



**Spring / Summer Newsletter 2018
(no. 107):**

New foot-cycle bridge plans gather fresh momentum

There has recently been some new momentum in the plans being pursued by Pedals and 4 other local groups for the construction of a new foot-cycle bridge across the Trent, east of Trent Bridge and Lady Bay bridge, and connecting Lady Bay on the south bank with Trent Basin on the north bank.

The other groups are the Riverside Residents' Association, the Nottingham Civic Society, the Nottingham Local Access Forum and Blueprint Regeneration who are developing the major new Trent Basin housing site north of the river, west of Trent Lane and east of Lady Bridge, the first phase of which was completed last year.

We have been working, in close collaboration with the City and County Councils and Sustrans etc., on this project since August 2014. This may seem quite a long time but we know that similar projects elsewhere have taken 10 year or so. The process is bound to be often slow and tortuous!

Last November, after a meeting with the Leader of the City Council, Cllr. Jon Collins, we were very pleased to receive a letter confirming his support in principle. This made clear that we could not expect any direct financial support towards the capital costs of the bridge but that the City Council would be happy to work with the Steering Group on making bids for financial support.



The proposed revised bridge landing (see photos), is 1km downstream from Trent Bridge and about 100m upstream of the site we were originally proposing, at the south end of Trent Lane, and connecting to the north-west corner of The Hook open space, by Lady Bay.

The reason for making this change was that it became clear last year that the Trent Lane location would be difficult to integrate with detailed plans for Phase 2 of the Trent Basin housing scheme, now under construction, and that a better solution would be to move

to a site further west, with the north bank bridge landing on the narrow isthmus of land, just west of the entrance to Trent Basin itself.

At a further meeting this April involving John Rhodes and Hugh McClintock from the Steering Group with meeting with Nick Ebbs, Blueprint (Iglis) CEO, we discussed all their recent work on options for the exact site for the bridge and its integration with their plans for a shorter foot-cycle bridge over the entrance to Trent Basin (as part of the extension of the riverside path from Meadow Lane Lock to Colwick Park etc).

As a result he was able to confirm that accommodating the north bank landing in relation to further phases of their housing project (towards Poulton Drive etc.) is much more practical than the former Trent Lane site.



Although we realise that much further work is still required on the detailed bridge design options, we have now agreed, in view of this confirmation, that we should now formally approach all the relevant agencies for support in principle, including in particular, the Environment Agency and Canal and River Trust as well as Nottinghamshire County Council and Rushcliffe Borough Council.

Getting improved route connections on both sides of the bridge is also vital to its success and we have many ideas for how this can be done. We also intend to make full use of forthcoming opportunities to make the case for the strategic importance of this bridge and its connections, e.g. both as part of the forthcoming City Council Waterside Regeneration Strategy, and in the context of the developing LCWIP (Local Cycling and Walking Infrastructure Plan) for the D2N2 area (Notts and Derbs.), including the Stakeholder Consultation Event taking place at the Derby Velodrome on 23 May.

LCWIP preparation consultancy support, funded by the DfT, is being provided in the D2N2 area by Sustrans and Phil Jones and Associates, to help develop a network of walking and cycling routes for the next 30 years, but including shorter term priorities. Although there is no dedicated funding attached to the implementation of LCWIPs, the idea is that they will provide a framework for future bids for funding from various sources, and that schemes not included in the LCWIP are very unlikely to secure funding.

For more information on the background to the bridge project see:

www.pedals.org.uk/trent-lane-the-hook-foot-cycle-bridge-plans-a-long-and-tortuous-saga/

Shared path idea for new HS2 bridge over the Trent

While Pedals, in cooperation with 4 other local groups, continues slowly and steadily to progress our plans for a new foot-cycle bridge over the Trent between Trent Basin and Lady Bay we are now stepping up our long-term campaign for another such crossing of the Trent which would be very

useful to both leisure and commuter cyclists, as well as walkers and runners.



This particular proposal, 11km south-west of Nottingham, relates to the idea of including a shared path as an integral part of the plans for the new bridge over the Trent for the HS2 railway extension between Birmingham and Leeds, which is likely to go ahead in about 15 years' time. We know that you have to start lobbying early to get any serious chance of these things happening in the long term!

Such a link, between Thrumpton in Nottinghamshire, just north of East Midlands Parkway Station and Redhill Marina on the south bank and Cranfleet Lock, a bit south-east of Long Eaton on the north bank, would provide a very useful connection between lots of different cycle routes, trails and footpaths, not only in Nottinghamshire and Derbyshire but also in Leicester since the boundary with that county lies within a mile or so west of Thrumpton.

The new bridge is to be built about 300m east of the present Midland Main Line bridge and passing just above its portal in a cut and cover tunnel towards Redhill, and then continuing across the A453 and M1 to skirt Kegworth and East Midlands Airport, before continuing parallel to the A42/M42

towards Birmingham etc.
(<http://www.gov.uk/hs2>)

The links for a shared path on this crossing of the Trent would include Routes 6, 15 and 67 of the Sustrans National Cycle Network, the Erewash Valley Trail, and the River Soar Trail, as well as lots of local routes and footpaths.



Using it would also enable cyclists to avoid the hazards of riding on the busy B6540 south of Long Eaton and on the west side of Sawley Marina. It would also, together with other bridges over the Trent offer many extra opportunities for circular rides and walks.

To add to this we are also pressing HS2 Ltd. (and Notts CC and Broxtowe Borough Council) for better routes to and from the proposed HS2 East Midlands Hub station at Toton on the Nottinghamshire / Derbyshire boundary.

We have already therefore started to encourage wide support for this proposal, among user groups etc. in the three counties and would much appreciate further offers of help.

You can express your support for the idea by writing to

Benita Wishart, Senior Engagement Adviser,

*High Speed Two Ltd,
2 Snowhill, Snowhill Queensway,
Birmingham B4 6GA.*

Benita.Wishart@hs2.org.uk



Bennerley Viaduct decision setback

Following the narrow failure by Sustrans last December to secure funding from the Heritage Lottery Fund for this major £8-9 mn. Restoration Project, as part of a comprehensive Greater Northern Greenway, and with many local links, such as the Erewash Valley Trail, and Sustrans NCN Route 67 (Nutbrook Trail) we were very disappointed at their decision not to pursue this further because of problems in raising enough match funding.

This regret is shared by many other people and organisations including the very active Friends of Bennerley Viaduct.

There is still some hope however, of reviving the well-supported project, at some stage in the future, with Bill Thomson of Sustrans working with the FOBV, and Railway Paths Ltd., over the next few months to put a new plan together and look at an alternative downgraded proposal.

(<https://friendsofbennerleyviaduct.wordpress.com/>)



City 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. Pedals objected to a recent modification, following pressure from some local residents over the loss of car parking spaces, which has meant the reintroduction of 2 general traffic lanes (westbound) near the 'White Hart' (Gregory Street) junction, and encouraging westbound cyclists to use the wider shared path on the north side, between the Cycle Zebra crossing and the 'White Hart' junction. These changes were completed in April.

Local residents' pressure also resulted in the abandonment of the original cycling proposals on Woodside Road, involving taking out one carriageway, and the old shared paths are now being refurbished

There will also soon be improvements to the south side cycle path on University Boulevard and work has just started, after some delay, on 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 be complemented in the next year or two by improvements to the cycle path on the west side of Clifton Boulevard (between the Dunkirk Island and the Derby Road roundabout) by Highways England. We discussed these at the April Pedals meeting with Mark Roxburgh and Dale Swain of the HE

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 including the new Skills Hub, to be built next year north of Canal Street, Island Site and Eastern Cycle Corridor. We have made our detailed ideas on this clear to the City Council, and, at the time of writing, are still awaiting the date of the promised Stakeholder Consultation event to press these further.

Eastern corridor

Now complete from Manvers Street (west end of Sneinton Greenway) through to Colwick Park (Racecourse Road junction) and now including the recently completed Manvers Street toucan crossing, by the west end of the Sneinton Greenway.(see photos)



This will soon connect to an improved (temporary) route across the Island Site

connecting via a new path to the Greater Northern Close and giving a much better connection to the north side of Nottingham Station including the Secure Bike CompOoud on Station Street.

This whole route will be of much more value later, we think, when there are much better permanent 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; as details of these wider plans are developed.

Southern corridor

Because of a shortage of funds, this includes only quite limited improvements, e.g. to the access to the tramside path over Wilford Bridge from The Meadows, and so 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 which should at last soon be signed as a shared path and not just a footpath! The tramside path crossing improvements have been agreed in principle but it seems that next year will be the earliest time for funding to be secured.

At the City Centre end of this corridor, i.e. Queen's Bridge Road, the introduction last year of a taxi feeder lane right by the route near Nottingham Station caused much criticism. Some changes have now been made and further ones, e.g. cycle lane markings, should soon follow, which we hope will at last reduce the frequent obstruction problems, especially if combined with more publicity to encourage

waiting drivers to use the drop-off area in the Station multi-storey car park.

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.! This has been aggravated by concerns about what impact on traffic congestion any major scheme might have, especially in the vicinity of the two roundabouts at the junction of Mansfield Road with Sherwood Rise and Gregory Boulevard.

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 general through traffic on Collin Street and Canal Street.

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

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

This will make use of some of the cycle facilities introduced in 2004 with NET Line One, and connect to the River Leen path where several improvements are planned, at several locations on the north and west side of the City.

Other City Centre cycle changes

Ever since the redevelopment of the junction of Maid Marian Way and Friar Lane in 2003, to remove the previous roundabout and subways, we have been pressing for 2-way cycle access to be restored on this route between the Old Market Square and the Caste and The Park, etc.

This has at last been done with a serious of new contraflow cycle lanes markings on Friar Lane West and changes to the pelican crossings of Maid Marian Way to convert them to toucan crossings.

Revised (Spring 2018) Nottingham Cycle Map

A new edition of the very useful Nottingham Cycle Map was published in April and it again covers many adjoining parts of Broxtowe, Rushcliffe and Gedling Boroughs, as well as including lots of other helpful information for local cyclists.

To obtain a copy contact Tom Humphries at the City Council:

Thomas.Humphries@nottinghamcity.gov.uk



Pedals responds to City Council Air Quality Consultation

We have responded to the recent City Council Air Quality Consultation, emphasising the importance of further promotion of cycling (and walking), not just cleaner motor vehicles and fuels, in addressing Nottingham's very serious issues of poor air quality mostly now generated by motor traffic, with their very serious

implications for both individual and public health.



Fighting the threat to continued cyclist use of the riverside path between The Hook and the NWSC -

At the West Bridgford Local Traffic and Transport Group meeting on 19 April Sue Mallender, Local Rushcliffe Borough Councillor for Lady Bay, mentioned that Mr. Knibb, the new landowner of the land by the river between The Hook and the Water Sports Centre at Holme Pierrepont which includes the very well-used riverside path, is still determined to restrict cyclists on what has only ever been a public footpath with permissive access (rather than a bridleway) and is proposing to prevent access which would then be for walkers only.

The Lady Bay Community Association, of which Sue is Secretary, is holding a meeting to address these access issues on Wednesday 16 May at 8pm. She has invited Hugh McClintock to attend and bring evidence of cyclists' usage over the year. Pedals will then be taking the lead in making a formal claim, supported by evidence from the Notts branch of the CTC, as well as other local cyclists.

Sue says that it is particularly important to get evidence of usage for the period between 1978-1998, as 1998 was the year

when permissive access on this public footpath was first allowed. The surface, at least in winter, was pretty discouraging for cyclists up until the early 1990s when improvements were carried out by the County Council on all of this stretch and the adjoining section between The Hook and Lady Bay bridge.

The path is, a very popular one with cyclists as well as walkers and runners, and is also a vital link in the wider network of routes on both sides of the Trent related to the plans for the new foot-cycle bridge Pedals and other local groups are working on between Lady Bay and Trent Basin (see pp 1-2), so any help you can give us please will be much appreciated. Many people are very concerned about this threat and determined to fight it!

Forthcoming local mass rides

Cycle Live, Sunday 24 June

This year's Cycle Live event, including the Great Nottinghamshire Bike Ride, first started by Pedals in 1982, will be taking place on Sunday 24 June, with a choice of 5 popular rides (from 25 to 125 miles in length) through the Nottinghamshire countryside. It is organised by Perfect Motion, in cooperation with the City Council.

Details at <http://cyclelivenottingham.co.uk/>

HSBC UK Let's Ride Nottingham, Sunday 16 September

This year's HSBC UK Let's Ride Nottingham, the HSBC and British Cycling former City Ride, a free event, covering 5km of traffic-free routes, including some roads closed to general traffic, will take place on Sunday 16 September.

Details at

www.letsride.co.uk/events/nottingham



Appeal for stall help at Nottm Green Festival on Sun 16 Sept

We are hoping as for many years to run a Pedals stall at the Nottm Green Festival on Sunday 16 September at the Arboretum. However, getting enough volunteers to run stalls at this and other events has got much harder in recent years so we want to be sure that we have a minimum number of helpers before we go ahead and book.

If you can help please let Andrew Martin (andrew@veggies.org.uk) or Hugh McClintock (Hugh.McClintock@ntlworld.com) know. All offers of help will be gratefully received!

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 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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Next issue

The next issue will appear in October 2018 (Editor: Hugh McClintock: email Hugh.McClintock@ntlworld.com)