

PEDALS

FOR A CYCLE-FRIENDLY NOTTINGHAM



Autumn Newsletter 2021 (no. 114)

Pedals support for “NSAT”, the North-South Active Trafficway proposals for a direct route between Sherwood and West Bridgford town centres



A longstanding campaign issue for Pedals has been our failure to achieve a proper safe route between the Sherwood Area and the City Centre, despite various attempts.

Now we are giving strong support to the new Sherwood-based group for the “North-South Active Travelway” which aims to achieve a direct and safe route not just between Sherwood and the City Centre but connecting via Maid Marian Way, Nottingham Station and Trent Bridge to Tudor Square, West Bridgford.



The proposed schemes on Beechdale Road, Wigman Road, and Hollington Road are part of Nottingham City Council's Transforming Cities programme, which aims to improve connectivity and encourage more low carbon journeys.

They include new junction and pedestrian crossing facilities, segregated cycle lanes, and changing the Bathurst Drive roundabout to a 'T-junction' with improvements for pedestrians.

The consultation will be open until Sunday 31 October, and the proposals, including artist impressions and an interactive model, can be viewed in full at on the Transport Nottingham website:

[Have Your Say Today – Beechdale Road And Wigman Road Improvements – Commonplace](#)

This includes a revived attempt achieve good cycling provisions over Trent Bridge, for which there was last year funding available from the DfT's Active Travel Fund. In the end, however, there was insufficient political will from the former County Council to see such a radical change adopted, **including** improved bridge approach routes and we are now trying hard to turn that around!

- ***To find out more about the NSAT proposals contact:***
northsouthactivetravelway@gmail.com

Other current proposals in Nottingham

There have been recent discussions between the City Council and Pedals about several schemes at different stages of preparation and including several to be funded by the DfT's Transforming Cities Fund.

Consultation started on Monday 4 October on proposals for upgraded walking and cycling facilities in Bilborough and Leen Valley.

Nottinghamshire County Council cycling proposals

These include a bid, announced in September, to the DfT for funding for one of the "Mini-Holland" schemes, as pioneered a few years ago in several London Boroughs and designed to make whole areas feel less motor traffic-dominated, as well as to improve air quality, and conditions for cyclists and pedestrians.

The local proposal is for a Mini-Holland scheme in part of Stapleford (Mini-Holland bid for Stapleford, Nottinghamshire | Nottinghamshire County Council)

Extract from Nottingham Post article of 13.10.21:

Nottinghamshire cycleway improvements given the go-ahead in 4 areas

4 projects designed to encourage more walking and cycling in Nottinghamshire at a cost of £2.708 million were given the go-ahead by the County Council in early October.

But a fifth project - a segregated cycleway in Chesterfield Road South, Mansfield - has been put on the backburner pending future Government funding.

The other four projects at Beeston, Sutton-in-Ashfield, Retford and West Bridgford will be completed using funding from the second tranche of the Government's Active Travel Fund if a variety of issues as outlined in the report which went to the council's transport and environment committee.

The Greater Nottingham area schemes approved in the report include:

Beeston cycling improvements, estimated cost £90,000

This project comprises two elements - a point closure on Dovecote Lane and a cycle parking hub to improve integration with passenger transport:

* **Dovecote Lane, Beeston point closure** (£45,000) – The location and potential impacts of the proposals are being reviewed following concerns raised during the first round of consultation. It is proposed that an update report is brought to a future committee once this work has been finalised.

* **Beeston passenger transport interchange cycle parking hub** (£45,000) – Whilst funding has been secured for the delivery of the cycle parking hub, the proposed cycle hub requires an ongoing revenue budget to support its running costs and maintenance.

Conversations are underway to identify a revenue funding source to pay for these costs in future years and it is proposed that the cycle parking hub will be implemented should a suitable funding source be identified and secured.

Of the limited numbers of people that responded, 44% of respondents (four) in the first round and 53% of respondents (20) did not support the scheme.

Officers are therefore investigating if an alternative scheme can be delivered within the highway boundary. Should such a scheme be identified and be deliverable within the funding constraints this will progress to construction.



Regatta Way, West Bridgford segregated cycleway/footway, estimated cost £1.24mn

Whilst design work has identified several issues along the proposed route that have increased scheme costs, it is considered that the scheme is taken forward for construction.

During the two rounds of consultation this scheme received strong public support (only 7% of the 83 respondents in the first round and only 12% of the respondents in the second round of consultation opposed the scheme).

Further Government funding for active travel has now been announced, and the county council has submitted a bid for funding to construct or improve cycle facilities at the B6021 Kirkby Folly Road, Sutton in Ashfield; Baulk Lane, Stapleford and the River Trent path in West Bridgford.

The projects were unanimously approved by the committee.

Bennerley Viaduct west side ramp completed



A major step forward in improving cycle and pedestrian access to the Bennerley Viaduct was achieved this summer with the completion of the ramp from the Erewash Canal towpath at the Ilkeston end of the Viaduct. Work on the provision of a much improved deck on the top of the Viaduct itself, should be completed later this year.

Funding for a ramp at the eastern (Awsorth) end of the Viaduct still has to be secured however but meanwhile this a great progress after about 40 years of campaigning to save the Viaduct and use it as the centre piece of a new walking and cycling route, connecting to both sides of the Erewash Valley Trail and beyond.

For any general enquiry please contact Kieran Lee, Community Engagement Friends of Bennerley Viaduct kieran.lee@bennerleyviaduct.org.uk



Darren Henry MP for Broxtowe, has organised several more meetings of the Pushbike Broxtowe Forum and is being very

supportive of the Friends of Bennerley Viaduct as well as several other welcome cycling initiatives such as the Stapleford “Mini-Holland” bid proposals.

Rushcliffe Cycling Scrutiny and Rushcliffe Cycling Forum updates

At the Second Rushcliffe Cycling Forum meeting in July, organised by Ruth Edwards MP, Pedals were invited to produce a list of our Top 5 cycle scheme improvements in Rushcliffe. This was finalised and submitted on 3 September (see below) and will be discussed further at the Third Rushcliffe Cycling Forum on 28 October from 14.00-15.30 on Zoom



In compiling this list, though each of the 5 priorities focuses on a main Scheme element, such as the new foot-cycle bridge over the Trent, good cycling provision on Trent Bridge and improvements to the subway-underpass under the A52 south of Sharp Hill, we included in each of the 5 a

package of other closely related schemes which we consider vital to ensure the good strategic connectivity of these major schemes, to help make the most of their great potential as part of longer routes, particularly for daily transport needs but also often for leisure trips.

We also made clear that we consider it very important that all new cycling provision, whether publicly funded or by developer contributions, is designed, built and maintained to higher standards, reflecting the revised Cycle Infrastructure Guidance in DfT Local Transport Note 1/20.

Existing provision should also be improved to reflect these higher design standards and, on trunk roads, such as the A52, A453 and A46, the higher cycle infrastructure standards recently adopted by National Highways (former Highways England).

On 14 July Pedals, among other groups such as Sustrans, was invited to give a presentation on our perspective on local cycling infrastructure to the **Rushcliffe Borough Council Growth and Development Scrutiny Group**. We are still waiting for news of the outcome of this Scrutiny Review however.

Pedals Top 5 priorities for cycling schemes in Rushcliffe (to be discussed at the third Rushcliffe Cycling Forum with Ruth Edwards MP on 28 October)



1. Completion of the Nottingham City Council DfT Transforming Cities Fund-supported foot-cycle bridge across the River Trent between Lady Bay and Trent Basin including new and improved high quality connections on both banks of the Trent, especially to and from the riverside paths (part of Sustrans National Cycle Network Route 15 and the Trent Valley Way), the major visitor attractions of Holme Pierrepont Water Sports Centre and Country Park, Skylarks Nature Reserve, the Grantham Canal (towpath) and including high-quality links, to, from and within the planned major housing developments at Gamston, Gamston Fields Sustainable Urban Extension, Cotgrave, Tollerton, Radcliffe on Trent and Bingham, and also including links between Gamston Fields and Keyworth.



The improved approaches should include the current plans by the County Council and Via East Midlands Ltd., supported by DfT Active Travel Funds, for improving cycling provision on Regatta Way between Radcliffe Road and Adbolton Lane, and should also take account of the proposed High School site and any proposed housing developments on Regatta Way. Another important connection is to work with National Highways (former Highways England) to help ensure that there is a safe and direct route is provided between Newton/Bingham, Radcliffe-on-Trent and onto West Bridgford and Nottingham with improved provision on and across the A52.



2. The proposed North-South Active Travelway between West Bridgford town centre and Sherwood and including high quality segregated cycle paths (to DfT LTN 1/20 standards) for cyclists on Trent Bridge, its approaches to and from Loughborough Road, Bridgford Road and Radcliffe Road, through to Central Avenue and Tudor Square





Fairham Pastures and East Leake Academy (the designated high school for the Fairham Pastures site) as well as to, from and through Keyworth and Ruddington, including the major new housing developments in and around these important settlements and the major visitor attraction of Rushcliffe Country Park

3. Upgrading of the subway-underpass under the A52 south of Sharp Hill (West Bridgford) and its approaches to provide a much-improved active travel route between Ruddington and (the Edwalton side of) West Bridgford, as well as Rushcliffe School and connecting through the new Edwalton / Sharp Hill housing site to and from Boundary Road and to much improved cycling provision on Melton Road (A606), particularly between Village Street, Edwalton and the Wheatcroft (Lings Bar) roundabout, including improved links to and from Keyworth and Tollerton, etc.

5. Other bridge improvements for cyclists including cantilevered segregated cycle path on the side of **Lady Bay Bridge** (and improved approaches, especially on Radcliffe Road), the **Suspension Bridge** (improved connections on the A60 and A606 side of the bridge) and **Clifton Bridge** (restoration of the good standard segregated cycle path and footway removed in 1993)



4. Extension of the City Council's Southern Cycle Corridor to serve the major new housing development at Fairham Pastures (south of Clifton) and the proposed ebike Expressway connecting to East Midlands Parkway Station, the redeveloped Ratcliffe on Soar Power Station site, East Midlands Gateway and East Midlands Airport. These high-quality links should also include a safe and direct route is provided between



13 Oct 2021 Updates on 3 of these Top 5 schemes:

- 1. Foot/cycle bridge:** *the City Council are looking for consultation to take place in November. All going well this would inform a planning application in the new year. Meanwhile Pedals is refining our ideas for improved links on both the south and north sides of the Trent to help maximise the connectivity of the new bridge in the short-, medium- and longer terms.*
- 2. NSAT Proposals:** *The NSAT group are soon to meet City Council Officers to discuss in detail their proposed route between Sherwood and West Bridgford Town Centres. They then plan also to meet the County Council.*
- 3. A52 Sharp Hill subway / underpass under the A52 Safe Crossings Campaign:** *National Highways (former Highways England) are carrying out a study of non-motorised user crossings of the A52 between the Nottingham Knight and Wheatcroft (Lings Bar) roundabouts and this is expected to be finished next March. This follows the strong boost since March to our 20-year old campaign for this improvement, working closely with the Ramblers, the British Horse Society, and several other local groups, getting nearly 2000 signatures on a petition in support of the campaign, and getting strong support from Ruth Edwards MP and Cllr. Neil Clarke, Chair of the County Transport and Environment Committee.*

Pedals items: meetings and appeals for help please!

For the time being our monthly meetings on the third Monday of each month at 7.30 continue to be held on Zoom rather than in person at the Vat and Fiddle PH.
Contact Mark Beaven for Zoom meeting details: beaven@ntlworld.com

Since Emma Metcalfe stepped down for health reasons as Secretary earlier this year we have failed to find a replacement for this key post. We also could do with volunteers please to help take minutes at meetings and to help with a badly needed update of the Pedals website.

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

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Next issue

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