Newark & Sherwood Active Travel Study

Design Recommendations Booklet

Newark & Sherwood District Council

Contents

1. Introduction

This Design Recommendations booklet sets out the high-level proposals for the development of the walking and cycling networks across Newark & Sherwood.

The recommendations in this booklet are in line with the guidance for walking and cycling set out in LTN 1/20 and other key guidance. As a strategic document, the active travel study aims to show an indicative active travel network, and guidance on infrastructure concepts, but is not a detailed feasibility study. Further studies will be required to assess the appropriateness of the measures outlined, looking at alignment with highway authority policy in individual locations in order to provide appropriate facilities for walking and cycling.

Document Structure

The booklet is divided into three sections:

- Walking and cycling routes in and around Newark

*Newark town centre is beyond the scope of the Active Travel Study. Details relating to the town centre are the focus of the Newark Town Centre Masterplan

- Walking and cycling routes in Ollerton and Edwinstowe
- Inter-urban routes

Routes in and around Newark

2. Routes in and around Newark

This section sets out our recommendations for delivering the walking and cycling network within Newark, including connections to the urban extensions at Middlebeck to the south and Fernwood to the south-east.

The Gear Change vision document puts walking and cycling at the heart of transport decision-making and aims to make active travel the natural choice for short journeys. This means that walking and cycling should be prioritised in highway design within the built-up area. While necessary motor traffic must be able to access all areas, accommodating all traffic should not override the needs of good walking and cycling design.

2.1 Existing Conditions

Walking and Cycling in Newark – General conditions

Newark is a relatively compact town with a pedestrianised centre. Vehicle traffic is concentrated on a few routes, primarily the north-south corridor from North Gate to Farndon Road and Albert Street via Lombard Street (and Mill Gate), and the east-west streets of Great North Road, London Road and Queen's Road

There are a number of radial streets leading into the town centre. Many of these high traffic volumes and limited space due to the historic urban fabric of the town. Some of the radial streets into the town centre have lower traffic volumes, due to a mix of traffic restrictions (e.g. part of Balderton Gate being pedestrianised, or the access only restriction on Bede House Lane), as well as spatial constraints on many streets (e.g. Mill Gate being one-way due to its limited width).

Beyond the town centre and key arterial roads, most residential streets have low traffic volumes and adequately wide footways. Some footway parking was observed, but in general was not seen to be obstructing the footway. Many junctions in residential areas do lack adequate dropped kerbs and tactile paving however, and often have wide junction geometry that allows vehicles to turn in and out at high speed, posing a potential danger to pedestrians.

Many footways are in a poor condition following wear and utility repairs, and in some places feature adverse camber, missing dropped kerbs at junctions, as well as an uneven surface (due to dropped kerbs for driveways), all of which can have a particularly negative impact on the elderly, people with visual impairments, and those wheeling with a pram/wheelchair etc.

Mill Gate – traffic is limited to northbound only due to the narrow width of the carriageway

Carlton Road – A typical residential street in Newark

2.1 Existing Conditions

Walking and Cycling in Newark – radial routes

On radial streets outside of the town centre, footways are generally of reasonable width, with some of the wider footways being marked as shared-use – however there is generally not sufficient width on these shared-use footways to avoid conflict between people walking and cycling. Footways and shared use paths lack side-road priority, slowing down pedestrians and cyclists and introducing discomfort.

London Road is wide, though the space is not used efficiently, having both shared use footways (with paint marking the area for cycling) and advisory cycle lanes. Despite this, the carriageway is generally wide, with central hatching and right turn pockets in several places.

Lincoln Road is particularly narrow just east of the bridge (up to Emmendingen Avenue) , with a narrow footway on the south side, and a wider shared-use footway on the north side.

Farndon Road – While there is better separation between people walking and cycling on this section, the cycle track is inadequately wide to provide for cycling in both directions

London Road – While the pavement is wide, there is no separation between people walking and cycling, and there are issues with parking on the pavement

2.1 Existing Conditions

Walking and Cycling in Newark – Fernwood

Fernwood, being on the eastern side of the A1, is isolated from nearby Balderton and the rest of Newark, with the main route out of the area (along the B6326) being unattractive and indirect for active travel.

The shared use footway alongside the B6326 is narrower than the recommended width, with no buffer between the footway and carriageway. As the main link for people walking and cycling, this narrow link may cause conflict between people walking and cycling.

Furthermore, the recently developed service station between the A1 and B6326 attracts a considerable number of motor vehicles that turn in and cut across the path of people walking and cycling – the entry into this service station has an extremely wide mouth that increases the crossing distance and implies priority to vehicles.

The roundabouts at the edge of Fernwood (the exit slip from the A1 southbound, leading into Goldstraw Lane and Dale way respectively) do not have any crossing facilities for people walking or cycling.

The existing shared-use path between Balderton and Fernwood via the B6326 is interrupted by the wide junction into the service station.

2.1 Existing Conditions

Walking and Cycling in Newark – Severance

There are a number of major lines of severance in Newark due to the two railways, and network of A-roads – especially the A1 and A46 dual carriageways – and watercourses including the River Trent, which offer limited opportunities for active travel crossings. In some places, such as the Farndon Rd underpass at Farndon Roundabout and NCN 64 active travel bridge over the Southern Link Road, infrastructure has been provided to reduce the impact of severance with new connections. However there are other severances that have not been addressed and continue to impact on active travel route choice. These are:

- The A1 between Fernwood and Balderton – the two grade separated crossings, one on Hollowdyke Lane and the other on the B6326 both represent significant detours, particularly in the areas of Fernwood currently being developed.
- The East Coast Main Line cuts off Northern Road industrial estate from the core of the town, with the only access points being Lincoln Road Bridge and Beacon Hill Road. This also reduces the accessibility of Newark Northgate station to the residential areas to its north and east.
- Newark Castle station – the primary connection to the station is along Great North Road, which suffers from congestion and has relatively narrow footways. Additionally there are no crossing facilities immediately outside the station.
- While NCN 64 on the former railway tracks provides good north-south active travel connectivity, the limited crossing opportunities reduce the permeability of the network around this link.
- The River Trent limits routes into Newark from the west, , with the crossing at Kelham the only road link currently available. This road is spatially constrained, despite its role as a major route, which can result in issues such as HGV's driving partially on the footways. Historically, there was a crossing at Averham Weir, adjacent to the railway bridge, as well as a ferry that crossed the Trent at Farndon.

2.2 Design Recommendations - Newark

This section outlines the proposed walking and cycling network, and the design recommendations required to make the necessary network improvements.

The recommendations are based upon LTN 1/20 guidance, and further study and work with the local highway authority is required to develop the detailed proposals. Where cycling on-carriageway is proposed in a low-speed, low traffic environment, measures may be required to manage vehicle speeds.

It should be noted that Nottinghamshire County Council currently has a policy of supporting physical traffic calming only on streets where a problem exists resulting in community concern, such as;

- inappropriate speed
- excessive volume of through traffic
- a measure to assist in accident reduction.

The decision on whether to install traffic calming on a particular road is based on various factors including:

- the existing accident record
- the category of road (traffic calming will not be installed on major roads unless in response to accidents)
- more than 250 vehicles travel through the site during a typical peak hour and the majority of these vehicles exceed the stated speed limit by 20 percent or more (e.g. faster than 36mph in a 30mph zone)
- houses front more than half of the affected road
- substantial public support is received for the introduction of traffic calming measures.

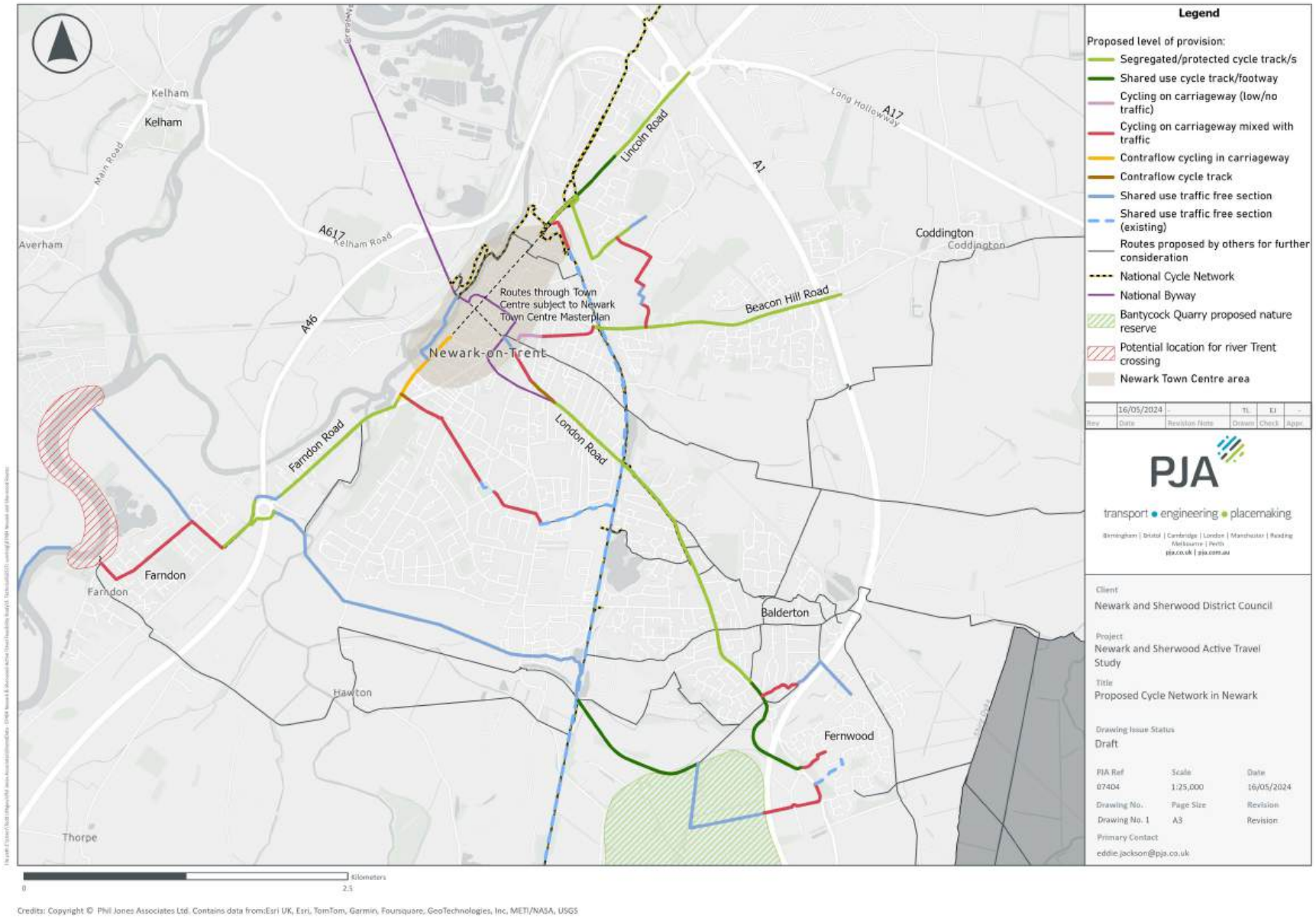
Proposed cycle network:

The proposed cycle network provides connections from the town centre to residential areas in all directions.

The network also provides connections with Newark Northgate and Castle stations, and to key employment sites such as Staythorpe Power Station and Northern Road Industrial Estate.

Improved connections to Fernwood are proposed, with a bridge over the A1 to provide a more direct route to Balderton.

The network integrates with the proposed inter-urban routes at Farndon, providing a link to Rolleston and Southwell.



2.2 Design Recommendations – Newark (point interventions)

ID	Description
N1	Bridge crossing over the River Trent. One option is for a crossing at the site of the former Farndon Ferry, to the north of the Riverside Pub. The alternative is a bridge from Walter's Close to Staythorpe Power Station
N2	A bridge over the A1 at the approximate location of the existing public right of way
N3	Junction improvements to provide provision for people cycling in a north-south direction
N4	Provide controlled crossings to improve pedestrian provision over the roundabouts adjacent to Fernwood Woodland north and south
N5	Provide an access into the proposed nature reserve to the south of Cross Lane
N6	Provide a parallel controlled crossing (e.g. sparrow or toucan) to better cater for cycle movements onto Balderton Gate from London Road
N7	Improve the safety of the roundabout for people walking and cycling
N8	Address speeding issues through traffic calming and/or volume reduction measures on Boundary Road
N9	Provide a parallel controlled crossing to provide for cycle movements from the contraflow on Mill Gate to the cycle track on Farndon Road, and to cater for pedestrian movement to/from Newark Marina
N10	Modify the junction to provide an easier entry/exit onto Lombard Street/Castle Gate from Mill Gate
N11	Improve the junction to provide provision for people cycling across the junction in an east-west direction
N12	Provide a bridge over the East Coast main line between Northern Road and Newark Northgate Station

2.2 Design Recommendations – Newark (point interventions)

ID	Description
N13	Improve the gateway into Newark Northgate Station for people walking and cycling (e.g. footway widening/surface improvements on Appleton Gate, traffic calming, public realm enhancements)
N14	Provide a ramped access from Lincoln Street to Lincoln Road Bridge
N15	Improve the junction to cater for cycle movements in all directions
N16	Provide a parallel controlled crossing from Balderton Gate to London Road
N17	Provide a controlled pedestrian crossing over Great North Road to improve access to Newark Castle station and Riverside Park
N18	Provide a controlled pedestrian crossing over Victoria Street at the location of the existing refuge island
N19	Provide a parallel controlled crossing over Sherwood Avenue/Friary Road to cater for movement between Bede House Lane and Beacon Hill Road
N20	Provide controlled pedestrian and cycle crossings over the A46 and Fosse Road arms of the Farndon Roundabout
N21	Provide a transition from the bi-directional cycleway on Fosse Road to on-carriageway cycling on Long Lane (e.g. a raised table/entry treatment)
N22	Upgrade the existing Toucan Crossing to better cater for cycle movements from the southbound with-flow cycle track to the shared use path on the other side of the street (e.g. a sparrow crossing). Provide a transition from the shared use path to the northbound with flow protected/stepped track
N23	Provide a controlled cycle crossing or transition treatment between Beacon Hill Road and Sleaford Road (depending on the layout of protected cycle infrastructure on Beacon Hill Road heading eastwards
N24	Provide a parallel controlled crossing over London road to provide access into Lacey Green for people walking and cycling

2.2 General Design Recommendations – Newark

The proposed cycling and walking network includes four main radial routes, linking the town centre with different neighbourhoods. These are Beacon Hill Road, Lincoln Road, London Road and Farndon Road.

The following design principles should be applied across the recommended network, in accordance with the LTN 1/20 guidance.

- **Dedicated space for cycling –** On busier roads, shared use facilities and/or advisory cycle lanes should be replaced with segregated/stepped cycle tracks. Space can be re-allocated by removing hatching, reducing lane widths to 3.0-3.2m and (where there is a wide shared-use footway) re-allocating part of the footway. Wide shared use footways could be retained where footfall and cycle flows are low.

- **Transitions between infrastructure -** Where necessary, controlled crossings should be provided to transition people cycling from different types of infrastructure (e.g. from a contraflow on a one-way street to a protected cycle track). Where traffic volumes are lower, a controlled crossing may not be necessary, though the connection between types of infrastructure must still be clear and direct.

- **Continuity and side-road priority –** Radial routes should provide priority for people walking and cycling over side road entries. This can be achieved through the provision of continuous footways/cycle tracks. Where these may not suitable (e.g. on a bus route), other interventions might still be suitable, such as reducing the turn radii so that the crossing distance is shorter and to slow down turning vehicles.

- **Reduced traffic speeds and volumes** – on quieter streets where traffic volumes are lighter, and speeds lower, on-carriageway cycling is generally appropriate. LTN 1/20 guidance suggests that in order for on-carriageway cycling to be suitable for most people, a maximum speed limit of 20mph is recommended. Measures to promote lower speeds – such physical traffic calming features may be appropriate, depending on local conditions.

2.2 Design Recommendations – Newark

Mill Gate/Newark Castle – Farndon

This route starts at the edge of the Town Centre, at the junction of Lombard Street and Mill Gate. It is proposed that this junction is modified to enable an easier transition for people cycling out of the town centre to head onto Mill Gate, where contraflow cycling will be permitted. This could be achieved by means of a parallel zebra or controlled crossing.

A spur of this route will link to Newark Castle via Mill Lane and the existing path along the River Trent by Newark Town Lock, and through Riverside Park. It is proposed that a controlled crossing is installed near to the mini-roundabout on Great North Road, to improve access to the station for both pedestrians and people cycling. The proximity of the level crossing will need to be considered in agreeing the type of crossing in this location.

At the south end of Mill Gate, transition treatment is proposed to link the on carriageway/contraflow cycling onto the proposed bi-directional cycle track on the north side of Farndon Road. This level of provision will continue south for approximately 1.15km towards Farndon Roundabout. South of the roundabout, a bi-directional track will continue the route along Fosse Road to Long Lane.

Within Farndon, traffic volumes are generally low and suitable for on-carriageway cycling. A 20mph speed limit in this area would ensure that on-carriageway cycling is suitable for most people.

There are various location options for a bridge crossing over the Trent, with the expected location being somewhere between the site of the former Farndon Ferry, and Staythorpe Power Station, opposite Walter's Close. This would link with the proposed inter-urban route to Rolleston and Southwell, and provide an active travel link for people working at the power station - as the Averham Weir Viaduct did so historically.

2.2 Design Recommendations – Newark

Newark Northgate – Lincoln Road

This route is primarily linear, along Lincoln Road. However it is also proposed that the connection onto Lincoln Road Bridge is improved by means of a ramped access on Lincoln Street – to tie in with an upgraded crossing facility to allow people cycling to access the north side of the bridge.

The junction of Lincoln Road and Northern Road will need to be upgraded with a dedicated cycle phase to cater for cycle movements in all directions, though primary in a north-east – south-west direction, along Lincoln Road.

Lincoln Road is spatially constrained, and while there is some potential for road space re-allocation, there are sections where there may not be sufficient space for segregated cycling infrastructure, particularly between Northern Road and Emmendingen Avenue. While this route should generally have segregated cycling infrastructure, it may be necessary to have a short section of shared-use in this location to ensure continuity of the route.

Barnby Gate – Beacon Hill

This route utilises Bede House Lane (access only for motor vehicles), and continues along Beacon Hill Road, (where some traffic calming measures may be desirable). The uncontrolled junction with Sleaford Road and the subsequent junction with Northern Road will need to be upgraded a signalised junction to cater for cycle movements in an east-west direction. Segregated cycle infrastructure with a bi-directional cycle track on the northern side of Beacon Hill Road is proposed (beyond the junction with Sleaford Road). The proposed route extends as far as Newark Road on the eastern side of the bridge over the A1.

2.2 Design Recommendations – Newark

Balderton Gate – Fernwood

Starting in the traffic free section of Balderton Gate in the town centre, this route continues along Balderton Gate (where traffic volumes are low and suitable for on-carriageway cycling). The junction with Sherwood Avenue will require upgrades to maintain the continuity of the route along Balderton Gate – the entry to the eastern section of the latter is particularly wide-mouthed. Signalisation of this junction in place of the existing pedestrian crossing may be required. Contraflow cycling will also need be permitted (or alternatively a contraflow cycle lane/track utilised) in order for people to cycle into the town centre along this section.

At the junction of London Road and Balderton Gate, the existing controlled crossing can be upgraded to a Sparrow crossing to allow for people cycling to cross.

For approximately 2.75km on London Road, segregated or stepped cycle tracks (on either side of the carriageway) are proposed in place of the existing advisory cycle lanes, providing a continuous and direct route.

The route then branches into two, with the western section including upgrades to the existing shared-use path towards Fernwood along the B6326. There is limited for road space reallocation on this route, given the constraints of the bridge, though significant improvements can be made by reducing the radii of the junction with the service station and providing signalised crossing facilities at the two roundabouts on the B6326 in Fernwood.

The easternmost route makes use of the low traffic streets on Lacey Green and Southfield to link to a new active travel bridge over the A1 along the alignment of the existing but neglected PROW to connect into the low traffic streets of Fernwood.

2.2 Design Recommendations – Newark

Mill Gate/Southfield Terrace – NC64 Greenway (by Newark Cemetery)

This route is an orbital route that links to several schools and community facilities. The route links to the proposed route on Mill Gate at Southfield Street, heading east onto Boundary Road. Despite being a residential street with a school, Boundary Road has relatively high traffic volumes, with some HGV's associated with the development site to the south of Newark at Middlebeck using the street as a cut-through to access the site. Following the construction of the Southern Link Road (SLR) up to the A46, it is expected that the traffic volumes will decrease. Measures should be taken to reduce the volume and speed of traffic on the route to coincide with this, as well as cycle improvements to the roundabout, where the route continues along Windsor Road.

Windsor Road has low traffic volumes, though it is recommended that traffic calming measures such as raised tables at junctions and/or pinch points are implemented due to the long and straight nature of the street that could encourage speeding. The proposed route then follows the edge of Cleveland Square and continues along Carlton Road, which would benefit from similar interventions to Windsor Road.

An improved crossing facility (e.g. a sparrow crossing) is proposed at the location of the existing crossing on Bowbridge Road, where the route then continues through the new residential development, and onto the existing traffic free shared-use path that leads into the NCN64 greenway.

NCN64 greenway

The NCN64 provides an attractive traffic-free link into Newark from the south. The path is suitably wide and surfaced, though could benefit from improved lighting.

Fernwood-Farndon

This route is primarily located within the Middlebeck development site, and integrates with existing and planned paths there – primarily off-carriageway. It is proposed to extend this route to Fernwood in the east using Cross Lane which has a bridge over the A1. This route will also provide access to the proposed nature reserve to the south.

2.2 Design Recommendations – Newark

Other sections: Northern Road Industrial Estate

Several interventions around the Northern Road Industrial Estate are proposed, including a bridge over the East Coast Main Line to improve access between the area and Newark Northgate (and onwards to the town centre). The railway currently acts as a major severance in the area.

A route through Northern Road Industrial Estate is proposed, utilising the existing pedestrian and cycle cut-through at the end of Cafferata Way, then continuing along Jessop Way and Brunel Drive.

Traffic calming measures are proposed along Jessop Way and Brunel Drive. These should be designed such that they do not impede HGV movement. For example, reducing the corner radii of junctions may be done using surfacing that can be overrun by HGV's but will retain the tighter geometry for cars and LGV's.

Segregated cycle tracks are proposed on Northern Road between Lincoln Road and Brunel Drive, as well as on Brunel Drive towards the existing pedestrian/cycle cut-through. A parallel controlled crossing on Northern Road may be desirable to provide a transition for people cycling from Brunel Drive to Northern Road, and people crossing the street on foot – particularly if a bridge over the East Coast Main Line is developed.

These interventions would provide improved north-south connections in the area as well as east-west, into Newark Town Centre.

2.2 Design Recommendations – Newark

Bridge over the A1 at Fernwood (N2)

The provision of a bridge over the A1 between Balderton and Fernwood would significantly reduce the distance between key services in Balderton and the developing residential area of Fernwood, reducing the car-dependence of the area by bringing more of the amenities in Balderton into a comfortable walking and cycling distance of Fernwood, and provide improved active travel access to schools.

The proposed bridge follows an existing public right of way that is currently inaccessible due to overgrowth and is unsafe due to the lack of crossing facilities over the A1. Given the speed and volume of traffic, an at-grade crossing would not be feasible in this location.

The existing public right of way has an at grade crossing of the A1 here. While not only unsafe, the entry onto the right of way on the north side is not accessible due to overgrowth (behind the northbound lanes).

2.2 Design Recommendations – Newark

Bridge over the Trent at Farndon or Staythorpe (N1

The provision of a new active travel bridge over the River Trent would allow for the development of an active travel link towards Rolleston and ultimately Southwell (where the proposed network integrates with the Southwell Trail). Such a connection is considered to have particularly significant potential for recreational cycling as well as cycle tourism. In addition to this, a bridge would allow for a new active travel link between the residential areas south of Newark, Middlebeck and Farndon, and Staythorpe Power Station, a key employment site.

Given the road link to Staythorpe requires passing through Kelham, some distance to the north, via the busy A617, the more direct cycle route would be time competitive with driving for people in Newark, with trips from the town centre both taking approximately 15 minutes (outside of peak hours). Thus with a bridge and a high-quality route towards Farndon, cycling could be an attractive alternative to the car for employees of the power station.

The optimum location of the bridge would be subject to further study. An general area for the bridge has been proposed, between the site of the former ferry at Farndon, (which would more effectively cater for leisure routes and reinstate the historic river crossing), or further north linking more directly to the Staythorpe Power station site, which could provide a more direct link to the employment site.

Farndon Riverside – There is currently no way to cross the Trent at this location – meaning to reach the other side currently requires an 8-mile detour via Kelham

Routes in Ollerton and Edwinstowe

3.1 Existing Conditions – Ollerton and Edwinstowe

Walking and Cycling in Ollerton

Ollerton is primarily suburban in character, with most residential streets being relatively low-traffic, though the A6075 Tuxford/Forest Road through the town has higher traffic levels of approximately 7000 vehicles per day.

Streets are generally wide, with footways and verges alongside the carriageway. Footways in the town centre where footfall is higher are wide, especially around the shopping parade, where there is some planting and seating. There is some cycle infrastructure on the A6075 where traffic volumes are higher, with a mixture of advisory cycle lanes and shared use cycle tracks.

Away from the main roads, residential streets generally have wide footways, with dropped kerbs at junctions, though most do not have tactile paving. Traffic calming is in place on some streets to reduce vehicle speeds, but is not universally applied, e.g. Whinney Lane has speed humps and pinch points, though Main Road (despite being long, straight and having little on-street parking) has no traffic calming.

The regeneration plans for Ollerton Town Centre currently being progressed by Newark and Sherwood District Council aim to improve the public realm in the heart of the town centre. The plans include a new link between the Tesco and Forest Road, with new housing, retail and public amenities facing onto the new connection.

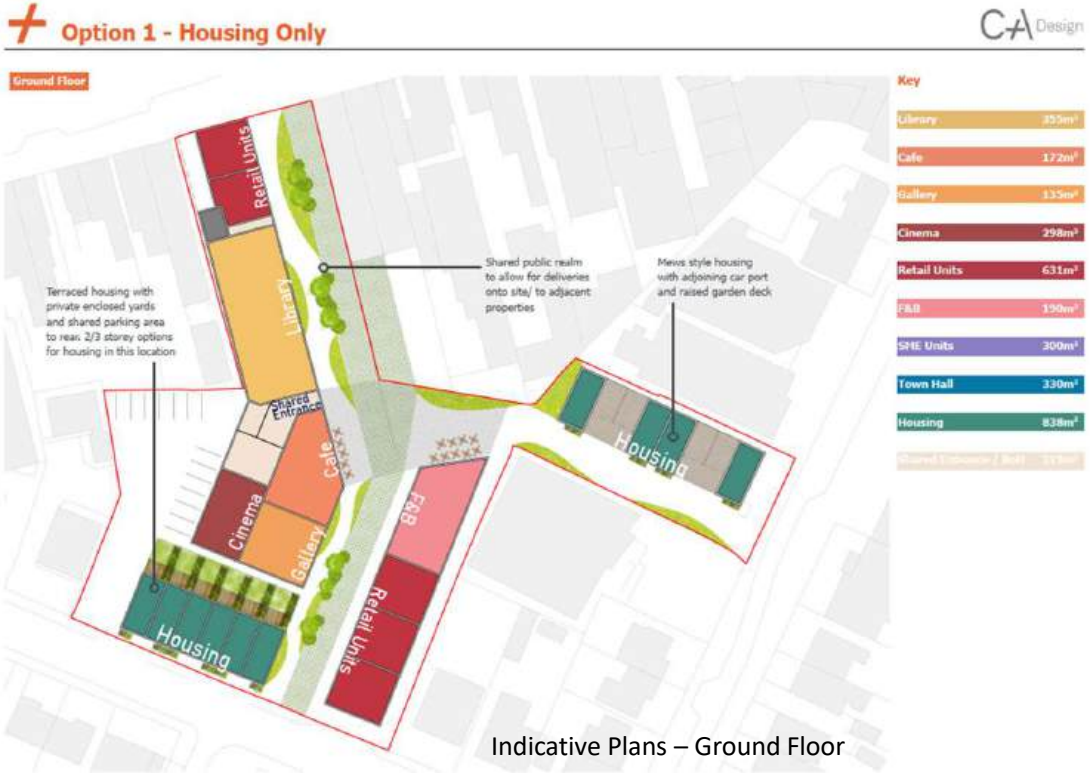
Sherwood Energy Village, to the south of Tesco, is characterised by larger buildings set in open space, with dedicated paths that are well lit and surfaced – though they are generally too narrow for comfortable sharing between pedestrians and cyclists, and the routes suffer from a lack of passive surveillance, shade and shelter, and places to sit. The Energy Village area provides significant employment but is disconnected from the town centre itself, with the most direct route from the town centre an unclear route via a path to the rear of Tesco.

Sherwood Drive has significant placemaking potential to tie in with regeneration works nearby (and partially on the street itself)

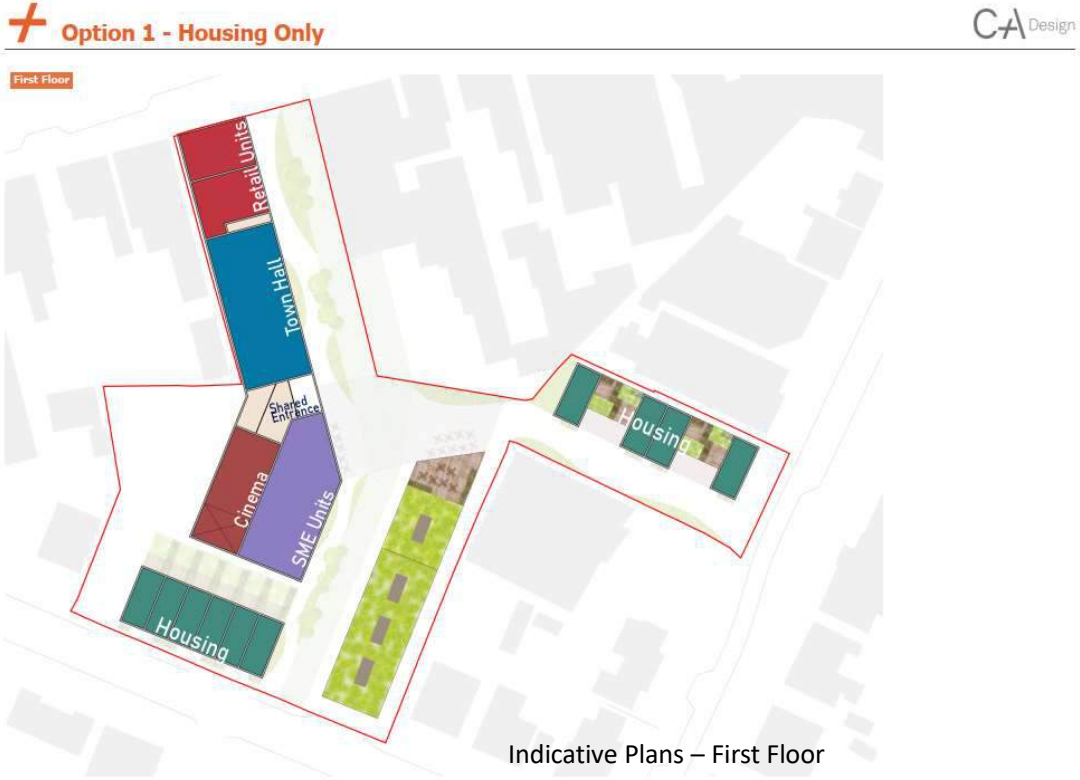
A footpath in the Energy Village – these are well lit and surfaced though are not always well overlooked, and it is not always clear where they lead to.

Ollerton Town Centre Regeneration Proposals

The Ollerton Regeneration proposals will aim to draw visitors into the town centre and create new spaces – including a pedestrianised link between Forest Road and Tesco that will improve the existing connection.



Indicative Plans – Ground Floor



Indicative Plans – First Floor

3.1 Existing Conditions – Ollerton and Edwinstowe

Ollerton Roundabout

Ollerton Roundabout is a busy six-arm roundabout to the west of the town. It suffers from congestion at peak times and lacks facilities for people walking and cycling, representing a barrier for active travel movement between Ollerton and Edwinstowe. Access to Sherwood Heath Nature Reserve is located on the northwestern side of the roundabout, and is a popular location for local walkers, including guided Health Walks.

Ollerton Roundabout lacks crossing facilities for people walking or cycling. Nottinghamshire County Council is proposing to upgrade the roundabout, including providing two-stage toucan crossings on two of the arms. (Image © Nottinghamshire County Council)

Ollerton – Boughton industrial estate

Boughton Industrial estate is a key employment site for Ollerton and is a busy corridor for people on foot, especially at peak times. The primary route to the site is along Tuxford Road and Cocking Hill. Tuxford Road varies in layout along its course with an intermittent footway on the southern side. Though generally relatively wide, the space is not used efficiently, and there is no separated provision for cycling. Footways are separated from the carriageway by grass verges in places, but of limited width in places. The railway bridge near Church Road is a pinch point where footway and carriageway both narrow slightly. The speed limit on the section east of Church Road has been lowered to 40mph in recent years.

Tuxford Road is relatively wide from the town centre towards Boughton, though the footway becomes more narrow beyond Greenwood Crescent. There is potential for space re-allocation to provide space for cycling.

3.1 Existing Conditions – Ollerton and Edwinstowe

Walking and cycling in Edwinstowe

Edwinstowe's residential area is primarily comprised of low-rise semi-detached housing, like Ollerton, though the historic village core on High Street/Church Street has a mix of older buildings, primarily 1-2 storeys, facing a fronting onto High Street.

Forest Corner, to the north of Edwinstowe town centre, is the primary visitor centre for Sherwood Forest. A large car park off the B6034 at Forest Corner is the main parking area for the Forest. Despite the proximity of Forest Corner to Edwinstowe High Street, the link is unclear and difficult to navigate, with only a narrow footway alongside the main road providing the link.

The Thoresby Vale residential development on land east of Edwinstowe will include active travel connections to Forest Corner, potentially increasing demand along this link.

The High Street is the primary north-south link within Edwinstowe, with motor traffic southbound only as part of a gyratory system. The High Street has several competing uses, with shop frontages, short stay parking, and through traffic, which means that space is limited. East-west movement is primarily via the A6075, the main road between Mansfield and Ollerton.

No dedicated provision for cycling exists on-street in Edwinstowe.

Church Street – there is only a footway on one side of the street, which is relatively narrow, and decreases below 1.5m in width towards the junction with Ollerton/Mansfield Road

High Street – the footway is narrow, with the carriageway taking up most of the space.

3.1 Existing Conditions

Edwinstowe - Clipstone

There are several possible routes between Edwinstowe and Clipstone, though none are entirely suitable for cycling in their current condition. The path along the fields on the north side of the River Maun (starting from Sixth Avenue in Edwinstowe) is not surfaced though could provide a traffic free link towards the existing alignment of National Cycle Network (NCN) route 6.

The existing signalised junction of Archway Road and Main Road has a push button that allows people cycling to cross. NCN6 continues on a path adjacent to Vicar Water, leading into the country park adjacent to Clipstone.

Access to Sherwood Pines is possible from NCN6 at Vicar Water, and connections to the residential area of Clipstone is possible via the access road to the Vicar Water café and car park.

The Clipstone Headstocks on the former colliery site. The regeneration proposals in the area include a mix of uses including employment and sports facilities – as well as a pedestrian and cycle access to Vicar Water

3.1 Existing Conditions

Rufford – Ollerton

The A614 Old Rufford Road between Center Parcs and Rufford Lane is a wide, 50mph strategic road, carrying approximately 20,000 vehicles per day, making it unsuitable for cycling for most people at present. A narrow footway of approximately 1.5m width exists on one side of the road.

Rufford Lane is a 30mph road with very low traffic volumes due to the recent closure of the Rufford Ford to motor vehicles, effectively acting as a modal filter. While foot access is currently provided by a narrow footbridge over the Ford, future proposals suggest that access for cycles will also be maintained.

Bescar lane also has very low traffic levels, and is a narrow single track road. The surface is very poor, with a large number of potholes. Bescar Lane transitions into a residential street as it leads into Ollerton, a modal filter at the junction of Hardwick Lane ensures that the road remains quiet.

Rufford – Edwinstowe

The B6034 between Old Rufford Road and the B6030 has a narrow footway, with the usable width being reduced by growth and dirt buildup. The national speed limit applies on this section, creating an uncomfortable environment for cyclists.

The junction of the B6034 and B6030 is signalised, but has a wide geometry, which encourages fast turning movements by vehicles.

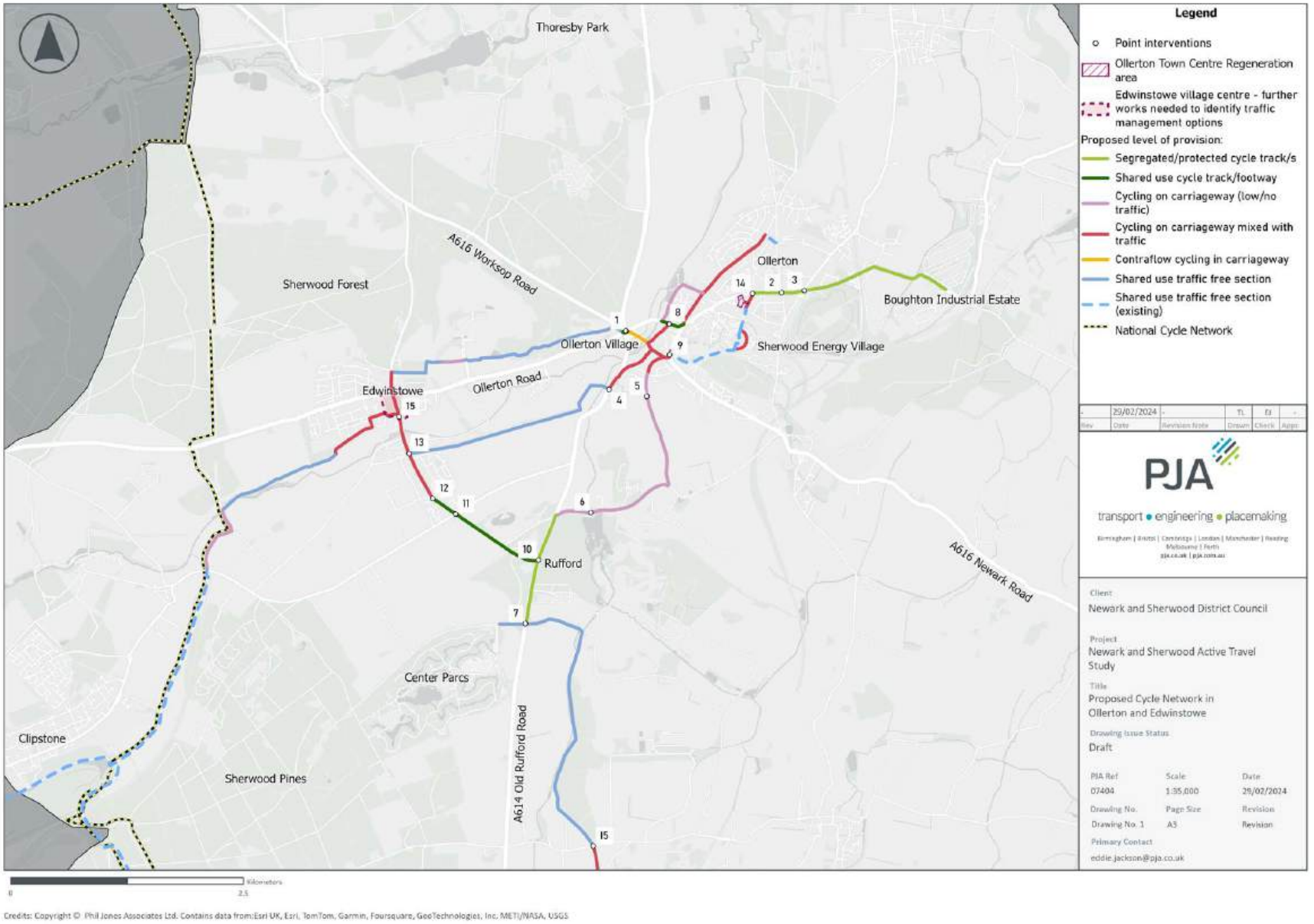
Rufford Ford (image taken before the closure). Image © David Hallam-Jones

Proposed cycle network:

The proposed cycle network around Ollerton and Edwinstowe provides links between the two settlements on largely traffic free routes.

In Ollerton, the focus of the network, similarly to the walking network, is linking key sites such as the Dukeries Academy, Energy Village and Boughton industrial estate.

The routes heading south from Rufford and Clipstone are outlined in section 4.2 Inter-urban route design recommendations.



3.2 Cycling Design Recommendations – Ollerton and Edwinstowe (point interventions)

ID	Description
1	Upgrade Ollerton roundabout to provide controlled crossings over the Old Rufford Road and Mansfield Road arms to cater for movement between Ollerton and Sherwood Heath/Edwinstowe
2	Redesign the junction to provide side road priority or controlled crossings over the side roads for pedestrians. Consider a controlled crossing over Tuxford Road for pedestrians
3	Redesign the junction to provide side road priority or controlled crossings over the side roads for pedestrians. Provide a parallel controlled crossing (e.g. Toucan or Sparrow) over Tuxford Road to allow for a transition between with flow stepped/protected cycle tracks (on the western section of Tuxford Road) to a bi-directional cycle track on the north side (on the eastern section heading towards Boughton)
4	Provide a controlled crossing over Old Rufford Road to allow people cycling to transition onto the farm track
5	Install a modal filter on Bescar Lane
6	Expand the existing footbridge or provide a new bridge to allow cycles to cross the Rufford Ford
7	Provide a parallel controlled crossing over Old Rufford Road along the existing public footpath that leads into Center Parcs
8	Provide a parallel controlled crossing over Ollerton Road to provide a link towards Main Street in Ollerton Village
9	Provide a parallel controlled crossing over Back Lane/Wellow Road to provide a link between Middlefield and Wellow Road/Bescar Lane
10	Improve the existing controlled crossing to better cater for people cycling to/from the B6034 towards Edwinstowe
11	Upgrade the junction to provide a pedestrian/cycle phase to cater for movements along the B6034 Rufford Road
12	Provide a parallel controlled crossing to provide transition between the shared use path and on-carriageway cycling
13	Provide a controlled crossing/transition treatment to cater for cycle movements coming out of the greenway onto the B034 Rufford Road
14	Upgrade the junction to cater for cycle movements between Sherwood Drive and Forest Road
15	Provide a controlled pedestrian crossing between East Lane and the end of the High Street. Consider building out the footway on the east side of the street (with continuous footways over the entrance to the vehicle repair shop).

3.2 Cycling Design Recommendations – Ollerton and Edwinstowe

Ollerton – Boughton Industrial Estate:

It is recommended that a segregated cycle track from Ollerton to Boughton Industrial estate is provided along Tuxford Road, with improved pedestrian and cycle crossing facilities at the junctions of Whinney Lane and Main Road. Signalisation of these junctions is likely to be required to ensure safe crossings for pedestrians and cycles. The road is generally wide enough to retain on-street parking where required, although this may need formalisation where parking on the grass verge is common.

The existing Puffin crossing near the junction of Sherwood Drive can be upgraded to cater for cycle crossings, and link to an improved cycle parking provision around this junction as part of wider public realm improvements. The junction should be tightened to improve the crossing for pedestrians and slow turning traffic.

Sherwood Drive is a low-speed and low traffic environment, suitable on-carriageway cycling. The existing contraflow cycle track should be widened to 2m and bollards and signage should be rationalised to reduce clutter and obstruction. An improved crossing should be provided over Rufford Ave, emphasising the access to the greenway behind Tesco. The junction is already raised, but differential paving and a gateway feature could guide cyclists to the greenway. The Town Centre regeneration scheme will link into this connection.

Between Rufford Ave and Middlefield, the greenway should be widened to at least 3m, and lighting should be provided to enhance safety on the route. Seating at key locations will encourage use for people who may need to rest along the route. A combination of natural wayfinding and easily interpreted signage will give people confidence in using potentially unfamiliar routes.

3.2 Cycling Design Recommendations – Ollerton and Edwinstowe

Ollerton – Dukeries Academy:

From Ollerton Village, Main Street provides a low-speed, low-traffic route towards the A616 Ollerton Road. An improved crossing of the A616 should be provided – traffic volumes here mean that a signalized parallel crossing would be most suitable.

A short section of wide shared use footway on the north side of Ollerton Road would provide an off-carriageway link to Maida Lane to the west, and Walesby Lane to the east. Off-carriageway provision here would allow cyclists to avoid the busy Ollerton Road/Back Lane roundabout.

Maida Lane provides a very low traffic environment for cycling, with only improvements to the surfacing required along some of its length. A new link to Walesby Lane via the redeveloped Ollerton FC site would provide a link to the Forest View Academy.

Walesby Lane itself is already relatively lightly trafficked and has traffic calming in place. A 20mph speed limit on this route to schools would make the route more suitable for cycling with traffic.

Removal of access barriers on the short alley between Holly Rise and Fir view would allow the most direct cycle route to schools on Whinney Lane. A formalised parallel crossing close to the entrance of the Dukeries Academy would benefit pedestrians and cyclists accessing the school.

3.2 Cycling Design Recommendations – Ollerton and Edwinstowe

Ollerton – Edwinstowe: Northern Route:

From Ollerton Village, Newark Road provides a virtually traffic free route to Ollerton Roundabout, due to the bus gate close to the roundabout. Contraflow cycling may be required on a short stretch of Newark Road.

Ollerton Roundabout:

Improvements to Ollerton Roundabout are planned, and these will include toucan crossings on the southern and south-westerly arms of the roundabout (on Rufford Road and Mansfield Road respectively). The toucan crossings are staggered and provide a relatively poor level of service for cyclists, with significant delay. Where possible, straight across, single stage crossings should be provided.

A traffic-free greenway link should be provided, making use of existing alignments through Sherwood Heath and Rotary Wood. Improvements to the surface and width of the path should be made where necessary.

Provide a link through the Thoresby Vale development, including a connection for walking and cycling towards Forest Corner (allowing people living in the development to access Edwinstowe Village Centre without having to walk along Ollerton Road).

Improvements to the zebra crossing at Forest Corner, including upgrading to a parallel crossing, and removing clutter will enhance the link to Sherwood Forest visitor centre.

Ollerton – Edwinstowe: Southern Route:

From Ollerton Village, Station Road provides a low-traffic link to A614 Old Rufford Road. A signalised crossing connected by a short section of shared use path alongside the road would provide access to the farm track to Carr Brecks Farm.

Following the farm track beneath the railway would link to an existing track/footpath that would be resurfaced to provide a quality traffic-free greenway alongside the railway, as far as Rufford Road in Edwinstowe.

3.2 Cycling Design Recommendations – Ollerton and Edwinstowe

Forest Corner – Old Rufford Rd:

The link from Forest Corner to Edwinstowe High Street is comparatively difficult to negotiate due to the constrained roadspace. A wider study of the traffic movement around, and through Edwinstowe is recommended, in order to more fully understand the traffic patterns, and whether the existing road network most effectively serves the village, or whether traffic movement could be changed or reduced to provide more space for active travel. Given the constrained street pattern, space for substantial separated cycle infrastructure is unlikely to be available, so management of traffic through the village is likely to be the most effective way of providing active travel links through the village centre.

South of the village centre at the Robin Hood pub crossroads, the junction should be tightened and remodelled to provide dedicated crossing facilities for cyclists, linking to a widened shared use footway along the B6034 towards Rufford. Footfall is light in this area, making a shared use path appropriate for the environment. Suitable horizontal separation of at least 2m between the carriageway and shared use footway along this section should be provided. If the speed limit along this link can be reduced, the separation can be also be minimised.

The traffic signals at Rose Cottage should be upgraded to provide suitable crossing facilities for pedestrians and cyclists on all arms of the junction.

3.2 Cycling Design Recommendations – Ollerton and Edwinstowe

Ollerton – Rufford/Center Parcs:

The link from Middlefield in Ollerton towards Rufford provides access to several leisure opportunities including Rufford Country Park, Rufford Abbey and Center Parcs.

A new parallel crossing of the A616 Back Lane near the junction of Wellow Road would provide a connection to the Greenway network towards the Energy Village from Ollerton Village. A short section of segregated cycle infrastructure may be required to link effectively to Wellow Road.

From Wellow Road, on-carriageway cycling via Bescar Lane is suitable, taking advantage of the modal filter at the junction with Hardwick Drive. Modifications to the modal filter to provide access for cyclists via a dropped kerb should be provided.

Bescar Lane is a single-track country lane with very light traffic. A modal filter south of the railway bridge could further improve the route for cyclists by virtually eliminating motor traffic. Resurfacing of the road is required due to its current poor condition.

The recent closure of Rufford Ford to motor traffic provides a low traffic route towards the Old Rufford Road. Plans to retain access for cyclists across the ford are currently under development.

Between Rufford Lane and the bridleway access to Center Parcs, a section of shared use footway is proposed alongside the Old Rufford Road – widening the existing footway into the carriageway to provide a 3m wide path. A reduction in the speed limit through this section of higher pedestrian and cycle activity would make most effective use of the space.

A new controlled crossing at the Center Parcs bridleway access will provide safe access into Center Parcs and Sherwood Pines.

3.2 Cycling Design Recommendations – Ollerton and Edwinstowe

Edwinstowe - Clipstone:

The link from Edwinstowe to Clipstone is primarily a greenway route which avoids high speed rural roads, and links with NCN route 6.

The link from Edwinstowe village uses existing quiet residential streets west of the village centre, connecting King Edwin Primary School and the Sherwood Fields sports clubs via Fourth and Sixth Ave. There is no through traffic on these streets so on carriageway cycling in a low-speed environment is likely to be appropriate.

A greenway link south of the playing fields along the alignment of the existing footpath would provide a traffic free route that would connect with NCN 6 close to Archway House. Improvements to the path surface and width should be provided to ensure year-round suitability for cycling.

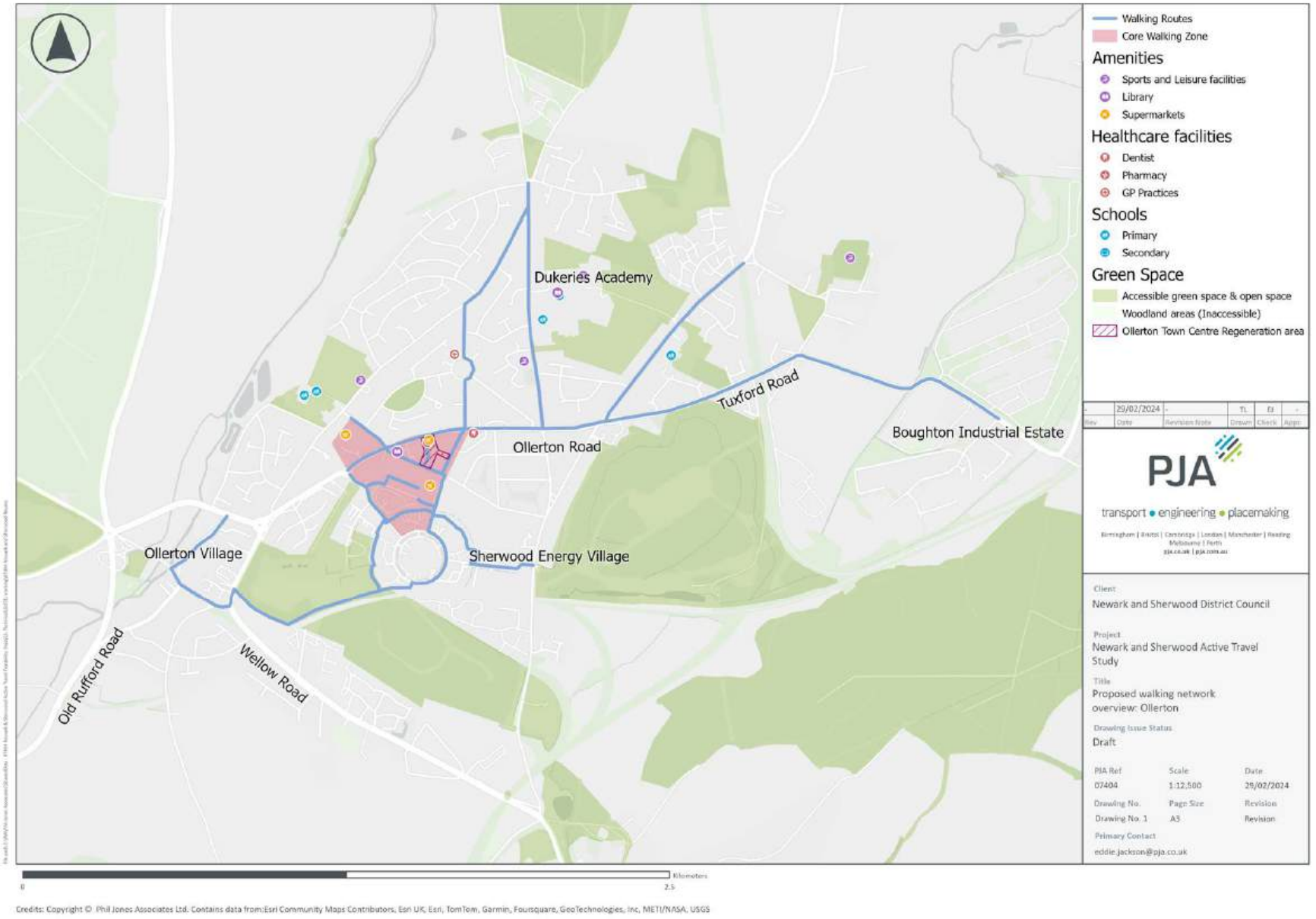
The NCN 6 route via Archway Road and Vicar Water includes a controlled crossing of the busy B6030 at the Dog and Duck pub. The route through the car park could be formalised to minimise conflict at busy times.

The Vicar Water route is traffic free and well used, but the provision of a sealed surface would encourage year-round use. Consideration should be given to providing low-level lighting along this corridor. The proposed recreational and residential development around Clipstone Headstocks will increase the importance of this route from Edwinstowe for people accessing the new facilities.

Proposed walking network – Ollerton:

The walking network in Ollerton focuses on linking the town centre, schools and employment areas with residential areas.

These routes should be prioritised for improvements such as continuous footways and traffic calming.



3.2 Walking Design Recommendations - Ollerton

Routes to Schools: Improvements to routes linking Ollerton Town centre to the school and leisure complex to on Whinney Lane will provide better conditions for pedestrians accessing these facilities. Junction tightening, and pedestrian priority at side roads can make side road crossings along these routes safer for pedestrians to negotiate.

Town centre improvements: To complement the town centre regeneration scheme, improvements to the public realm, especially within the Core Walking Zone will encourage footfall. Opportunities for street planting, providing shade and shelter, as well as softening the streetscape exist where footways are wider, especially around the junction of Sherwood Drive and Ollerton Road. The provision of seating in key locations, including close to bus stops will help people who may need to rest as part of their journey. Decluttering of the footways in the town centre, including removing redundant bollards will enhance the look and feel of the centre.

Wayfinding and Town centre connections: Wayfinding around Ollerton is currently difficult, with the high street shopping parades on Sherwood Drive and Forest Road poorly linked to the large Tesco supermarket, and the employment hub, and playground of the Energy Village. Improvements to natural wayfinding, including opening up sightlines and greenway routes will help address this issue, and the town centre regeneration will provide an additional pedestrianised street which will strengthen the link between the town centre areas, and nearby destinations such as Ollerton Pit Woods.

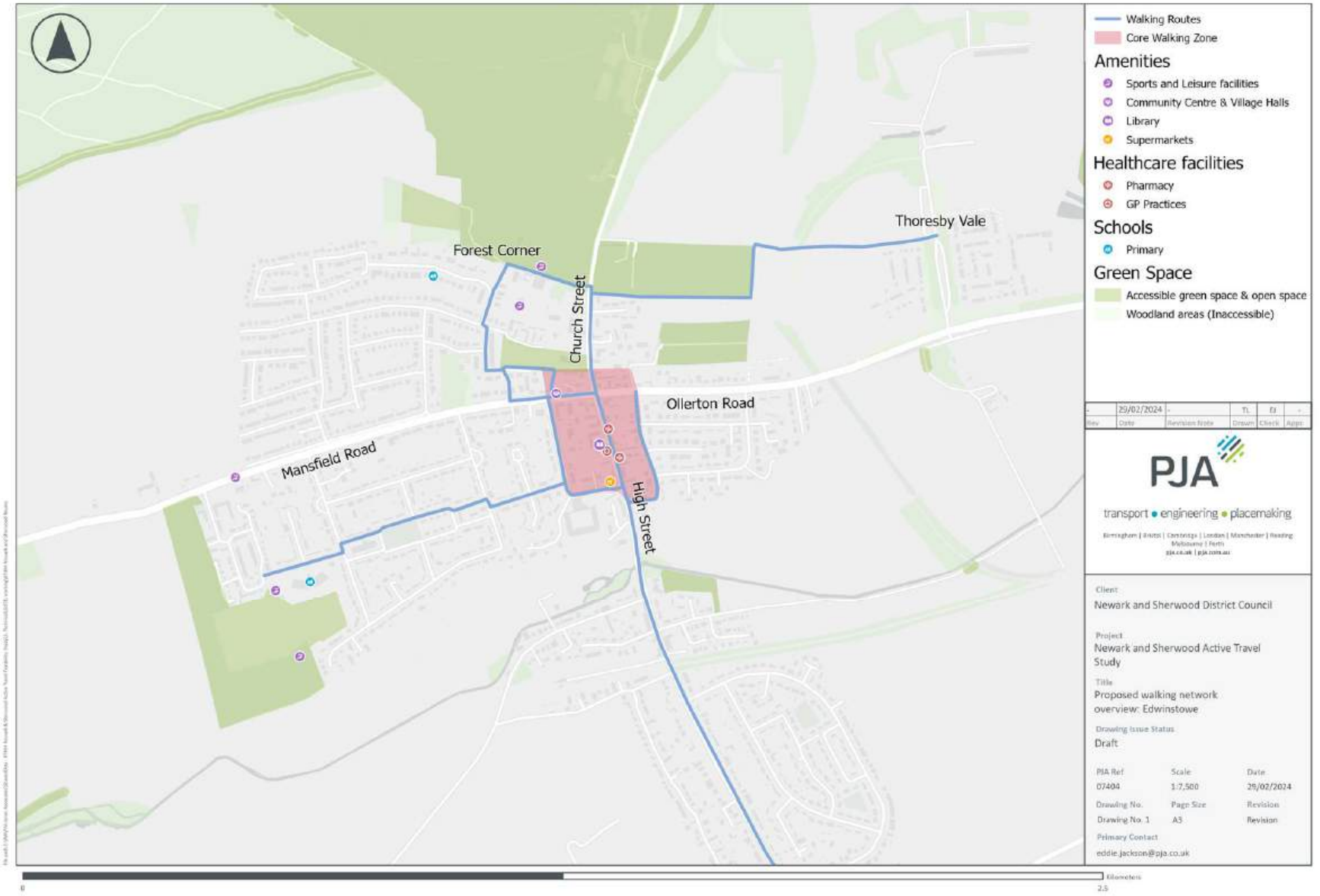
The traffic free links through the Energy Village could be improved with wayfinding and planting

Wide junctions on routes to school can discourage trips on foot

Proposed walking network – Edwinstowe:

In Edwinstowe, the walking network is centred on High Street, with routes to the south and west.

A key focus of the Edwinstowe walking network is the link between Forest Corner and High Street. In addition, a link with the Thoresby Vale development is proposed, as to avoid the need to walk along Ollerton Road to reach High Street and the village centre.



3.2 Walking Design Recommendations - Edwinstowe

Edwinstowe Village Centre: Further work is required to understand the nature of through traffic heading southbound along high street and the extent to which it can be removed, reduced and/or displaced to an alternative street (potentially East or West Lane). This will need to consider the local road network conditions, such as on Ollerton Roundabout and Worksop Road/Old Rufford Road.

High Street: It is recommended that the footways on High Street are expanded where possible – particularly at points where it is particularly narrow. Some of the space used for vehicle storage could be re-allocated for pedestrians without compromising the ability to park and load on the street. Outside of the village centre, there is scope to widen the footway where there is carriageway hatching and a wide grass verge.

Forest Corner/Church Street: The link between High Street and Forest Corner should be improved – it is recommended that connections via the village hall and St Mary's drive are promoted as an alternative to Church Street. Church Street should also be improved given that it will also become a key link from Thoresby Vale towards High Street.

The footway can be widened in some places on High Street (south of the village centre). It may be desirable to formalise parking here.

West Lane, Edwinstowe. Northbound traffic utilises this street, while southbound traffic heads down High Street.

3.3 Precedent Images – Urban routes – Walking and cycling

Greenways with good, wide surfaces and lighting can make good traffic-free links in urban areas.

Quietway routes along low traffic streets often need only light touch interventions

Design cues such as cycle symbols in the carriageway, raised tables and build outs can help slow traffic

School streets can provide space outside school for active travel at peak times

Continuous footways and tightened junction radii can slow turning traffic speeds

Providing priority over side roads is an easy way of improving the existing cycle network – also helps pedestrians

3.3 Precedent Images – Urban routes – Walking and cycling

Branded, easy to interpret wayfinding can help people navigate greenway routes

Signalised parallel crossings (Sparrow crossings) maintain separation between pedestrians and cyclists at crossing points to minimise conflict.

Parallel crossings give priority to both pedestrians and cyclists in lower traffic/speed areas.

Wide shared use paths can be suitable where footfall is low alongside main roads.

Protected cycle tracks can be ‘stepped’ or run behind parking to improve space efficiency.

Modal filtering can help reduce traffic significantly ensuring safety for pedestrian and cyclists

Inter-urban Routes

4.1 Inter-urban routes

Two inter-urban routes are proposed, reflecting the demand for longer distance routes, focussing on linking settlements to employment and education opportunities, but also providing access to key leisure and recreational opportunities. The routes identified for improvement are:

- Farndon – Southwell – Bilsthorpe – Center Parcs (connecting into the Southwell trail)

- Bilsthorpe to Clipstone

4.1 Existing Conditions

Farndon- Southwell-Bilsthorpe – Center Parcs

The route from Farndon to Southwell connects to the proposed bridge options over the River Trent at Farndon or Staythorpe. The route is not currently a viable cycle route, though there is a farm track leading to Swillow Lane – which has a very poor and uneven surface.

Rolleston Road has a limit of 30mph within Rolleston though has a national speed limit for part of the section from Swillow Lane. Traffic volumes are relatively low on this section though this speed limit may make cycling feel unsafe. Traffic volumes are also relatively low on Station Road towards Rolleston Railway Station.

Racecourse Road provides a direct link towards Southwell, and, although a private road not open for general traffic, appears to be regularly used by pedestrians and cyclists as a quiet route direct to Southwell.

The track leading towards the proposed bridge. It is unsurfaced and unlit.

4.1 Existing Conditions

Farndon- Southwell-Bilsthorpe – Center Parcs

Racecourse Road emerges via Crew Lane onto Upton Road, which experiences relatively high volumes of traffic and lacks a suitable crossing for pedestrians and cyclists to access the start of the Southwell Trail which starts here.

The Southwell trail is a shared use greenway along a disused railway which forms part of NCN 645. The route is generally up to around 3m wide, with a compacted gravel or sealed surface for most of its route. The section by the river (south of Normanton Road) is narrow and not currently suitable for cyclists.

The route continues to Bilsthorpe, where it joins quieter streets before linking to another disused railway path to Sherwood Pines. The route is well used and signposted, and is a popular recreational route for walkers and cyclists.

The Southwell trail is a popular recreational route that leads to Farnsfield and Bilsthorpe

Upton Road, where the start of the Southwell trail is located (to the right of the image)

4.1 Existing Conditions

Farndon- Southwell-Bilsthorpe – Center Parcs

Eakring Road heads out of Bilsthorpe to the North, becoming a rural road with no footways north of Bilsthorpe Business Park. At the junction with Deerdale Lane, there is an unsurfaced path that continues north, following the woods and Rainworth Water. While not a public right of way, the route appears to be popular with walkers and cyclists and provides a parallel link to the busy Old Rufford Road.

Upon reaching Rufford, there is an east-west road that is very lightly trafficked and forms part of a public footpath leading into Center Parcs – however there is no crossing facility over the Old Rufford Road, which has a 50mph speed limit in this area, making the link currently difficult to negotiate.

The onward link into Sherwood Pines/Center Parcs is via an existing bridleway.

The entrance to the path heading north towards Rufford from Eakring Road

4.2 Design Recommendations – Inter urban routes

Farndon – Southwell – Bilsthorpe – Center Parcs

From the site of the proposed active travel crossing of the Trent. A newly surfaced 3m wide path along the existing track would provide a good level of service for people walking and cycling. As a greenway route, lighting is likely to be inappropriate in this location, but should be provided where possible. Resurfacing of Swillow Lane between the river and Rolleston Rd would provide a good, very low traffic route for cyclists.

A 'traffic in villages' approach can be utilised to ensure cycling in the carriageway feels safe and comfortable through Rolleston on Rolleston Road and Station Road towards the railway station. This may include sympathetic traffic calming features to lower traffic speeds and increase awareness of cyclists and pedestrians on the road. West of the railway, the existing Racecourse Road appears to be open to people walking and cycling and provides a direct and largely traffic free link from Rolleston to Southwell.

The existing link between Racecourse Road and the Southwell trail is poor and indirect, requiring a short section of on carriageway cycling as well as possibly requiring users to dismount to mount the large kerb at the entrance to the trail off Upton Road. To improve the link, it is recommended to provide a cut-through immediately north of Southwell Court Care home from Racecourse Road to Upton Road.

A parallel controlled crossing is recommended here to allow for a smooth and safe transition onto the Southwell trail. This section of the trail (east of Station Road and The Final Whistle pub) is narrow and it is recommended to widen the path and improve its surface and lighting.

The Southwell Trail west of Normanton Road follows the disused railway, and only minor improvements to provide a suitable surface and path width along this alignment are proposed.

At Bilsthorpe, a short section of on-carriageway cycling is proposed through the village. It is expected that traffic volumes are suitable, however a traffic in villages approach, similar to Rolleston, is proposed, which can include features such as pinch points, centreline removal, and visual narrowing of the carriageway to reduce vehicle speeds and thus make cycling more comfortable.

At Deerdale Lane, a track through Cutts Wood provides a parallel route to Old Rufford Road. The track should be surfaced to ensure that it is a suitable year-round greenway route alongside Rainworth Water. This path intersects with a bridleway crossing the Old Rufford Road near Center Parcs. A new signalised parallel or Pegasus crossing in this location would provide a safe active travel link to Center Parcs and Sherwood Pines.

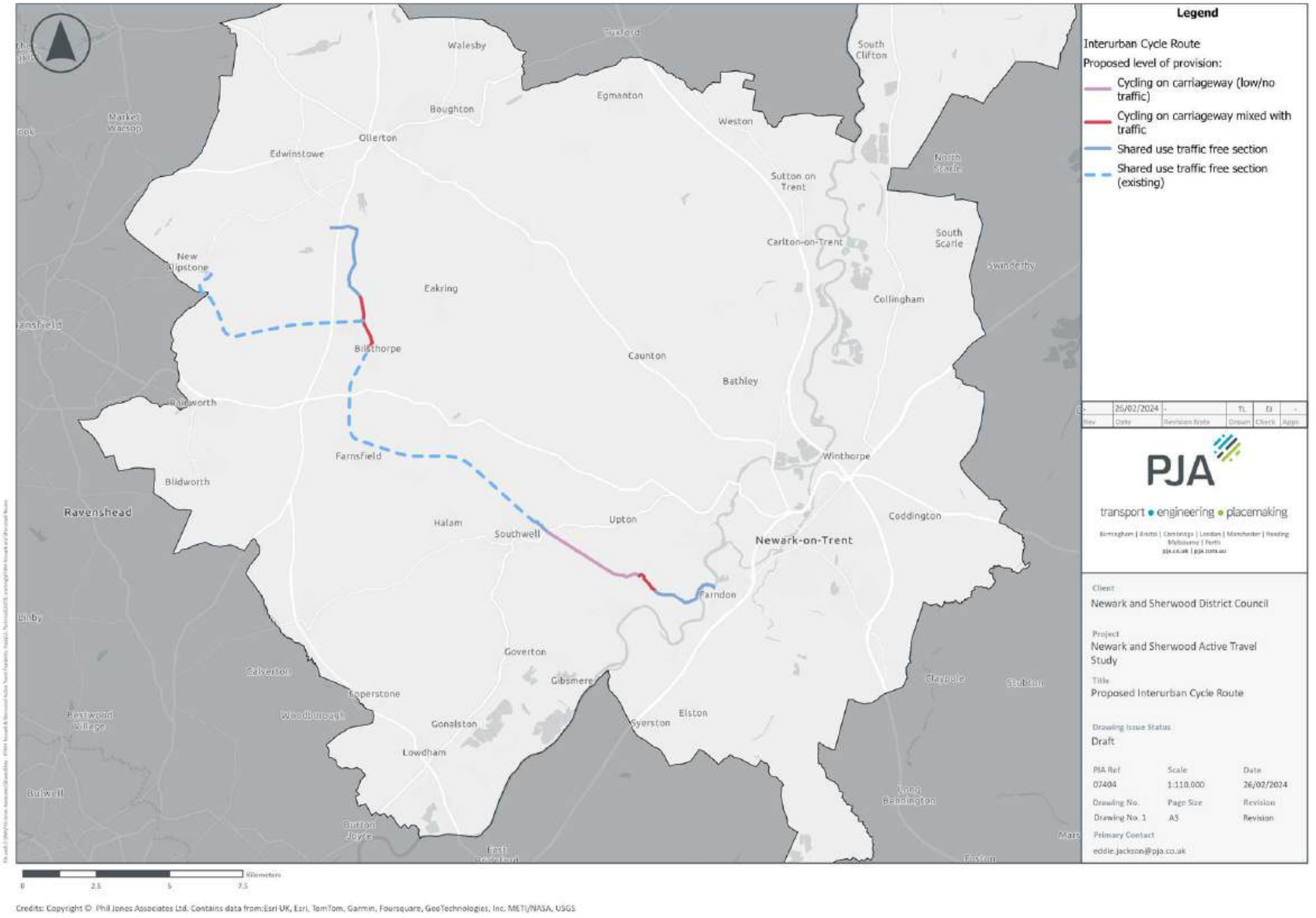
4.2 Design Recommendations – Inter urban routes

Bilsthorpe – Clipstone

The disused railway from Bilsthorpe to Clipstone provides a direct greenway route to Sherwood Pines, Clipstone and Vicar Water Country Park. The route forms part of NCN Route 645, and has a compacted gravel surface along much of its route.

Improvements to wayfinding, particularly highlighting routes to key destinations in Sherwood Pines, Clipstone and onward routes to Mansfield will maximise the use of this traffic free route.

Proposed inter-urban cycle route:



4.2 Design Recommendations – Inter urban routes

ID	Description
I1	Provide a controlled crossing over Upton Road to connect the path from Racecourse Road to the Southwell Trail
I2	Provide a parallel crossing over Station Road to link the two sections of the Southwell Trail
I3	Provide a smoother transition over Broomfield Lane where it crosses the Southwell Trail in Farnsfield
I4	Tighten the junction of Eakring Road and Mickledale Lane
I5	Provide a controlled crossing over Deerdale Lane to link Eakring Road to the path to the north

4.3 Precedent Images – Inter Urban Routes

Bi-directional cycle track which pedestrians and horse riders can also use

Improvements to traffic-free routes and footpaths can upgrade existing paths for cycling

Lower speed limits on rural roads can improve safety for all users

Set-back cycle priority at side roads can provide a smoother journey for cyclists (and pedestrians)

Modal filters can help eliminate rat-runs on minor rural roads

Signalised crossings can cater for all users

4.3 Precedent Images – Inter Urban Routes

Build outs can provide a sense of arrival and space for planting while having a traffic calming effect at the edge of villages

'Traffic in Villages' approach can make sharing the carriageway in small settlements more comfortable and provide placemaking opportunities.

On quieter rural lanes, Quiet Lane signage and 20mph speed limits can be sufficient

Continuous footway with raised table used as a traffic calming measure

Fingerpost signage can be helpful where several routes converge (Bracknell Forest park, London)

Cycle parking should be provided along greenways and near recreational areas to allow people to stop and rest, play or take picnics.