Southern Cycle Corridor: Frequently Asked Questions

Below are a number of questions that have been raised through our initial engagement and whilst designing the Southern Cycle Corridor.

The consultation is open from 4th February to the 20th February 2016 and as the consultation progresses this list will be updated accordingly.

1. **Why does the route stop by the train station and not connect to the City Centre?**
2. **What about existing problems with cycle and bus/taxi conflicts along Carrington Street?**
3. **Why isn't Queens Bridge Road (Vat and Fiddle area) being improved as part of the Southern Cycle Corridor proposals?**
4. **Can the Toucan Crossing at Waterway Street to Queens Walk be more direct?**
5. **The Toll Bridge is not wide enough for cyclists – can this be widened / segregated?**
6. **Why isn't a fully segregated cycle facility being used on Farnborough Road, like the Western Corridor?**
7. **Why does the route remain on-carriageway and unchanged between the Clifton Park and Ride and Fairham College?**
8. **How will you stop cars parking on the path alongside Farnborough Road in Clifton? What is a verge parking Traffic Regulation Order?**

1. Why does the route stop by the train station and not connect to the city centre?

Whilst the plans for the Southern Cycle Corridor stop at Carrington Street the route itself will link to the new facilities that are being provided as part of the Cycle Ambition Programme and Broadmarsh redevelopment. This includes routes across the city centre and other cycle corridors that are under construction or being planned such as the Western, Eastern and Northern Cycle Corridors.

For more information please see http://transport.nottinghamcity.gov.uk/Projects/Cycle-city-ambition-project.aspx.

For more information about how Broadmarsh redevelopment please see http://www.nottinghamcity.gov.uk/broadmarsharea#proposal

2. **What about existing problems with cycle and bus/taxi conflicts along Carrington Street and by the station?**

As part of the Broadmarsh redevelopment there are significant changes proposed for Carrington Street alongside the train station. These changes should provide a much better, less trafficked route for cyclists and will link the current end of the Southern Cycle Corridor to the heart of the City Centre.

3. **Why isn't Queens Bridge Road (Vat and Fiddle area) being improved as part of the Southern Cycle Corridor proposals?**

Whilst we had hoped to upgrade the existing cycle path that runs along Queens Bridge Road, alongside the Vat and Fiddle between Carrington Street and Waterway Street, unfortunately we currently do not have the funding available to do so. We are aware that there is a perception of conflict between pedestrians, drivers and cyclists along this section of the route and we do have an aspirational preliminary design of what we would like to see here, including an improved public realm and cycling link.

Additional funding is being sought in order to realise this vision and the future redevelopment of Unity Square (currently Furniture King and Regina House) may well provide an opportunity to include improvements here.

4. **Can the Toucan Crossing at Waterway Street to Queens Walk be more direct?**

Waterway Street forms part of the Southern Relief Route and due to the improvement works taking place with the Broadmarsh redevelopment scheme and the closure of Canal Street to general traffic this will increase traffic in the area. In addition the width of and bend in the road means that a single stage crossing would cause a significant delay to traffic which could not safely accommodate cyclists due to visibility issues .

For more information on the Southern Relief Route works visit
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=57184&p=0.

5. **The Toll Bridge from the Meadows to Wilford is too narrow for cyclists and too crowded at peak times – can this be segregated / widened?**

The Toll Bridge provides a great link across the River Trent where pedestrians and cyclists have a good facility that runs adjacent to the new tram line. Unfortunately there are bottle necks and at crowded times this can lead to conflicts between different user groups.

Widening of the path is not possible without extending the bridge deck itself and this approach would be incredibly expensive. We did not want to consider a "cyclists dismount" approach as it would severely impact on the usefulness of the entire route.

Segregation of the path to pedestrian only and cycle only sections was considered but the lack of width meant that there was a very strong likelihood of both groups of user ignoring the restrictions. It was therefore decided that the route was more usable – and there was less chance of conflict – by maintaining the existing shared path.

What we are looking to do is to encourage sensible and considerate sharing of the available space by all users and we are reviewing the best ways in which we can do this at present.

6. **Why isn't a fully segregated cycle facility being used on Farnborough Road, like the Western Corridor?**

The footpath along the eastern side of Farnborough Road has very little use in terms of pedestrian movements and is ideal for developing in this manner.

Options for providing a similar approach to the Western Corridor or a hybrid track on Farnborough Road were considered. However, the works required to amend the entire carriageway - in realigning the existing traffic calming and refuges were prohibitively expensive. Furthermore the preferred option of a shared facility also matches with the treatment alongside the tram route, providing continuity along the majority of the Southern Cycle Corridor.

7. **Why does the route remain on-road and unchanged between the Clifton Park and Ride and Fairham College?**

We are limited with extending this treatment all the way to the Park and Ride due to the amount of frontage development, regularity of driveways and existing parking / lack of alternatives within the residential area.

We will however review the existing on-road facilities and look to improve and maintain them to ensure that they are in good condition.

8. **How will you stop cars parking on the path alongside Farnborough Road in Clifton? What is a verge parking Traffic Regulation Order?**

Where we are putting a shared cycleway / footway along Farnborough Road we are also looking to implement a "verge parking Traffic Regulation Order". This would mean that vehicles can continue to park on the road, as most already do. Vehicles will not however be able to mount the verge or footpath to park – damaging the grass and blocking the route for pedestrians and cyclists.