

The Town Council started to develop a plan for cycling and walking in the town at least two decades ago. Some elements of the plan were implemented as a result of the STC's decisions but many of the ideas being promoted were and are dependent on the NCC's involvement,

A Cycle Strategy for Southwell 2020

Aims

To encourage more people to make local journeys by bike.

To make cycling in Southwell safer.

There are two groups of cyclists to consider. Local cyclists who want to get quickly around town not using a car and would like access to longer leisure rides on cycle tracks and quiet country lanes. Longer distance cyclists visiting or going through Southwell.

The key routes to enhance the experience and expectations of both these groups, happen to be the arterial roads of Southwell. (See map attached). These happen to be the main roads and thus the busiest roads in Southwell.

Southwell is an historic town and the nature of the roads reflect this, being designed for horse drawn and pedestrian traffic. The pedestrians have been forced onto narrow pavements to allow roads enough width for motorised traffic. The road width has also been sacrificed in a number of key areas to allow on street parking. Without major changes in design or peoples attitudes to transport this is unlikely to alter. So we have to make the best of what we have.

There seems no need to alter any roads or footpaths away from these main roads, as there is little traffic on them and what there is moves fairly slowly. Most cyclist would see these roads as fairly safe to cycle on. To move from these safe zones to get to the key service or through Southwell cyclists are forced to use the arterial roads or linked footpaths, neither of which cyclists are happy with or feel safe on.

Proposals to improve the cyclist experience in Southwell

1. On Lower Kirklington Rd from Springfield Avenue to The Ropewalk, the footpath and verge are wide enough to make a shared footpath/cycle path.
2. On Nottingham Road from Halloughton Rd almost to the junction with Westgate, it is wide enough to have a shared use path on most of it. There is a bit of a squeeze past the bus shelter.
3. On Halam Rd from Hop Kiln Lane to Humberstone Dr path and verge are wide enough for joint use.
4. Make the footpath starting at Nottingham Rd pedestrian crossing, past the front of The Minster school through park to Bishops Dr, shared use.
5. Put a shared use path from the Bishop Dr car park across Higgons Mead and park land to Church Street.
6. From kink in Church Street make the footpath that runs along valley bottom all the way to the corner of Burgage lane/Newark Rd a shared path. Crossing lights on Church Street would be nice.

7. Put a shared path on Memorial park from car park up to War Memorial.
8. Make footpath from Coghill Court to Halloughton Road a shared path. Need to take steps out and keep hedges cut back.
9. Improve footpath links across ridge way path from May Hill to Landseer Rd and Chatsworth Avenue to Ash Tree Close to shared use.
10. Improve Ash Tree Spinney Path from Allenby Rd to Lowes Wong School entrance to shared route facility.
11. Allow shared use of footpath from the Ropewalk to Leeway road. This is a bit narrow but links all the Leeway Rd estate to near Southwell's core.
12. Allow shared use across Market Square from Kings Court to Kings St.
13. Make Riverside path a shared route. (Links Southwell Trail To Racecourse Rd)
14. Cycle lanes on Church St from mini roundabout to kink in road to link with cross town off road cycle route.
15. Cycle lane on Halam Road continuing on to The Ropewalk from Humberstone Road to level crossing.

Developed by Southwell Town Council's Transport Group Sept 2000

Allied to this plans for cycling, there was an analysis of the intra town footpaths, although not alongside roads [these have other issues such as pinch points or difficult gradients - some of which lead into the roadway, or dropped curbs

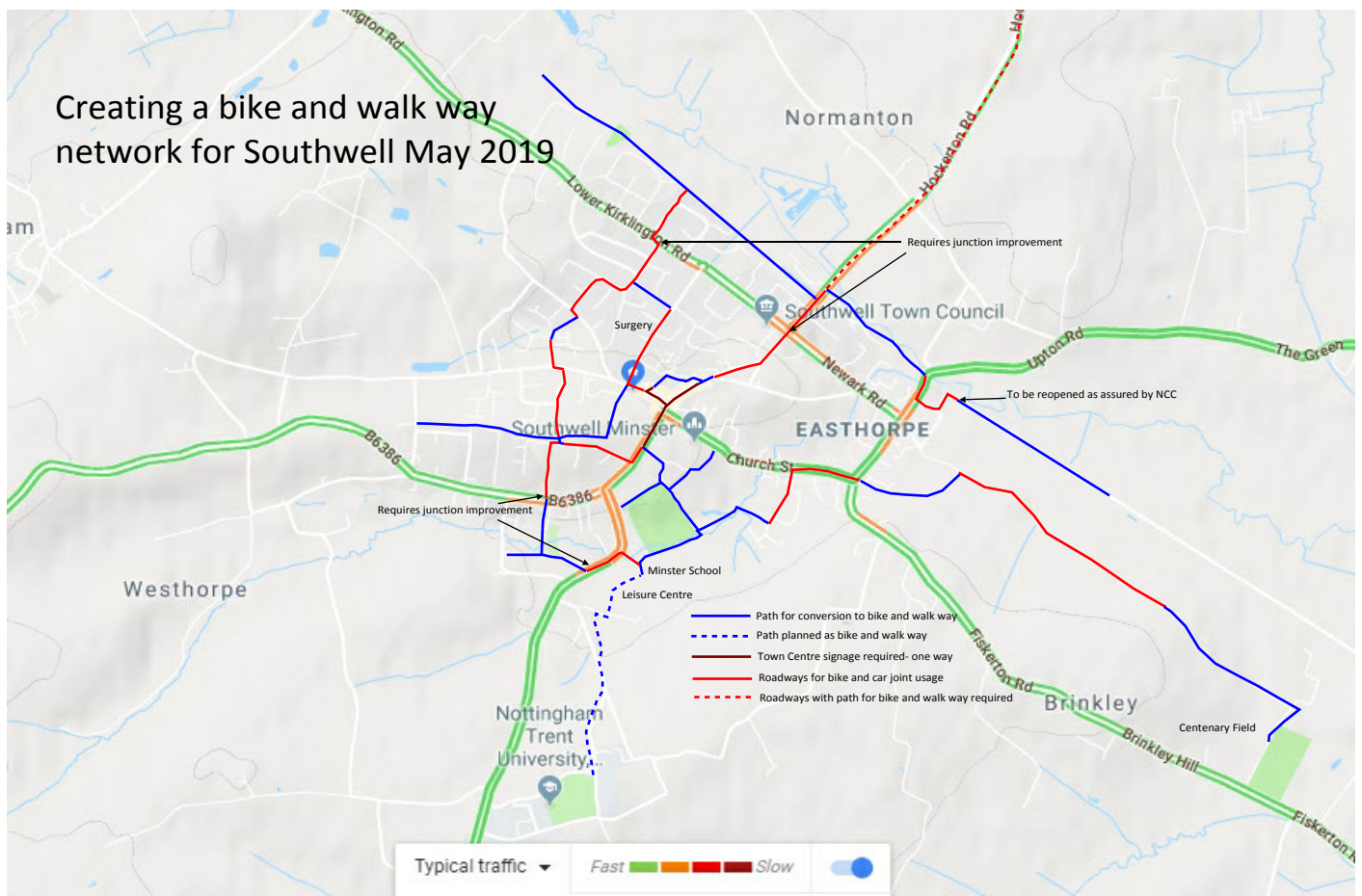
Survey of Southwell's Urban footpaths (Not road side)

See linked numbered map.

1. Southwell trail. Good unsealed surface. Wide enough for joint cycle and foot use. LINK to Kirkby close. Wide gravel farm track. Good cycle entry onto trail. LINK to Town Mill Close, a number of steps here in poor condition. ACTION repair steps. LINK to Norwood Gds OK footpath but hedge maintenance needed.
2. From Lower Kirklington Rd to foot path 4. Starts as rough track then onto grass at edge of garden, ends in four steps. Steps and garden link make it unsuitable for bikes. [2024 update steps still in place but now gravel surfaced]
3. Lower Kirklington road to Southwell trail. Good surface and width to junction. Surface then deteriorates, rough surface down to mud. Width variable due to hedge growth, could be made to 6ft all the way, but is it needed? ACTION mud track could be improved to a gravel surface
4. Link from 2. To 3. Mud track but part of rural edge.
5. Merryweather Close to Caudwell Close. Good surface 6ft wide if hedges were maintained.
6. Lower Kirklington Road to Merryweather Close. Good surface, 6ft wide, need hedges taking back.

7. Kirklington Rd to Springfield Rd. Edge of town path, semi-rural, mud and rough ground. Room to widen most of it if required. POSSIBLE ACTION gravel surface would improve it. [2024 update now completed to Hop Kiln Lane with full foot-path]
8. The Ropewalk to Leeway Rd. Good surface. Only 5 ft wide. Good link route, possible dual use? LINK to Arnold Ave good surface.
9. Kirklington Rd to Glenfields. Poor surface broken up by tree roots. ACTION improve surface.
10. Glenfield to Hopkiln Lane. OK surface bit over grown.
11. Hop Kiln Lane to Humberstone Rd. Starts as a grassy section with styles at both ends, then a wide estate path with very good surface. It continues at end along a compacted grit path to a gated exit on to Kirklington Rd. This is not marked on the town map as a footpath. ACTION Find out the status of this track.
12. Dudley Doy to Humberstone Rd Wide modern estate path.
13. Leeway Rd to Kirklington Rd surface mostly ok but poor at Kirklington Rd end. ACTION resurface needed.
14. Halam Rd to Ash Tree Spinney Path. This is a muddy track which the developers have fenced off and will leave. Is it on their land? Who is going to maintain the hedges and path? By fencing it off they seem to be turning their backs on it. ACTION could do with an improved surface. [2024 update development completed and issues unresolved]
15. Ash Tree Spinney path from Allenby Rd to Prebend Passage way. This is a mixture of mud and compacted grit. Varies in width. Could be made 6ft+ for most of its length with a bit of management and cutting hedges back to boundaries. There is a number of steps at five path junction at top of Hillside Dr. ACTION needs a surface upgrade all the way along. Could be a major cycle link but need money spent on it. LINK there are 10 link paths to roads on either side of the ridge. Most are of a reasonable condition. There are a number of steps on the link to Lowes Wong and Hillcrest. [2024 update local volunteer effort replacing steps with a ramp. NCC provided grit which was spread by the Friends of Ash Tree Spinney in 2019]
16. Prebend car park to Westgate. Good surface, not that wide lower end has problem with permanent dust bins left on it from surrounding premises. ACTION Get dust bins removed.
17. Ash Tree Close to Westgate. Runs along back of gardens on one side and steep wooded bank on the other. No surface, could get very muddy in wet weather. Link to Wands Close via a number of steps.
18. Honing Dr to Westgate. Good surface, not that wide.
19. Vicarage Rd to Westgate. OK surface except for tree root lift at Westgate end. Very overgrown. ACTION get vegetation cut back.

20. Oxten Road to Westhorpe. Steps to start, reasonable surface, fairly narrow along whole length.
21. Westgate to Halloughton Rd. Various surface all in reasonable condition. Goes from very narrow to wide. Hedges need to be maintained. Steps down into Halloughton Rd. LINK there are two links to Beckett's Field, both in good order. [2024 update development has replaced grass track with a grit surface but steps remain]
22. Halloughton Rd to Beckett's Field. Mud track, poor when wet, narrow and twisty Not well maintained.
23. Westgate Mews to Nottingham Rd. Good surface. Very narrow to start between mature hedges, not well maintained.



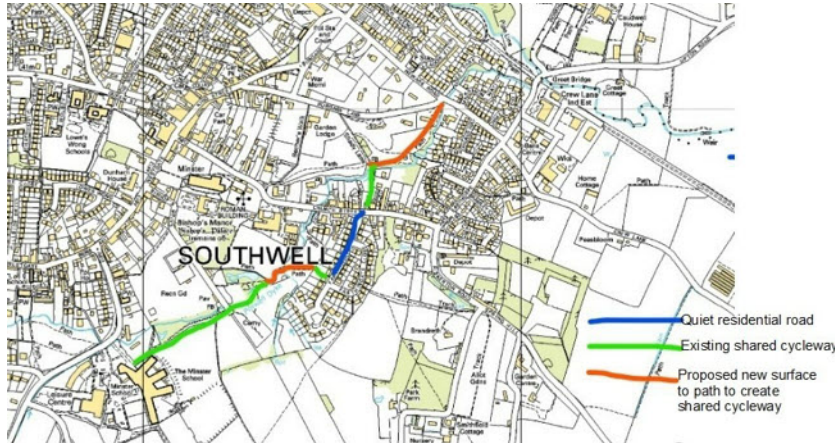
The Twon Council also proposed a plan for changes in the Highways System to the NCC in 2020 and regular monitors this against t progress. However, the NCC decided to withdraw from meetings with the STC but in 2024 agreed to return to joint meetings.

Proposed Highways requests for inclusion on next year's Notts CC's Integrated Transport (IT) or Traffic Management Revenue (TMR) Programme)

Item 1 is to improve walking & cycling conditions and will form part of a more comprehensive system of cycle routes under consideration. The remaining items are based on the priorities agreed from the list tabled at the July Planning Committee meeting.

1. Off Road cycle path from Shady Lane to Newark Road and from Squires Pond to Farthingate.

Existing paths to be surfaced and other measures taken to eliminate steps and obstructions. This will create a cycleway from the north-west side of the town to the School and Leisure centre when combined with existing paths and the quiet residential road of Farthingate.



2. Ropewalk Junction with Queen St and Halam Rd (fresh on-road schoolchildren logos needed, plus centre line required at junction).

Possible provision of centre line conceded by NCC/Via during Mar '19 exchanges but nothing to-date. Should have been tied-in with Lowe's Wong Schools' works.

3. Halloughton Rd 'Rat-Run' Junction (more/better placed 'Ahead Only' signing needed)

Existing set up claimed by NCC/Via, in March '19, to be 'perfectly adequate' following '.....many surveys and investigations.....', though none of these detailed/evidenced at that time. No further action to-date. There is no footpath at the Westgate end. This either needs better signage or a new survey to test the residents reaction to a no through road. The recent road closure has led to anecdotal evidence that there may be more support for a no through route.

4. Easthorpe Pedestrian Refuge (for increased footfall at/near Newark Road junction for BP Filling Station/M&S Store)

Previously investigated and rejected by NCC during 15/16. An email dated 30/06/20 from Via to a local resident stated that "the current design standard for a pedestrian refuge requires it to be a minimum of 2m wide with 3.5m for each running lane. The road at this location is approximately 7.35m wide."

However the "Traffic Signs Manual" of 2019 Chapter 6 paragraphs 15.3.2 to 15.3.4 on page 107 states that the minimum width for a pedestrian refuge is 1.2m and a lane width of between 3.2 and 3.9 is to be avoided as it is wide enough to tempt motorists to overtake cyclists, therefore a width of LESS than 3.2 or more than 3.9 is better.



Also along the former A612 on Nottingham Road, Southwell, a refuge serving the bus stop outside the Leisure Centre is 0.9m wide with carriageway widths of 3.12m and 3.05m on each side giving a total road width of 7.07m, even narrower than the width at Easthorpe (see photo). This is an interesting precedent. Surely a narrow refuge is better than none at all?

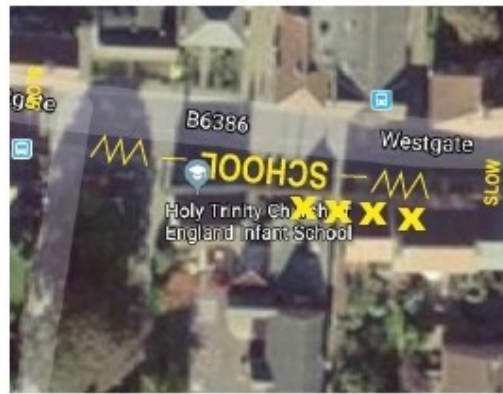
5. Wolsey Close Double Yellow Lines

Irresponsible parking by parents dropping off children at Lowes Wong School is causing a danger to pre-school playgroup children attending at the Roman Catholic Church Hall. Double yellow lines are requested at the end of Wolsey Close.

6. Traffic calming outside Trinity School

Traffic continues to speed round the bend near the school and causes much worry to parents crossing the road despite the recent reduced speed limit and flashing lights and previous adjustments to the pavement and road alignment. Local residents have suggested that extra road markings and bollards such as those suggested below should be provided as soon as possible. The bollards have been used in Westdale Lane in Nottingham and seem to have the desired effect. The Town Council supports these proposals.

Holy Trinity C of E Infants School: Proposed Westgate Road Safety Improvements

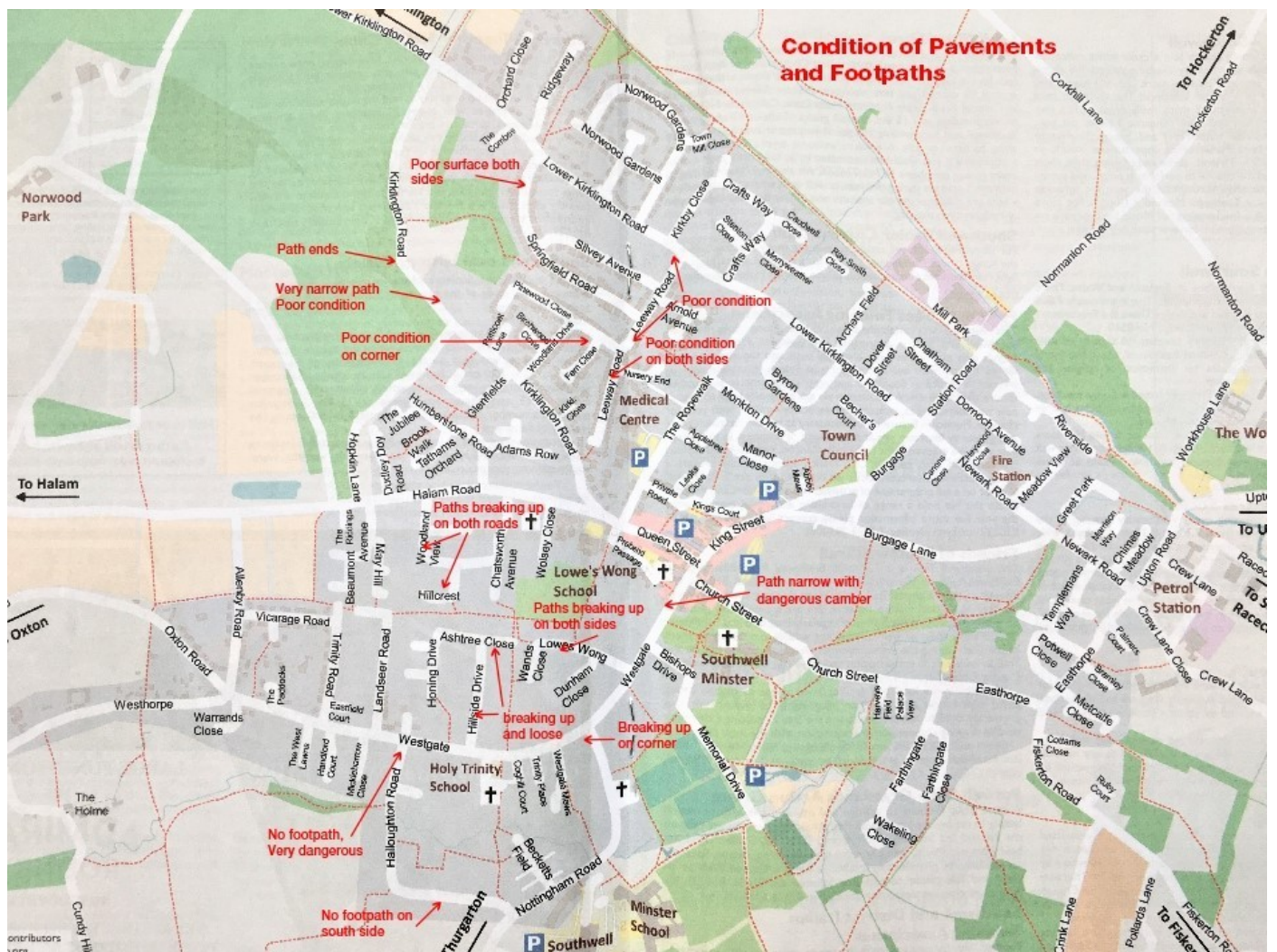


7. Saracens Head Mini-Roundabout (needs better signing or a fundamental re-design)

Prospect of further investigation emerged from NCC/Via correspondence/meeting March '19, but no further action to-date. Thus, the present confusing signage remains.

8. Pot-hole/Resurfacing (proposed for inclusion in NCC's Capital Maintenance (CM) Programme)

- Ropewalk (between Co-Op Store and Queen Street junction). To include renewal of on-road 'schoolchildren logos' if not effected as part of Lowe's Wong Schools scheme.
- Easthorpe. At very least, sunken/uneven statutory undertaker (water authority?) trench reinstatements (across the highway near Palmers Court junction) require proper, hot rolled asphalt smoothing treatment. Subject of on-going correspondence with County Councillor and NCC/Via and local residents since 2017 (with failed 'solution' applied Nov '18 - ie ripped off by frost damage/passing traffic by Mar '19).
- Various Other Locations throughout Town, including footpaths as per the plan below



We anticipate that the following projects will still proceed:-

HIGHWAY SCHEMES FOR SOUTHWELL IN NOTTS CC's CURRENT (2020/21) PROGRAMMES

(Compiled through analysis of NCC Report to Communities & Place Committee 9 January 2020 Agenda Item 5: Report of the Corporate Director, Place: Provisional Highways Capital & Revenue Programmes 2020/21 and associated Appendices)

Provisional Integrated Transport Budget/Programme (overall value £5.571 million)

Southwell jobs x2 –

- Nottingham Road Southwell Bus Stop Improvements (estimate £25k max)
- Upton Road Resurfacing 150m SW Normanton Road (estimate £25k max)

Provisional Capital Maintenance Budget/Programme (overall value £13.107 million)

Southwell jobs x3 -

- Upton Road Structural Patching (estimate £50k max)
- C25 Lower Kirklington Road Surface Dressing (slipped back from 19/20 Programme) (estimate £100k max)
- Chatsworth Avenue Micro Asphalt (estimate £25k max)
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Provisional Traffic Management Revenue Programme (overall value £0.525 million)

Southwell jobs x2 –

- Southwell Lengthsmen Scheme (the delegation of/payment for certain minor tasks to be carried out locally)
- Southwell Lowes Wong School Additional Signing

