the Island Site regeneration over the next few years; the details of these plans are still far from settled.

Southern corridor

Because of overspending on the Western corridor it now looks as though this will include only quite limited improvements, e.g. to the access to the tramside path over Wilford Bridge from The Meadows, but will depend mainly on the tramside path to and from Clifton provided as part of the NET route to Clifton.

This however does need some further improvements, particularly where the tramside path crosses Wilford Lane, and on the connecting stretch to and from the Ruddington Lane tram stop.

We are also keen to see this corridor include improvements to and from the north side of Clifton (by the Clifton campus of Nottingham Trent University etc) and these are being discussed between the City Council and Highways England, subject to securing funding.

At the City Centre end of this corridor, i.e. Queen's Bridge Road, the recent introduction of a taxi feeder lane right by the route near Nottingham Station has caused much criticism in recent months, and its layout is now to be modified. This section is also being disrupted by the demolition work on the west side of the

route, and we are keen to see that the access arrangements for the new Unity Square office and hotel etc. development on this site do not make matters any worse!

Northern Corridor

This was always likely to be the most difficult to achieve because of the hillier and much more built up nature of the area, with narrower roads, etc.!

The details are still far from finalised, partly because of concerns about what impact on traffic congestion any major scheme might have, especially in the vicinity of the two roundabouts at the junctions of Mansfield Road with Sherwood Rise, Gregory Boulevard and Hucknall Road.



There is a strong official desire to avoid any further causes of major traffic congestion in Nottingham on top of what is bound to be the major upset of the new Broad Marsh arrangements over the next 2 years, and including the removal of most through traffic on Collin Street and Canal Street, etc.

The only part of this corridor so far introduced is the small-scale and somewhat controversial scheme on the north side of the Forest Road East approach to Mansfield Road, just opposite its junction with South Sherwood Street (see photo).



In due course the Melton Road cycle provision is to be extended southwards with a shared path connecting, via a new toucan crossing near Village Street, through to the new housing developments further out on Melton Road near the 'Waitrose' and Nottcutts Garden Centre sites.

Most of this corridor scheme will not now happen for some time yet, it seems, and meanwhile the City Council are drawing up plans for an easier to implement interim Northern Corridor route following in a more north-westerly direction.

The County Council is still pursuing other improved route plans in the West Bridgford area, including completing the link from the new Loughborough Road / Chaworth Road toucan crossing to the Rushcliffe Arena and Compton Acres but this might well take some time yet because of funding cuts and other issues.



They also have plans for cycling improvements in the Arnold and Carlton areas, of which we still await details.

One other County Council scheme that is soon going ahead, we are very glad to report, but after much delay, is those for the 3km **Cotgrave to Radcliffe multi-user path** on the disused railway between Holme Lane, Radcliffe on Trent (see photo below), and Cotgrave Country Park.

Welcome for new cycle lanes on Melton Road, West Bridgford

Pedals has been generally impressed by the wider and more comfortable cycle lanes installed this summer by the County Council on part of Melton Road, West Bridgford, between the Melton Road shops and Village Street, Edwalton.

We were however disappointed that Notts Police were unwilling to agree to making the 20mph speed limit compulsory on the adjoining stretch of Melton Road by the shops, as the County Council had intended. This is therefore now signed only as an advisory limit.



This will make use of the former railway bridge over the A52 near the RSPCA junction west of Radcliffe.

This path will have a crushed stone surface. Because of funding cuts not all the proposed access points will be provided initially, it seems, but we hope these will follow in due course, including one from the A52 cycle path.



Pedals proposals for Grantham Canal towpath improvements

We recently made several suggestions to the Canal and River Trust for towpath and access improvements along the Grantham Canal east of West Bridgford, in response to their recently published very welcome and ambitious Grantham Canal Action Plan. This is a very attractive recreational facility but needs safer links to and from it.

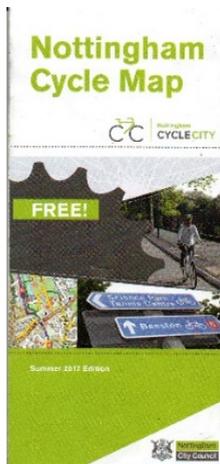


Sustrans Bennerley Viaduct project funding bid submitted with wide support

Sustrans have recently submitted their main funding bid to the Heritage Lottery Fund for the restoration of the Viaduct including a walkway-cycleway over the top connecting both sides of the Erewash Valley Trail and other local routes. Their bid has attracted big support from a wide range of groups, which is very encouraging.

For more information see the Friends of Bennerley Viaduct website at www.bennerleyviaduct.org.uk or contact Jeff Wynch (Chair, FOBV) at j.wynch@btinternet.com

For more information on the project contact Kieran Lee, Community Engagement and Development Officer, Kieran.Lee@sustrans.org.uk



New Nottingham Cycle Maps

The Summer 2017 revised edition of the Nottingham Cycle Map, including some adjoining areas of Broxtowe, Gedling and Rushcliffe Boroughs, has now been published. It does not however include the new cycle lanes on Melton Road, West Bridgford.

- **To obtain a copy of the map contact Tom Humphries at the City Council:**
Thomas.Humphries@nottinghamcity.gov.uk

**NET issues for cyclists:
further meeting to discuss the new Pedals data**

Many thanks to all of you who have made use of the new facility introduced on the Pedals website last year to encourage local cyclists to provide fuller information on their incidents with the tram routes:

<http://pedals.org.uk/tram-track-incidents/>



This further information is to the focus of a further meeting with the City Council’s NET Project Team just after this issue goes to press, along with a review of various other still outstanding issues for cyclists with the 2 new NET routes opened in August 2015, particularly in the Beeston and Chilwell areas but also near the Wilford Lane tramstop on the Clifton route, the subject of a special site meeting earlier this year with officers of both the City and County Councils.

In the Toton area we are also pressing for an extension of the tramside path alongside the NET to and from the proposed East Midlands Hub station for the HS2 extension from Birmingham to Leeds, due to be built in 15-20 years.



**EMT Queens Road Nottm Station
Cycle Hub Access**

Our campaign continues to get improved access to and from the East Midlands Trains Cycle Hub on the south (Queen’s Road) side of Nottingham Station, along with signing and security improvements.

We have also taken up the issue of the gates to the **Secure Bike Compound on the north (Station Street) side of the Station** sometimes not working properly, and for contact details to be displayed on how to report such problems.



Notts. Police new cycling initiatives

We much welcome the new cycling initiatives being developed by Notts Police including:-

- Development of guidelines for the use of Head Cameras by cyclists in

reporting incidents with drivers

- The possible local introduction of a Close Passing Project, similarly to that successfully pioneered by the West Midlands Police.

For more information contact Inspector Mark Whittaker:
mark.whittaker@nottinghamshire.pnn.police.uk



New kids cycle training area on the Victoria Embankment

The new junior bike track which opened late this summer on the Victoria Embankment next to the Childrens' Play area is a very welcome new facility which is already providing very popular!



New RideWise community cycle centres

RideWise have recently got funding for four new community cycle centres. Over the next couple of months they will be launching these all based around Nottingham.

Details at
<http://www.ridewise.org.uk/ride/citycyclecentres>



Cycle Saviours in The Meadows continues to flourish!

Graham Lansdell continues to run the very popular Cycle Saviour scheme, a project hosted by Saviours Church in The Meadows, off Arkwright Walk. (See photo).

It runs in their Church Hall on Thursdays from 9.30-11.30 (school term-time only).

More information from
grahamlansdell@hotmail.com

Pothole or other problem reporting

See the 'Report a road, path or cycleway problem or fault' info on the Pedals website for appropriate contact details:

<http://www.pedals.org.uk/>



Contacts for traffic signal complaints:

County Council (VIA EM): Chris Gough,
chris.gough@viaem.co.uk

City Council: Dave Hulson
david.hulson@nottinghamcity.gov.uk

Keeping in touch with Pedals – Website and Facebook

To keep in touch with Pedals visit our website, www.pedals.org.uk, which is regularly updated.

You can also follow us on Facebook at <http://www.facebook.com/pedalsnottingham>



Discounts for Pedals members at local bike shops



Don't forget that with your Pedals membership card you can get discount at several local bike shops.

A full list of local bike shops. Highlighting those offering discounts to members, can be found on the Pedals website at http://www.pedals.org.uk/looking_after_your_bike

Pedals contacts:

For general enquiries email contact@pedals.org.uk

Pedals officeholders:

Contact details are on our website at http://www.pedals.org.uk/contacts_list

Pedals QR code for quick response access from your Smartphone to our Website!



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The Pedals newsletter is printed by Portland Print based at the Portland College near Mansfield.

We deliberately use them in order to support their very important work for people with physical disabilities.

Next issue

The next issue will appear in May 2018
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