

ACTIVE TRAVEL FUND – DOVECOTE LANE, BEESTON

Consultation Report and Recommendations

Purpose

The Active Travel Fund (ATF) has been created by the Department for Transport (DfT) as part of its Covid-19 response, for local authorities to bid for funding for active travel schemes. The purpose of the fund is to implement interventions that make cycling and walking safer during the pandemic with a view to embedding walking and cycling as part of long-term commuting habits. Schemes funded by the ATF will support social distancing in the short-term and offer significant long-term health, environmental and congestion benefits.

Nottinghamshire County Council has been successful in securing funding for several potential cycle and footway improvement schemes across the county and to implement behavioural change measures within these local areas.

Proposal

The proposed scheme in Beeston will close Dovecote Lane to all vehicular through-traffic, at a point approximately 95m south of its junction with B6464 Middle Street. A planter, located on Dovecote Lane at the closure point, will physically prevent the route being used as a through-route for vehicles. Access along the route for pedestrians and cyclists will be retained, with gaps to each side of the planter to facilitate this. The closure will provide a quiet route for cyclists and link the A6005 / NCN6 cycle route to the town centre and wider cycle network. The plan of the proposed scheme is shown in Appendix A.

Consultation

The consultation was carried out over four weeks between 8th February and 7th March 2021. A consultation pack containing a letter, site notice and plan was posted to 200 residents, stakeholders and business owners and emailed to an additional 22 stakeholders and statutory consultees. Sixteen site notices were erected in the local area and a press release was issued by NCC. The consultation pack was uploaded to the Nottinghamshire County Council (NCC) consultation website and further information was made available on the NCC Active Travel Fund webpage.

Responses were encouraged to be submitted via a dedicated questionnaire on the citizen space survey platform to enable information to be collected on consultees and their travel preferences, but responses were also accepted in writing and by phone.

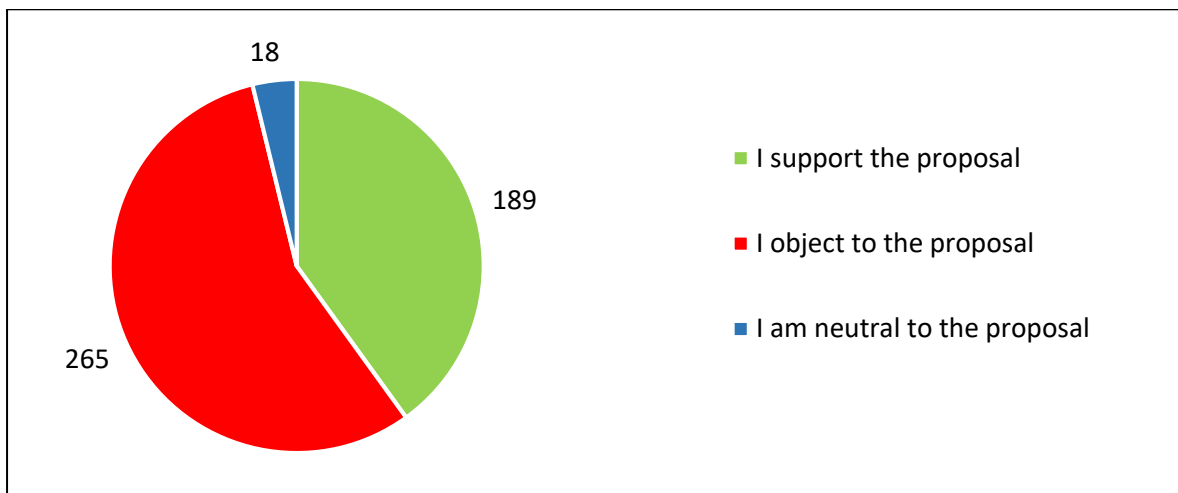
Response data analysis

Via East Midlands Ltd received 472 responses, broken down into the following categories:

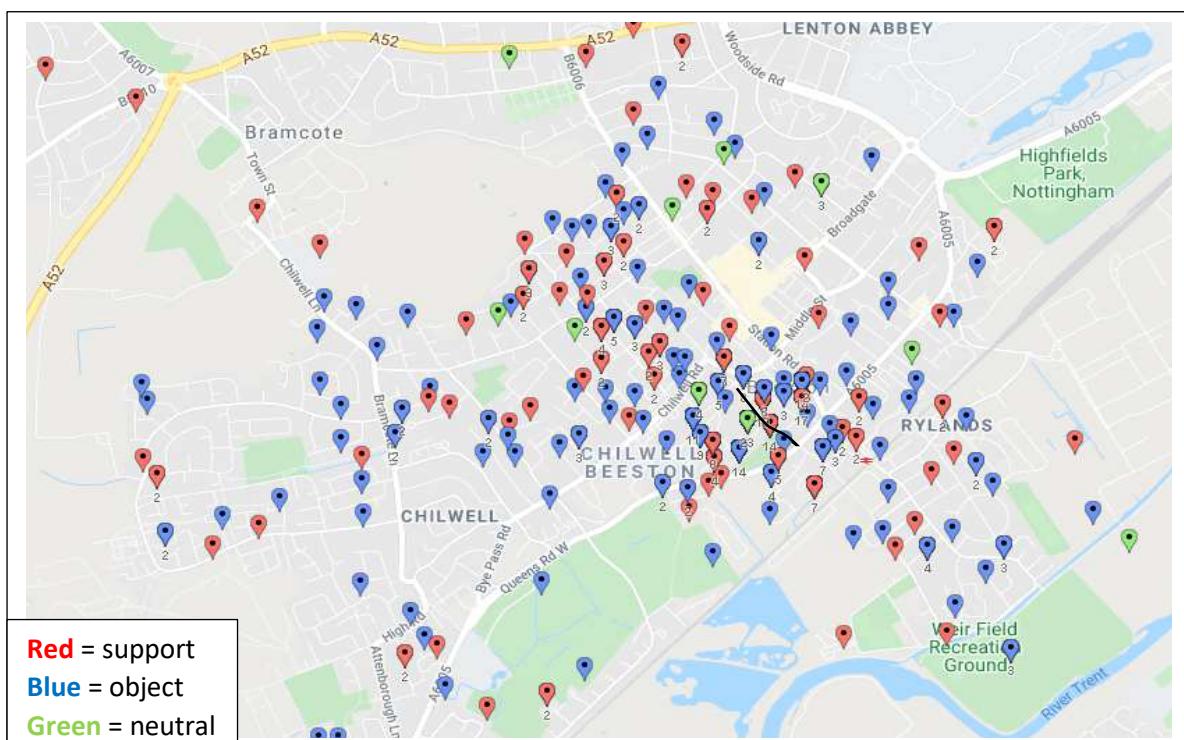
Respondent type	Number of responses	Percentage of respondents
Individual / local resident	460	97.5%
MP or Council member (County, District)	3	0.6%
Local business	4	0.8%
Stakeholder (including community group)	3	0.6%
Other (carers)	2	0.4%

The responses to the consultation were:

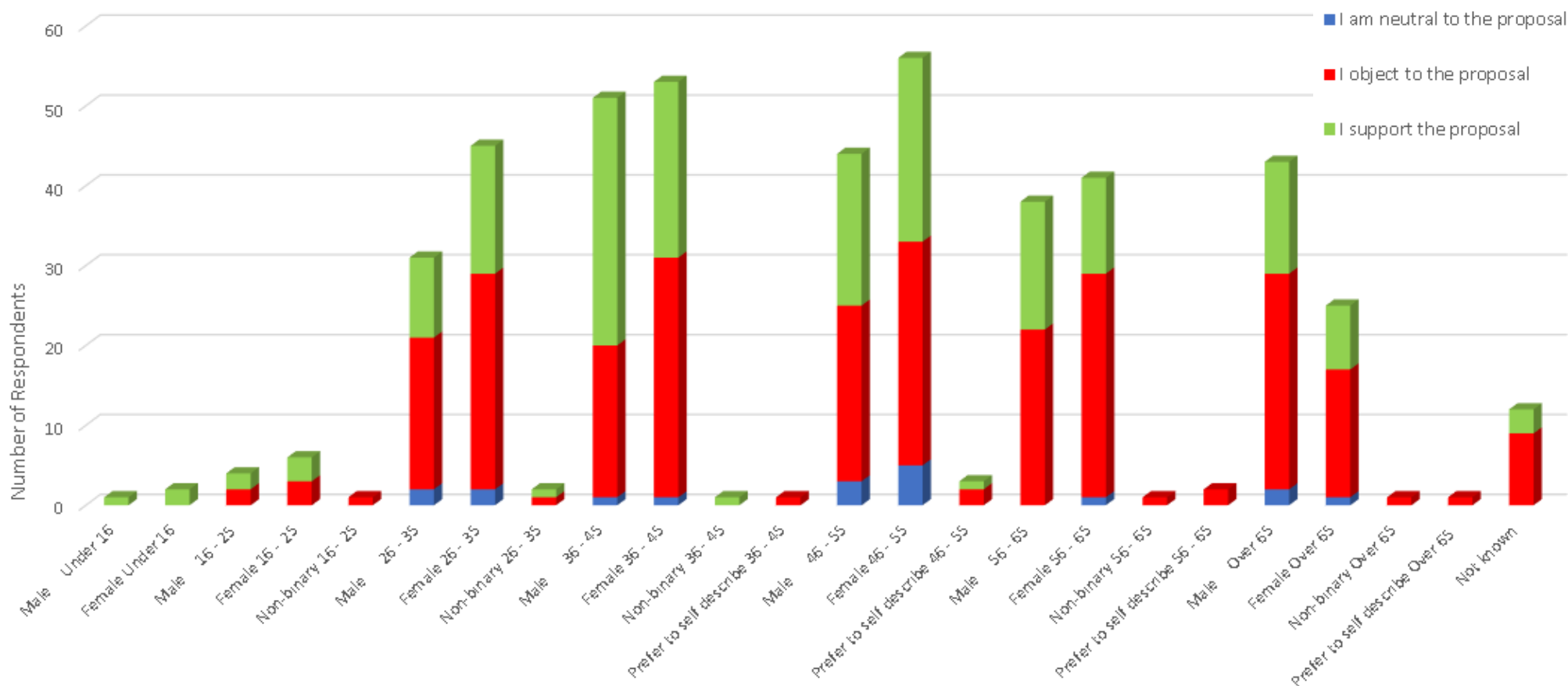
	Number of responses	Percentage of respondents
I support the proposal	189	40%
I object to the proposal	265	56%
I am neutral to the proposal	18	4%
Total responses	472	



The map below shows the majority of respondents based on the postcode provided in the online questionnaire. The number underneath each pin indicated the number of respondents with the same postcode. # 3rd party data



The chart below shows the responses broken down by age and gender.



Age	Under 16		16 - 25			26 - 35			36 - 45				46 - 55			56 - 65				Over 65				NK
Gender	M	F	M	F	NB	M	F	NB	M	F	NB	SD	M	F	SD	M	F	NB	SD	M	F	NB	SD	NK
Support	1	2	2	3		10	16	1	31	22	1		19	23	1	16	12			14	8			3
Object			2	3	1	19	27	1	19	30		1	22	28	2	22	28	1	2	27	16	1	1	9
Neutral						2	2		1	1			3	5			1			2	1			

Response data of those directly affected by the proposed scheme

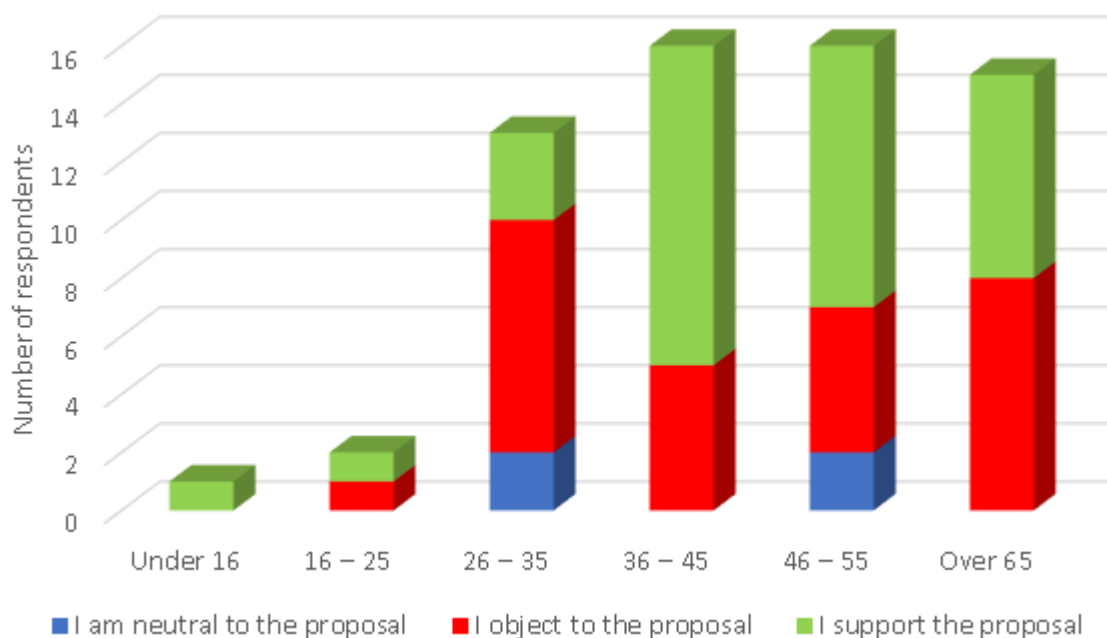
The data for respondents who live on Dovecote Lane (only section North of A6005 Queens Road West), Leslie Avenue, Manor Avenue, Highfield Court and The Dovecotes has been analysed in detail as they will be directly affected by the proposed scheme.

The table below details the responses received from these roads:

Response Road	I support the proposal	I object to the proposal	I am neutral to the proposal	TOTAL
Dovecote Lane	25	5	2	32
Highfield Court	4	4		8
Leslie Avenue	3	18	2	23
Manor Avenue				0
The Dovecotes	1	2		3
TOTAL	33	29	4	66

There are two figures that immediately stand out. The majority of residents of Dovecote Lane who responded are in favour of the proposed scheme (78%) and the majority of residents of Leslie Avenue who responded objected to the proposed scheme (78%).

The chart below details the responses from residents of roads directly affected by the proposed scheme by age:



Analysis of comments

Many positive comments were submitted regarding the proposed scheme. The most popular topics can be summarised below:

- Will help create connected strategic routes to the station, big track (riverside) and north/south routes through Beeston (26)
- Proposal will make cycling safer and more attractive (57)
- Proposal will make walking safer and more attractive (30)
- Will reduce traffic levels / traffic speed on Dovecote (40)
- Proposals will enhance the environment / promote greener transport (25)

There were also many concerns raised in the comments. The most popular topics can be summarised below:

- Traffic diverting onto surrounding roads unsuitable for additional traffic volumes (93)
- Proposals will result in increased congestion in Beeston generally and specifically at these junctions (69):
 - o Dovecote Lane / Queens Road
 - o Waverley Avenue / Queens Road
 - o Station Road / Queens Road
 - o Station Road / Middle Street
- Unnecessary – road is adequate for cycle use / no safety concerns (79)
- Inconvenience from longer journeys / increased pollution (28)

Key stakeholder feedback is detailed below, full comments are available on request. No responses were received from Nottinghamshire County Councillors.

3rd part data, Member of Parliament Broxtowe supports the proposal and commented:

“Essential initiative to promote cycling and walking for improvement of physical, mental and environmental health of constituents. This will also prevent 'rat' running traffic in normal non-Covid-19 times and is very popular among residents on Dovecote Lane.”

3rd part data, Local Councillors; object to the proposal as Queens Road is already very busy and would hinder elderly vulnerable residents accessing the town centre.

3rd part data, Local Councillor is neutral to the proposal requests congestion and parking issues on surrounding roads be considered.

3rd part, Neighbourhood Policing; object to the proposal as encourages more traffic onto Queens Road. Also, access to care home for ambulance service would be restricted and could delay treatment.

3rd part data, Nottingham Classic Ride supports the proposal and suggests it would be a modest step in the right direction.

3rd part data Pedals supports the proposal but suggests the crossing over Queens Road needs to be considered.

Recommendation

There was a large mixed response to the public consultation on the proposed scheme on Dovecote Lane. A number of concerns that have been raised can be allayed with further consultation and communication including how this proposals tie into wider network (cycle hub). Further conversations with Neighbourhood Policing and the East Midlands Ambulance Service are needed to discuss the impact on their services.

The benefits of the scheme and the support received in respect of benefits for cyclists and pedestrians the environment for local residents does support the spirit of the Active Travel fund and a the wider NCC policy to support and promote these themes.

Based on the responses to the consultation Via East Midlands recommends Nottinghamshire County Council proceed to detailed design.

During the detailed design the following suggestions/concerns should be considered wherever possible:

- Invite views on how the space will be used
- Is the planter in the ideal position?
- Junction modelling is required
- No through road advance signs on Middle Street are wrong as West Avenue is still accessible
- Is there enough turning space at closure point?



Detailed Analysis of Consultation Data

Travel preference data

Information was gathered from those respondents who completed the online questionnaire to understand their travel preferences in relation to Dovecote Lane and their current travel (including cycling and walking) patterns.

Please note not all respondents answered every question, therefore response numbers vary in each sub-set analysis.

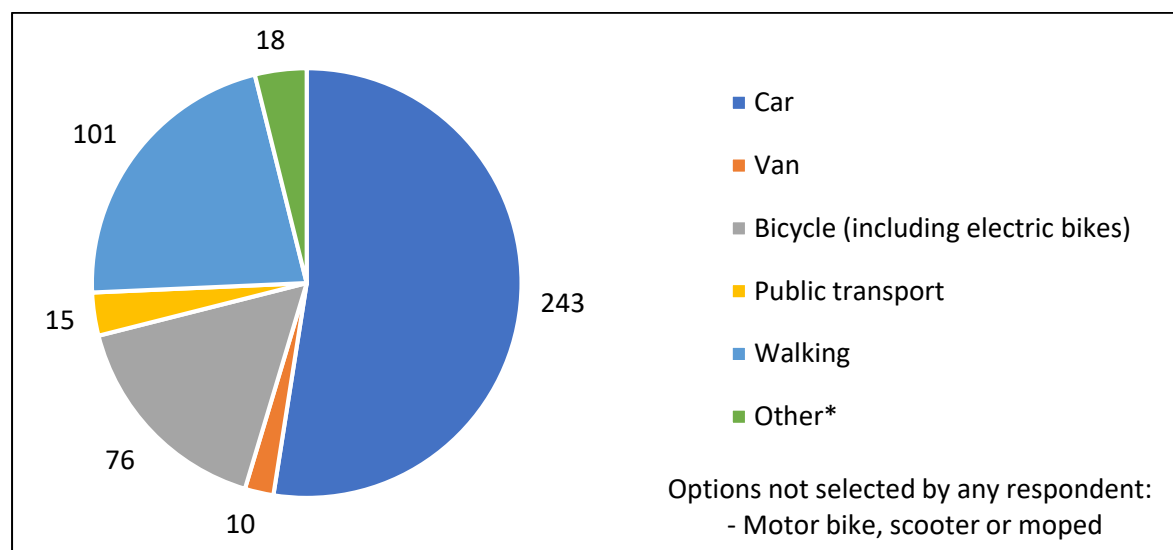
Of those who travel regularly travel along Dovecote Lane, the table below details how often and by what mode of transport.

Frequency Mode of transport	Less than once a week	1-2 times a week	3-5 times a week	6-7 times a week	TOTAL
By car / motor vehicle	25	48	46	47	166
On a bicycle	14	18	21		53
On foot	27	39	36	6	108
Public transport, bus or taxi				40	40
Other	1	7	9	10	27
Not answered	1				1
TOTAL	68	112	112	103	394

Do you walk and/or cycle along Dovecote Lane? If so, with what frequency?

Frequency Walk or cycle	Less than once a week	1-2 times a week	3-5 times a week	6-7 times a week	TOTAL
Walk	55	66	38	37	196
Cycle	15	11	6	1	33
Both walk and cycle	31	35	42	35	143
Neither walk nor cycle					27
Not answered	1		1		2
TOTAL	102	112	87	73	401

What would you consider to be your main mode of transport?



*Other includes the following comments:

- Use two or more modes in equal measure (13)
- Run (1)
- Inline skating (1)
- Changed during covid-19 (3)

Three-hundred and fourteen respondents answered to say they have access to a bicycle (including electric bike), the table below shows the frequency with which they cycle, the reason why they cycle and the type of route they currently cycle on.

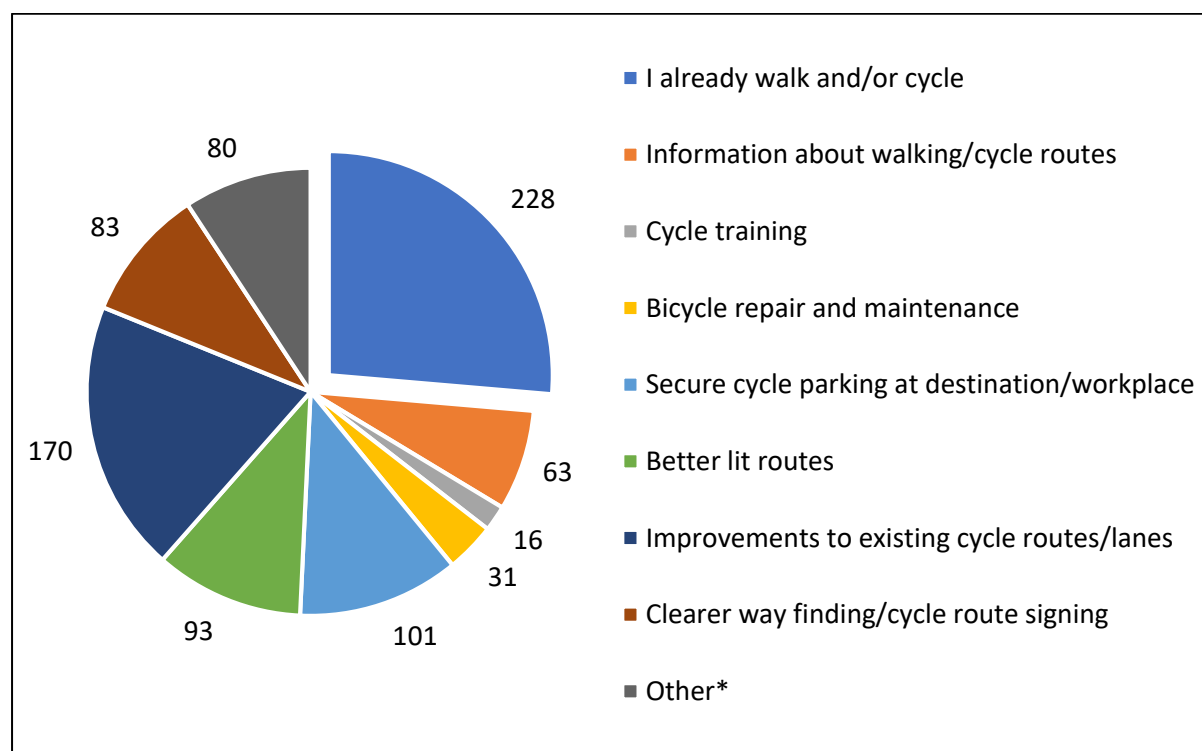
Reason for cycling and type of route	Frequency	Less than once a week	1-2 times a week	3-5 times a week	6-7 times a week	TOTAL
I cycle for leisure/social		85	50	22	5	162
Mainly on roads without cycle lanes		22	20	10	2	54
Mainly on cycle lanes on roads		11	10	5		26
Mainly on cycle tracks away from the road		34	15	6	3	58
Mainly on the pavement		4	2			6
Mainly in parks, [open] country or private land		14	3	1		18
I cycle for commuting		2	1	7	5	15
Mainly on roads without cycle lanes		1	1	1	1	4
Mainly on cycle lanes on roads				4	3	7
Mainly on cycle tracks away from the road		1		2	1	4
Mainly on the pavement						0
Mainly in parks, [open] country or private land						0
I cycle for both leisure/social and commuting		7	25	44	30	106

Mainly on roads without cycle lanes	2	11	22	14	49
Mainly on cycle lanes on roads	1	9	12	8	30
Mainly on cycle tracks away from the road	4	4	9	8	25
Mainly on the pavement			1		1
Mainly in parks, [open] country or private land		1			1
I don't cycle					31
TOTAL	94	76	73	40	314

Four-hundred and twenty-two respondents answered to say they walked regularly, the table below shows the frequency with which they walk and the reason why they walk.

Reason for walking \ Frequency	Less than once a week	1-2 times a week	3-5 times a week	6-7 times a week	TOTAL
I walk for leisure/social	2	43	104	125	274
I walk for commuting				5	5
I walk for both leisure/social and commuting	1	9	49	81	140
No reason selected		1	1	1	3
TOTAL	3	53	154	212	422

All respondents were asked 'what would encourage you to cycle and/or walk more?' The responses were:



*Other includes the following summarised comments:

- Need it to be safe for children to cycle - off road cycle paths which connect are a must
- Safer roads less traffic/low traffic neighbourhoods
- Protected/segregated cycle lanes from motor vehicles
- Current route is too scary, dangerous and complicated to cycle
- Greater enforcement to prevent cyclists/electric scooters using footways endangering pedestrians
- Well-surfaced, well-drained and well-lit continuous clear cycleways to enable cycling in all weathers
- Fewer parked cars/no parking across pavements
- Safer traffic free roads linking to points of interest such as town centre or green spaces
- Far less cars on the road and far lower air pollution
- Constantly hear of bikes being stolen which puts people off buying a bike
- Nothing – medical conditions limits mobility/nature of job
- More spare time
- Considerate junction design/safer crossings on busy roads
- Resting places
- Cyclists aren't the problem car are
- Tax cars more to use the roads and have much more pedestrianised areas to encourage bicycle and foot travel in those areas
- Flat/even pavements
- Awareness and training for car drivers to understand what it's like to be a cyclist on the roads in the UK
- Reducing speed limits
- Affordability of bikes

Equality monitoring data

Sixty respondents indicated they have a long-term illness or disability. The impairments were hearing (3), learning (2), mental health (12), mobility (25) and other (18). Twenty-four of these respondents were in support of the proposal, 33 objected and three were neutral.

Four-hundred and thirteen of the 444 respondents to the ethnic origin question identified as white, six identified as Asian, four as black, one as Chinese, nine as mixed and 11 identified as other.

One-hundred and forty-three of the 435 respondents to the religious statements question identified as a Christian, two as a Sikh, three as Buddhist, three as Jewish, 29 as other, and 254 identified as no religion or belief.

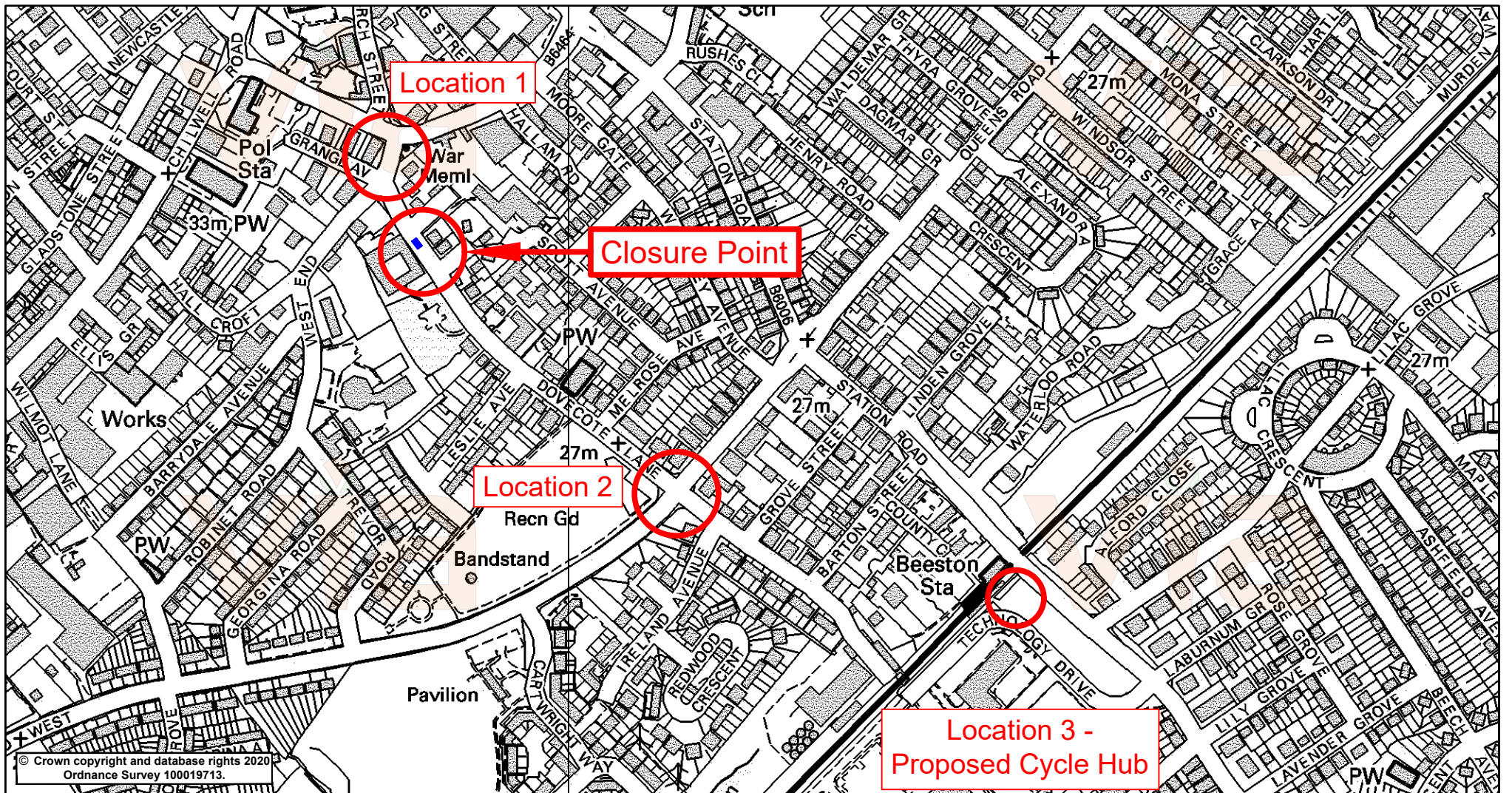
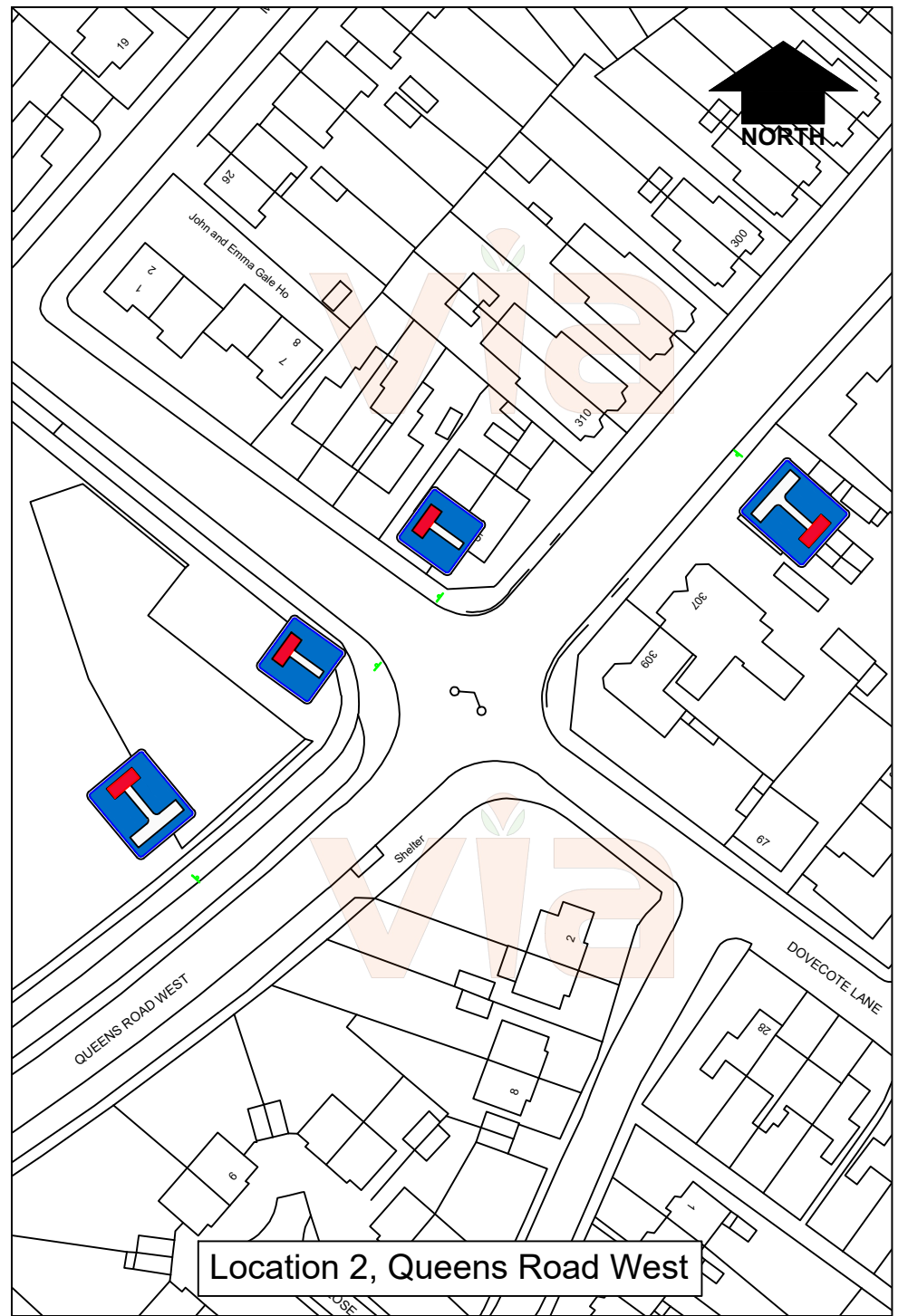
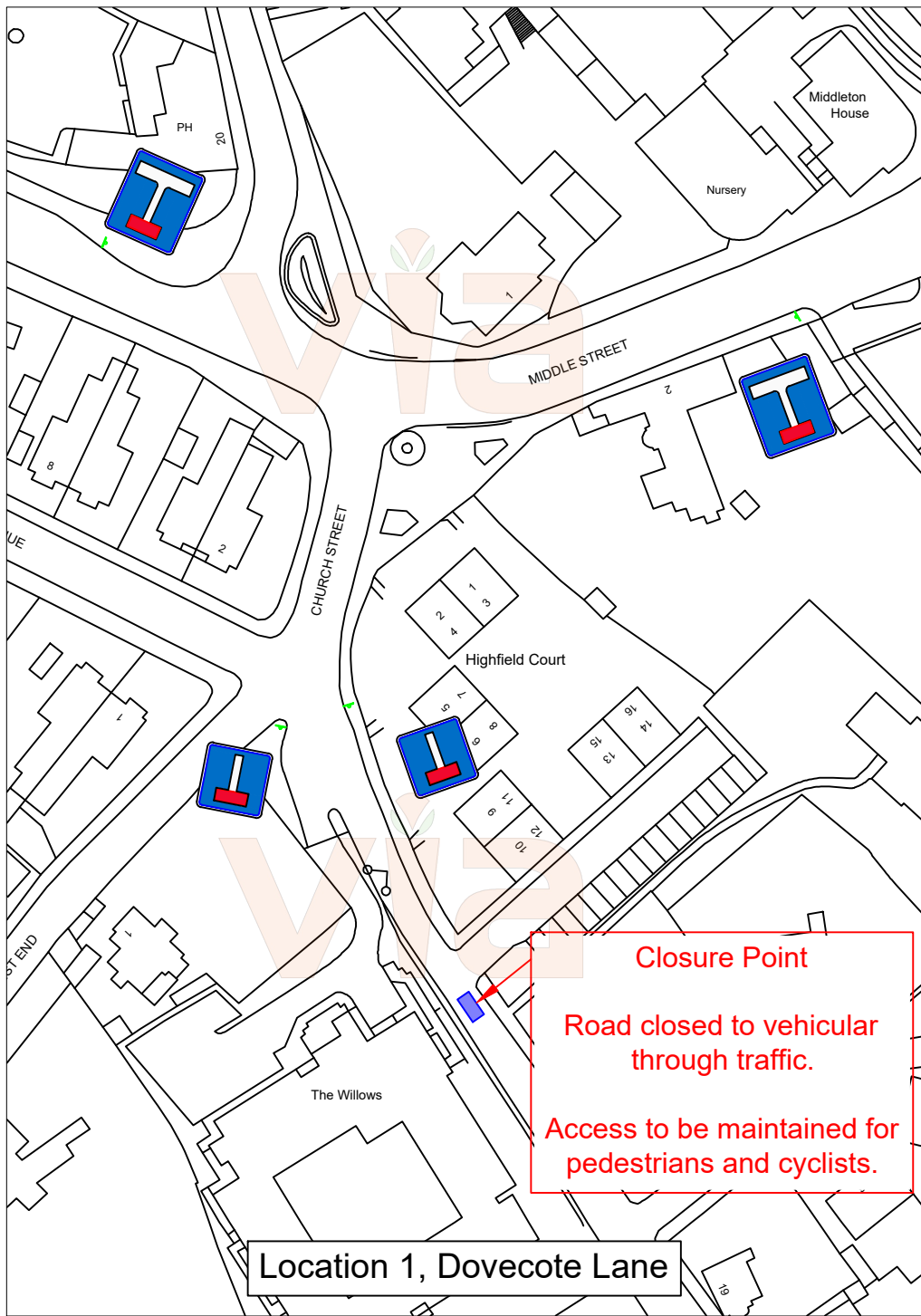
Two-hundred and forty-four of the 449 respondents to the employment status question identified as employed full-time, 96 as employed part-time, 16 as not working/unemployed, 82 as retired, seven as a student and four as disabled not able to work.

Further breakdown of this information is available on request.



Appendix A

Dovecote Lane, Beeston – Plan



NOTES

1. This drawing is to be read in conjunction with all other relevant drawings, details and specifications.

- 2. Do not scale from this drawing.
- 3. All measurements are given in metres unless otherwise stated.


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Project		Emergency Active Travel Fund. Tranche 2 Consultation		Drawn	PM	Date	26/01/21
Status	Advert	Project No.	TP2051002	Ch'kd	HN	Date	26/01/21
Drawing Title	Dovecote Lane, Beeston Consultation Plan			Auth	HN	Traced	PM
Drawing No.	TP2051002/DovecoteLane/001			Rev.	0	Scale	NTS

Rev.	Description	Drawn	Ch'kd	Auth	Date
		PM			26/01/21
		HN			26/01/21
		HN		PM	
		0		NTS	