

PEDALS

FOR A CYCLE-FRIENDLY NOTTINGHAM



Autumn Newsletter 2020 (no. 112):

Unity Square Public Realm Proposals: Pedals objections rejected



We were very disappointed that our recent objections to the public realm proposals for the Unity Square area by the new HMRC office block at the top of Queen's Bridge Road were rejected.

In making our objections we stressed the need for separate provision for cyclists and pedestrians at this key location close to Nottingham Station and the whole Broadmarsh area where changes have now started to make it far more cyclist- and pedestrian friendly.



This area also marks the City Centre end of one of the most important local cycle routes, the Southern Cycle Corridor connecting to Wilford and Clifton etc, including the major new housing development south of Clifton at Fairham Pastures on which work recently started.

This route has already seen several useful improvements in recent years, and, if there are also further improvements we would like to see, when funds permit, this could be one of the most popular cycle routes in the whole Greater Nottingham area, particularly with growing use of ebikes on longer trips.

The need for cycle infrastructure to be designed to accommodate such growth, and for separate provision for cyclists and pedestrians on main urban routes, are both emphasised in the recent revised Cycle Infrastructure Guidance from the Department for Transport, Local Transport Note 1/20, so we have been all the more disappointed to see the recent planning decision failing to reflect this.



New pop-up cycle lanes to help people get active during Covid-19

A range of pop up cycle lanes, street closures and cycle parking facilities have been put in place across the city to encourage more active travel during the Covid-19 pandemic. There has been a wide range of reactions to these measures, both generally and about specific schemes.



The last cycle route, funded through Nottingham City Council's Emergency Active

Travel Fund allocation from the DfT, was installed in the Carlton Road area recently.

Several EATP schemes have been installed in areas on the north and east sides of the City which have historically had relatively little cycling provision of any kind.

The measures aim to support social distancing by making it easier for people to walk and cycle, and to deter cut-through driving.



Councillor Adele Williams, Portfolio Holder for Transport, said: *"Our pop-up cycle lanes have focused on developing new and improved cycling corridors on key routes in the north and east of the city."*

"We've also introduced two low traffic neighbourhoods, in the Arboretum and Derby Road areas, to deter motorists using these residential areas a cut-through and, by doing so, create a more inviting environment, and more space, for people to walk or ride a bike."

"These measures are all about keeping Nottingham moving safely, by encouraging more active travel and reducing demand on public transport while social distancing guidelines are in place."

"We are monitoring all these schemes and inviting residents, businesses and road users to let us know what they think."

The trial cycle lanes are now signed and lined with easy to spot orange paint, and most of the routes are segregated to some degree. In some locations this has not been possible, due to access required to bus stops, or driveways, or due to impact on public transport.

- **For more information visit:**
<https://www.transportnottingham.com/projects/emergency-active-travel-fund-covid-19-measures/>

A bid to the DfT for further City Council EATP schemes (Tranche 2) was submitted on 3 September. We understand that this may include the Trent Bridge pop-up bike lane scheme deferred from Tranche 1 deferred from Tranche 1 because of various complications such as the impact on Trent Bridge of the continuing repair work on Clifton Bridge and a longer lead time due to cross-boundary negotiations



The latest EATP schemes follow the closure to through traffic of Victoria Embankment at the beginning of August, and the creation of car-free streets outside eight schools in the city in September.



As well as making the Embankment a much more pleasant place for cycling and walking the closure to through traffic has the extra advantage of facilitating safe access to the very popular Child Cyclist Training Area opened about 2 years ago, next to the Playground and Paddling Pool.

The fund has also been used to support the provision of bikes to more than 160 jobseekers, and to run pop up Dr Bike sessions.

- **Find out more information and comment on any of the schemes see**
<https://www.transportnottingham.com/projects/emergency-active-travel-fund-covid-19-measures/>
- **City EATF Tranche 2 details are at**
<https://nottinghaminsight.org.uk/Document-Library/Document-Library/aaDfHJCh>
- **The City Council is also inviting suggestions from residents on further areas for improvement.**
Visit
<https://keepnottinghammovingsafely.commonplace.is/>

Nottinghamshire County Council are also planning to introduce 2 EATP schemes in their part of the Greater Nottingham area. These are a general road closure, with exemptions for cyclists, on Dovecote Lane in Beeston, and extension of the cycle path / shared path on Regatta Way, West Bridgford.





Conversation to encourage people to take a fresh look at the whole future of the area, gives a new opportunity to improve further conditions for cyclists.

Cyclists have already benefitted from the removal of motor traffic on Collin Street since August and work has now started on the segregated cycle route to run along the south side of Canal Street between Castle Boulevard and the BBC Island at the top of London Road, connecting the Western and Eastern Cycle Corridors.



The new pop-up bike lanes on Station Street and London Road-Canal Street-Trent Street also now help cyclists in the area close to the Broadmarsh.



There is now an opportunity to revive Pedals longstanding idea of providing proper cyclist as well as pedestrian access into the City Centre from Carrington Street via Listergate, something that the now abandoned Intu proposals for the Broadmarsh would have precluded.



Further opportunities to improve cycling in the Broadmarsh area

The abandonment this summer of the Intu proposals for the redevelopment of the Broadmarsh area and the recent launch of the City Council's Broadmarsh Big

- ***For more information on the Broadmarsh Big Conversation visit: www.nottinghamcity.gov.uk/BroadmarshBigConversation***



Island Quarter scheme includes extension to canal towpath near London Road

Planning consent was recently granted for the Canal Turn, the first major new building in the Island Quarter, the major regeneration site between London Road and Manvers Street, Sneinton.



As well as including a restaurant and public space this will include a welcome extension to the canal towpath north of Great Northern Close, enabling cyclists to avoid having to carry their bikes up and down the steps if they wish to continue across the Island Quarter. However, at the Planning Committee meeting the view was expressed that it would be useful to keep the existing channel on the steps for cyclists who might still prefer that route.

The further development of the whole Island Quarter site over the next ten years or so offers great potential to improve active travel links in the area and Pedals is working closely on this with the Nottingham Local Access Forum to help the developers and the City Council to make the most of this potential.

We understand that the Canal and River Trust are also interested in further towpath improvements in connection with these plans. These will include lighting improvements between Castle Marina and Trent Bridge and improvements to the Lenton Lane ramp, west of the City Centre.

#PUSHBIKEBROXTOWE CYCLING SURVEY

Broxtowe Cycling Survey and Broxtowe Cycling Forum initiatives by Darren Henry MP

Darren Henry who was elected MP for Broxtowe in 2019 seems very keen to promote cycling.

He accompanied the PM, Boris Johnson, on a cycle ride in the Beeston Rylands area in July to help promote the launch of the Government's new "Gear Change: A Bold Vision for cycling and walking"

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

and accompanying revised Cycle Infrastructure Design Guidance, DfT Local Transport Note 1/20:
<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>



Following this he launched his Broxtowe Cycling Survey to gather information from constituents on the cycling improvements they would like to see, and arranged an online Broxtowe Cycling Forum on 21 October, with 64 participants from a wide range of groups. These include the Chilwell & Toton Neighbourhood Forum who have already done much useful work on the Chilwell Barracks / East Midlands Hub & Growth Zone area, including detailed cycling suggestions.

As well as discussing the Results of the Pushbike Broxtowe Cycling Survey there was also discussion about the proposed Stapleford Towns Deal Cycle Network, for which funding is coming from the Stapleford Towns Deal.

A further Forum meeting is to be held in December. We hope that this will help generate new momentum for improving cycling conditions in Broxtowe, an area where much current cycle infrastructure is old, substandard, and poorly maintained. There were many comments at the meeting on this as well as the lack of adequate cycle parking / storage and common problems of driver intimidation of cyclists. The County Councils' role is particularly important in coordinating improvements.

- *To find out more about future plans and for information on the outcome of the first meeting contact Carl Husted, Constituency Support Manager, Office of Darren Henry MP, email: carl.husted@parliament.uk*
- *For more information on the Chilwell & Toton Neighbourhood Forum cycling suggestions contact Iain Craik: ianjamescraik@gmail.com*
- *For more information on the consultation on the Strategic Masterplan for the Area of Toton (closing on 22.11.20) see <https://virtualengage.arup.com/toton-masterplan/>*



Bennerley Viaduct restoration and new path work now well underway

In the north of Broxtowe Borough Historic England reported in October 2020 that work is well underway to rescue the 400m long Bennerley Viaduct, which spans the borders of Nottinghamshire and Derbyshire and the River Erewash, between Asworth and Ilkeston.

An Historic England spokesman said: "The Grade II* listed railway viaduct of 1878-9 is an exceptional ironwork structure." Broxtowe Borough Council, as well as HE, have also given generous financial support.

The Viaduct has recently been included in a world Monuments Fund list of the 25 most at risk world monuments, along with Notre Dame in Paris and sacred lands like Easter Island (Rapu Nai) in Chile.

Disused for decades, it has suffered from deterioration and a lack of maintenance. The viaduct is now managed by Sustrans and Historic England has provided advice on repairs and on the construction of a foot/cycle path across the viaduct. This is being managed by the Railway Paths Ltd, a sister organisation of Sustrans, with support from the Friends of Bennerley Viaduct, chaired by local Sustrans ranger, Jeff Wynch.

A two-stage grant was awarded in January 2019, with development work completed in 2019 and essential repairs started in March 2020. Work was temporarily stopped due to Covid-19 but re-started in May 2020.

The FOBV are considering plans for a bike ride in Autumn 2021 from Bennerley Viaduct to the Maldon Viaduct near Okehampton in Devon, the only other Viaduct in this country with a similar design, and in use for some years as part of a cycle route. Other historic bridges and viaducts en route would be included.

- **For more information contact Kieran Lee, the FOBV Community Engagement Officer (kieran.lee@bennerleyviaduct.org.uk) and the FOBV website: <https://www.bennerleyviaduct.org.uk>**



Trent Vale Trail update

from Alan Hudson, Sustrans Ranger, Newark, & Chair, Friends of the Trent Vale Trail

Earlier this year a new section of the Trent Vale Trail opened for cyclists and walkers in the east of the county and is proving very popular.

The new section links the villages of Collingham and Besthorpe (and the nearby Nature Reserve) via an improved byway along Northcroft Lane from Collingham

For cyclists, the new route means that you can reach Besthorpe (and Girton using the roadside pavement) without having to use the A1133. Access to quiet lanes from Besthorpe through to South Scarle and, via pavement or road, to Girton, and Spalford Warren (another NWT reserve) is now possible.

The Friends are now working on the next stage which will take the trail further north to link to South Clifton and then the Dukeries Trail and the Fledborough Viaduct.

The route is signposted between Collingham and Besthorpe with the TTV logo being added to the cycle signs for Sustrans NCN 64 linking Newark to Collingham.

- **For more information and updates visit www.trentvaletrail.org**

100 Women in Cycling Award: Congratulations to Susan!



Susan Young: Cycle campaigner, instructor, and workplace champion
Many congratulations to Susan for being included in this year's Cycling UK 100 Women in Cycling list.

Susan has been a cycle campaigner, ride leader and cycle trainer in Nottingham for many years after getting into cycling in her early 20s.

- **For more information see:**
<https://www.cyclinguk.org/womensfestival/100>

Future Pedals meetings

For other forthcoming meeting details, visit 'Pedals info' at
<http://pedals.org.uk/resources/>

Pothole or other problem reporting

See the 'Report a problem' info at
<http://pedals.org.uk/resources/>

Contacts for traffic signal complaints:

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

City Council:

Traffic.Signals@nottinghamcity.gov.uk

Keeping in touch with Pedals –

To keep in touch with Pedals visit our website, www.pedals.org.uk

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



Pedals contacts:

For general enquiries email the Secretary, Emma Metcalfe: contact@pedals.org.uk

You should also contact Emma if you wish to subscribe to the Pedals Discussion emails group and/or more frequent Mailchimp mini-newsletters / updates

Pedals QR code



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Next issue

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