

## **PEDALS WISH LIST AND PRIORITIES FOR RUSHCLIFFE BOROUGH (revised, April 2015)**

### **INTRODUCTION**

#### **Background to the preparation of this revised list and aims of the list**

This revised wish list has been prepared following a meeting on 11 February 2015 with Paul Hillier and Jan Witko of Nottinghamshire County Council to discuss possible improvements for cyclists as part of the wider changes to accommodate the transport impacts of the proposed 2500 new dwellings to be accommodated in the Tollerton-Gamston area by 2028 (and a further 1500 homes post 2028), as well as 20ha of employment development, etc., and the associated section 106 developer contributions.

The list includes schemes for which Highways England (former Highways Agency) as well as the County Council as Local Highway Authority is the appropriate organisation to take the lead on implementation, in close consultation with Rushcliffe Borough Council (and in some cases Nottingham City Council), and with Pedals and, in some cases also Sustrans. In the case of Highways England schemes trunk road provision is likely to be of much greater value if designed and implemented in close coordination with local authorities, often as part of wider strategic schemes. We understand that the need for this wider coordination in trunk road cycling plans is to be strongly emphasised in the forthcoming revised guidance on 'Planning for cycle traffic' being prepared by Atkins Transport Planning for HE, and due to be finalised soon.

Such close collaboration is particular important in this area, given the scale of new housing proposed, the severe impact on traffic it is likely to generate, the consequent prospect of even worse air pollution, especially in the areas of Trent Bridge and Lady Bay Bridge and their main approaches, and the consequent need for concerted measures to encourage sustainable and healthier transport alternatives including cycling.

The list is based on comprehensive feedback from Pedals members in the area as to improvements they would like to see. We fully recognise that such a long list may seem unrealistically ambitious in the current much more constrained financial climate but still think it important to retain all these suggestions, for two reasons in particular.

One reason is as a way of acknowledging the suggestions that have been made, so that those people suggesting them do not feel that their views have been ignored

The other reason is because, even in the much tighter financial situation, it may occasionally be possible to implement some of the suggestions through other budgets and projects than ones labelled as being 'cycling facilities'. These opportunities include new highway schemes, traffic management schemes and resurfacing schemes, as well as other new developments and redevelopments.

As also requested, the wish list includes not only our main strategic priorities, and priorities for different 'corridors', but also sets these out in relation to various important 'cycling corridors' in the West Bridgford area, including:-

- A. Routes leading to and from Wilford Toll Bridge and the connecting new transide path between that bridge and Ruddington via Wilford, Ruddington Lane and the west side of Gresham Park and Compton Acres, as well as other feeder links e.g. the path from Rugby Road and Rushcliffe Arena via Bede Ling, and also possible further connections to the south via the Fairham Brook area both to and from Rushcliffe Country Park and also the proposed major new housing areas south of Clifton.

- B. Routes leading to and from Wilford Suspension Bridge.
- C. Routes leading to and from the proposed new foot-cycle bridge between The Hook (Lady Bay) and Trent Lane, Sneinton, including main routes via Gamston and a) Regatta Way etc. and b) toucan crossing of Radcliffe Road between Cyril Road and Rutland Road, etc., Lady Bay, as well as other new and upgraded connections to the proposed major new housing areas between Gamston and Tollerton, east of the A52T.
- D. Cross routes connecting to and from West Bridgford Town Centre, particularly to and from Gamston and the new housing east of the A52T in the Tollerton area, and the Grantham Canal towpath, and between Compton Acres, Rushcliffe Arena and the town centre.

**Other general comments:**

We would like to emphasise the importance:-

- a) **Of the needs of cyclists being fully taken into account in any proposed transport and traffic management changes in the area**, e.g. road widening, changes to junction layout, construction of new junctions and other facilities particularly those being planned in connection with the various major housing schemes in the area, as well as lower speed limits, particularly the wider use of 20mph area limits and other measures to help give priority to the safe movement of vulnerable road users, especially near schools, in town / village centres and in residential areas.

We would also like to see lower speed limits on some main roads such as Melton Road (A606) and Regatta Way, and for all speed limits to be rigorously enforced.

This comprehensive approach is particularly important in the context of the several major new housing schemes planned to go ahead in Rushcliffe Borough in the next few years, especially close to West Bridgford, and the vital need to avoid these areas becoming largely car-dependent communities with no adequate safe provision for trips on bikes

- b) **The need for quality in the design and implementation of both on-road and off-road cycling provision**, avoiding poor details such as
- Rough surfaces
  - Lack of flush kerbs at junctions
  - Intruding poles or columns
  - Excessive use of barriers as access controls (rather than bollards or staggered bollards) as well as poor design and implementation of barriers if they are really needed
  - Overuse of give way markings, e.g. at junctions of cycle paths with minor roads and accesses

We would endorse the requirements outlined in DfT Local Transport Note 02/08 'Cycle Infrastructure Design', originally based on Dutch design philosophy, (as given in CROW 2007: Design manual for bicycle traffic'). These requirements are usually referred to as the '5 design criteria':

- **Coherence:** cycle networks shall link trip origins and destinations, including public transport access points and shall be continuous and easy to navigate
- **Directness:** cycle networks shall serve all the main destinations and shall seek to offer an advantage in terms of distance and journey time

- **Comfort:** infrastructure shall meet design standards for alignment and surface quality, and cater for all types of user, including children and disabled people
- **Attractiveness;** aesthetics, noise reduction and integration with surrounding areas are important
- **Safety:** cycle networks must not only improve cyclists' and other road users' safety, but also their feeling of how safe the environment is.

We also would commend other and more recent sources of good cycle infrastructure practice advice including:-

- the new draft (2014) revised Sustrans guidance:  
<http://www.sustrans.org.uk/our-services/what-we-do/route-design-and-construction>
  - the Welsh Active Travel Bill guidance (authorised by the DfT for use by local authorities in England)  
<http://wales.gov.uk/docs/det/publications/141209-active-travel-design-guidance-en.pdf>
  - the revised (2014) Transport for London Cycle Design Standards:  
<http://www.tfl.gov.uk/corporate/publications-and-reports/cycling>
  - the recently published (2014) Transport for London advice on lessons from international experience with regard to best practice  
<https://www.tfl.gov.uk/cdn/static/cms/documents/international-cycling-infrastructure-best-practice-study.pdf>  
<https://www.tfl.gov.uk/cdn/static/cms/documents/international-cycling-infrastructure-best-practice-study-appendix.pdf>
- c) the need for **adequate maintenance** both of on- and off-road paths
- d) the need for **enforcement** to ensure that facilities are not abused, e.g. cycle path and cycle lanes and advance stop lines not being obstructed by moving or parked motor vehicles.

## TOP PRIORITY STRATEGIC PROPOSALS

- **S1: improvement of riverside path on the south bank of the Trent between County Hall and the NWSC, Holme Pierrepont (part of Sustrans NCN route 15)** including
- bollard to deter car parking at the access to the path on the east side of Trent Bridge, by the Civic Centre,
- a wider path between Lady Bay Bridge and the NWSC via The Hook which is very well-used particularly at weekends and in fine weather.
- a properly surfaced riverside path in front of the Nottingham Sailing Club where the grass is now badly eroded  
(see also C5 and C6 below)

- **S2: Improvements to the route between the toucan crossing on the A52T east of Gamston and West Bridgford town centre**, including
  - a wider shared path between Main Street, Gamston and the pelican crossing on Ambleside (by the Childrens' Play area)
  - the upgrading of this pelican to a toucan crossing
  - realignment and widening of the path west of Ambleside
  - extension of this via new foot and cycle bridge over the Grantham Canal to connect with the existing canal towpath on the west side of the canal, and the existing access to Eltham Road / Buckfast Way, a quiet route to and from the town centre.
  - with modification of the present barriers at the canal towpath end of this connecting shared path between the towpath and Eltham Road.
- (improving this route, which connects to the Beckside route from Edwalton, etc. would also help to improve cycling connections to the town centre both from Edwalton and from the major new housing area between Tollerton and Gamston, particularly if a further toucan crossing could be provided across the A52T in the vicinity of the present bridleway crossing east of Edwalton Golf Course). See also D2 and C7 below.
- **S3: Upgrading of the route between Rushcliffe Arena and West Bridgford town centre including**
  - widening and lighting of the shared path between the Arena and Collinton Way (as recently proposed by Notts CC)
  - widening of the gap in the barriers between Collinton Way and Northwold Avenue, upgrading of the crossing of Loughborough Road (A60) to include a toucan crossing (as recently proposed by Notts CC)
  - the provision of a direct link to continue the shared path near David Lloyd West Bridgford across the north side of the expanded Arena car park to connect with the existing shared path between Rugby Road and Wilford Lane, as well as other shared paths in the Compton Acres area. (See also D1)
- **S4: Developing a strategic route connecting Ruddington (and Rushcliffe Country Park) with Edwalton and the east side of West Bridgford via the Green Line (disused railway path) west of Melton Road** including
  - provision of a through route under Boundary Road near Rushcliffe School
  - upgrading the present footpath towards the Lodge Farm access road at the west end of Machins Lane
  - the proposed spine footway-cycleway across the new housing development area towards the (upgraded) subway under the A52T south of Sharp Hill, with improved access ramps), Landmere Lane (Ruddington), Old Loughborough Road
  - a new toucan crossing over the A60 to connect to Ruddington village centre via Ashworth Avenue, Rufford Road and Easthorpe Street, as well as to Rushcliffe Country Park and the proposed Sustrans National Cycle Network Route 50 between Nottingham and Leicester. (See also E2)
- **S5: (in close coordination with Nottingham City Council) provision of a new route connecting the recently installed transide path between Ruddington Lane and Farnborough Road, Clifton (south of Silverdale), just east of the new tram and cycle bridge over Fairham Brook, with Ruddington, Rushcliffe Country Park and the proposed major housing area south of Clifton** including:
  - A path via, or close to, Wilwell Cutting Nature Reserve and the disused railway between Silverdale and Clifton Road, Ruddington (and the new shared path soon to be connected on the south side of Clifton Road between Old Station Drive and Pasture Lane across the former station site), with further connections:

- west along Clifton Road and southwest along Pasture Lane towards the proposed new major housing development south of Clifton including a new bridge over Fairham Brook to connect directly with the new housing development (exact alignment of all this route to be determined in collaboration with Nottingham City Council)
- continuing via the former railway, upgrading the present informal path, towards Rushcliffe Country Park.
- This route would also be a very useful contribution towards further development of the proposed Sustrans NCN Route 50 between Nottingham and Leicester, and including both Rushcliffe Country Park and the Watermead Country Park on the north side of Leicester, where cycle access has been greatly improved in recent years as part of the Sustrans Connect 2 Project. (See also F1)

### **SUGGESTIONS 'BY CORRIDOR' WITH PRIORITIES:**

- **A. routes leading to and from Wilford Toll Bridge and the connecting new tramside path between that bridge and Ruddington via Wilford, Ruddington Lane and the west side of Gresham Park and Compton Acres, as well as other feeder links e.g. the path from Rugby Road and Rushcliffe Arena via Bede Ling**

#### **Higher priorities:-**

- A1: Raising the level of the cycle path crossing the west end of Landmere Lane at its junction with Ruddington Lane to encourage drivers to slow down and thereby to improve the safety of cyclists crossing between the existing Ruddington Lane shared path and the new tramside shared path to the north.
- A2: On the path south of Wilford Lane (from Bede Ling) several parts are rather rough and the narrow width of the gap alongside the fence on the approach to the Bede Ling / Wilford Lane toucan crossing from Rugby Road is also awkward and uninviting. It would help to remove the gate and mound and replace them with easier to negotiate access controls, and also including a shared path link west to and from the Roho sports centre on Wilford Lane. This path also needs to be well linked to the proposed new housing development to the east of the path, as well as to and from the redeveloped Rushcliffe Arena.

#### **Other proposals:-**

- A3: Rehabilitating and upgrading the cycle path that runs north-south through Compton Acres (especially the stretch between Rugby Road and south of Europa Way etc.), and connecting links, with particular reference to its many substandard features, e.g. blind bend sharp corner around the edge of the Greythorne Primary School just south of Rugby Road, many non-flush kerbs, at least two badly-angled drain covers, designed to trap bike wheels, and some poor surfacing.

- **B. Routes leading to and from Wilford Suspension Bridge.**

#### **Higher priorities:-**

- B1: Safer arrangements for cyclists at the junction of Melton Road, Loughborough Road and Wilford Lane and especially for cyclists coming off the bridge towards Loughborough Road (southbound) and Melton Road. This is very intimidating for less confident cyclists.
- B2: A direct link between the riverside path and the north side of the new health centre on Wilford Lane since the new shared path on Wilford Lane south of the health centre is of very limited value in improving cycle access.
- **Other proposals:-**
- B3: Comprehensive lighting of path on south bank of River Trent between County Hall and Wilford (part of Sustrans NCN Route 15), rebuilt as part of Environment Agency's River Trent Right Bank Flood Alleviation Scheme in 2006-7, and including feeder links in the Gresham Park, Compton Acres and Wilford areas.

- **C. Routes leading to and from the proposed new foot-cycle bridge between The Hook (Lady Bay) and Trent Lane, Sneinton, including main routes via Gamston and a) Regatta Way etc**
- **b) toucan crossing of Radcliffe Road between Cyril Road and Rutland Road, etc., Lady Bay.**

- **Higher priorities:-**

- C1: Providing a continuous shared path on the west side of Regatta Way, extending southwards towards the Radcliffe Road junction the existing shared path north of the central refuge (to make it more suited for family cycling, particularly popular in the nearby riverside and NWSC area), and connecting safely and coherently to the an extended shared path on the north side of Radcliffe Road past Lady Bay between the Grantham Canal path (east of Gertrude Road) and the Regatta Way junction.

more direct and coherent links between this path, the extended shared path on the west side of Regatta Way, the cycle path on the south side of Radcliffe Road east and west of the Ambleside junction, and the Gamston area, with its multiplicity of feeder links, including ones providing safer routes to and from the east side of West Bridgford (east of Melton Road, etc.) and Edwalton.

in the longer term we would like to see a more direct link between the Regatta Way / Adbolton Lane shared path and the southern end of the proposed foot-cycle bridge, following round the east and north sides of Lady Bay, to promote a more direct, coherent and attractive route.

- C2: Direct cycle path/shared path link alongside the east side of A52T Gamston-Lings Bar road between the A606 Lings Bar junction and the Gamston toucan crossing, as an integral part of the Highways Agency's proposed dualling of this section of the A52T and the construction of new junctions to serve the new housing etc. developments between Tollerton, Gamston and Bassingfield.
- C3: Shared paths, as far as space permits, on Tollerton Lane, through the new housing and employment development sites, to connect with the east side of the toucan crossing of the A52T east of Gamston.
- C4: Enhancing the quality and coherence of the stream- and canalside off-road route (including feeder links) on the west of Gamston between Wellin Lane, Edwalton and the

access from the canal towpath to and from Buckfast Way and Eltham Road, etc. Together with Wellin Lane and Village Street, Edwalton, and the proposed cycling improvements on Melton Road south of the Boundary Road / Valley Road junction this could form part of a relatively flat recommended route connecting to and from the major new housing developments in the Sharp Hill etc. area, to the west and east of Melton Road (Rushcliffe BC draft Melton Road Edwalton Development Framework Supplementary Planning Document, February 2015)

- C5: Upgrading and widening the rather neglected and effectively narrowed (because of poor maintenance) riverside path between Trentside and The Hook / the NWSC, part of Sustrans National Cycle Route 15 being developed across the south of the county between Newark etc. and the East Midlands Airport / Castle Donington area, with particular respect to width, surfaces, drainage and signing and including the now very uneven surface of much of the cycle cut-through under Trent Bridge between Trentside and County Hall and installing a bollard at the Trentside end to discourage abuse by parked motor vehicles.

Particular attention should also be given to improving the heavily used and now very worn grass surface where the path passes in front of the Nottingham Sailing Club at Holme Pierrepont.

Improved maintenance arrangements, on a regular basis, are badly needed for this path which is very well-used by pedestrians and cyclists, especially at weekends and in better weather. It has never been well-maintained ever since the path was first upgraded in the early 1990s.

- C6: Upgrading the link path along the western boundary of the Nottingham Sailing Club (Holme Pierrepont) and over the flood control embankment between the riverside path and Adbolton Lane, i.e. the NWSC (north side) access road. The steep gradient of the ramps over the flood bund make this path, part of Sustrans NCN15, very awkward to use.

- **Other proposals:-**

- C7: The quality of the longer route between Wellin Lane, Edwalton and the access to the canal towpath to and from Buckfast Way / Eltham Road should also be improved, at least in the longer term, as the new housing in the Tollerton-Gamston area progresses, by several other improvements including:-
  - A new path connection, round the north and east sides of the Edwalton Golf Course, between the existing path south of Beckside and east of Ashridge Way, connecting to the existing bridleway across the golf course, and, east of the A52T to and from Tollerton. The path and crossing would need upgrading and connecting to the proposed cycling provision within the new development area.
  - The provision of a toucan crossing where this north-south path crosses Beckside
  - Removing the present 'No Cycling' prohibition on the bridge connecting the path to the east of Lutterell Way and providing a dropped kerb on the Lutterell Way access.
  - Providing a tarmac surface in the 'No Mans Land' area between the east end of Stamford Road (near the Allotments and Studio Theatre) and the north-south path by Ennerdale Close etc, Gamston.
  - Providing a safe crossing of the A52T to connect the canal towpath north of the Buckfast Way access with the section of towpath on the south side of Lady Bay,

and north of Radcliffe Road, through to the path connecting the Cyril Road toucan crossing to Rutland Road and Gertrude Road, etc. Lady Bay.

- C8: Improving (with lighting and widening) the main access paths to the proposed foot-cycle bridge across The Hook north of Holme Road, i.e. extending from Melbourne Road and Holme Grove / Julian Road.
- **D. Cross routes connecting to and from West Bridgford Town Centre, particularly to and from Gamston and the proposed new housing east of the A52T in the Tollerton area, and between Compton Acres, Rushcliffe Arena and the town centre.**
- **Higher priorities:-**
- D1: extending the link in Compton Acres from Collinton Way past the Rushcliffe Arena (including the proposed new offices of Rushcliffe Borough Council) to the path between Rugby Road and Wilford Lane etc., to provide a continuous route away from Rugby Road through from Loughborough Road and Northwood Avenue / Collinton Way into the heart of the Compton Acres area north of Rugby Road.

This would connect with the proposed improved cycle crossing of Loughborough Road at its junction with Chaworth Road and Northwood Avenue, as well as to the proposed new housing development east of the path and south of Wilford Lane.

The path between Collinton Way and the David Lloyd access road needs widening for safer shared use.

- D2: Improving the route between the toucan crossing on the A52T east of Gamston and the town centre, including:-
  - Path widening and changing the status of the present footpath link between Main Street, Gamston Village and Ambleside (past the Ambleside childrens' play area)
  - converting the pelican crossing on Ambleside to a toucan crossing, with improved approaches on both sides of Ambleside.
  - providing a new direct route west of the path from this crossing with a new bridge over the canal to connect via the towpath on the west side of the canal towpath to connect with the short section of shared path connecting to Buckfast Way and Eltham Road, etc,
  - modifications to the barrier at the east end of this path to permit easier cycling between the towpath and Buckfast Way etc.  
We are pleased to note that the Canal and River Trust, in their 2015 statement 'Better Towpaths for Everyone: a national policy for sharing towpaths), state, in the section of Access and Towpath, that "The Trust will review the appropriate use and application of measures to support safe sharing as an additional section to the existing Towpath Design Guidance. Work proposed by Sustrans relating to the effectiveness of barriers and the Trust's contribution to the review of the London Cycle Design Standards (LCDS) in off-road environments will inform this guidance."
  - more comprehensive signing of the through route between the toucan crossing over the A52T east of Gamston and the town centre which will become of much greater importance with the development of the major new housing in the area between Gamston, Bassingfield and Tollerton.



- **Other proposals:-**

- D3: Upgrading of the 'No Man's Land' path connecting the east end of Stamford Road past the Allotments and Studio Theatre to Gamston (and the N-S Becks side path) near Whinlater Close.
- D4: Improvements to the path between Burleigh Road / Tewkesbury Close and Nearsby Drive, particularly at the east end, by the garages, including a new dropped kerb access to improve visibility.
- D5: Removing the excessive vegetation at the sides of the approach paths on both sides of the A52T Gamston toucan crossing

**Also:**

- **E. Other suggestions for the West Bridgford area**

- **Higher priorities:-**

- E1: West Bridgford/Edwalton cycle route via A606 Melton Road (with shared path on east side of A606 south of Village Street, Edwalton, where road becomes derestricted), Landmere Lane (stretch near Wheatcroft west of Melton Road, with some widening or cycle path alongside),
- E2: new path to and from the Wells farm access subway under the Ring Road (A52T), and Landmere Lane south of the Ring Road through to Ruddington with a toucan crossing of the A60 to link into Ruddington Village (via Ashworth Avenue etc.) and including a direct route across the new housing development and east of Sharp Hill Wood to connect with Boundary Road near the Rushcliffe School and Leisure Centre, and also (later phase) improvements to the "Green Line" disused railway path south of Melton Road, West Bridgford and Boundary Road to make it more suitable for cycling and to link to the Melton Road (Edwalton) – Landmere Lane route via a reopened subway under Boundary Road.

This route, connecting through the new major housing development planned in the Melton Road / Sharp Hill area, would also require changes to the subway under the A52T south of Sharp Hill and on Landmere Lane south of the A52T, (NB upgrading this subway as part of a cycle route also needs to be considered in the wider context of proposals by the Highways Agency for this section of the A52T, announced in the Autumn Statement of 2014, and other proposed changes to the A52T at the Nottingham Knight, Wheatcroft (Lings Bar) and Gamston islands as part of the A52T Mitigation Measures, in accordance with the agreed A52T Developer Contribution Strategy and Memorandum of Understanding between the Highways Agency, Nottinghamshire County Council and Rushcliffe Borough Council, as mentioned on p57 of the RBC draft Melton Road Edwalton Development Framework Supplementary Planning Document, February 2015).

- E3: Providing toucan crossings and access shared paths at the Nottingham Knight (A60 Loughborough Road) roundabout, with links to Landmere Lane and the proposed Ring Road cycle paths south- and eastwards extensions from Clifton Bridge (via Silverdale)

- E4: New shared paths by the A606 (Melton Road) in Edwalton between the junctions with Boundary Road / Valley Road and Village Street. Machins Lane, related to the strong promotion of cycling by Rushcliffe School for their staff and students.
- E5: A bus and cycle only link between the south end of Musters Road, south of Boundary Road, and the Sharp Hill / Melton Road development site. (We reject the suggestion that this link should also be available for general local access traffic).
- E6: upgrading the path from Bridgford Road (by the Coop) to Edwards Road / Ella Road etc, across Bridgford Park, to make it suitable for safe and legal shared use (bearing in mind the relatively high numbers of pedestrians of this path, close to West Bridgford town centre) with appropriate modifications to Bridgford Road in the vicinity of the zebra crossing opposite the Coop, and safe and coherent links to and from Stratford Road (which in turns links to and from Rectory Road, Byron Road, Clumber Road etc.).
- **Other proposals:-**
  - E7: Safer provision for cyclists in both directions on Trent Bridge, including (if no space for cycle lanes on the carriageway) possible conversion of west side footway into shared path and cycleway (extending the present short shared path between the County Hall car park north exit and the access to the riverside path just south of Trent Bridge), and advance stop lines on the southbound approaches to the Radcliffe Road and Bridgford Road junctions.

This scheme should include providing safer cycle access to Trent Bridge from Radcliffe Road which in peak hour periods can be very intimidating even for more confident and experienced cyclists.

NB Advance Stop Lines on Loughborough Road (A60) on the Trent Bridge approaches to the Radcliffe Road and Bridgford Road junctions were first proposed at the time of the changes on Loughborough Road as part of the northbound bus lane scheme near County Hall in the late 1990s.) This scheme included provision of the southbound bus lane opposite County which cyclists can use but in practice they find that the signals are slow to respond to their presence.

- E8: Improving access to the approach from Radcliffe Road (south) to Lady Bay Bridge, and the ASLs at its junction with Trent Boulevard and Radcliffe Road (west) across the point where the two lanes towards Trent Bridge diverge making it quite hard, particularly in peak periods, for cyclists to reach safely the ASLs. A 'jug-handle' waiting area on the west side of the two lanes heading for Trent Bridge might help so that cyclists could then see approaching motor traffic better and cross at a right angle.
- E9: Cycle lane on the Lady Bay Bridge approach to the Advance Stop Line (ASL) at the junction of Trent Boulevard, Radcliffe Road and the road over Lady Bay Bridge, including reusing the present apparently wasted rough cobbled area on the east side of the carriageway on the southbound approach to the junction. (this change would be useful without waiting for it to be integrated with the implementation of plans for any shared path cantilevered on the side of Lady Bay Bridge)
- E10: cycle route direction signs on Stratford Road between Rectory Road and Bridgford Road including cycle route signs by the gap in the road closure a little to the south of the Coop store and car park opposite and flusher kerbs through the road closure.

Signing of this route should also include signs (in both directions) of the connecting cut through from Musters Road to Stratford Road via George Road and Avon Gardens, etc.

- E11: Improving and signing the cycle link through the road closure between Scarrington Road (near the Environment Agency and the NFFC ground) and Orston Road East, a useful link between Lady Bay Bridge and Radcliffe Road.
- E12: Improving the safety of cyclists entering the Tudor Square mini-roundabout at the south end of Central Avenue to improve intervisibility of cyclists and motor vehicles approaching / emerging from Rectory Road.
- E13: Extending and widening the cycle lanes on Rectory Road in the vicinity of the mini-roundabout at the junction of Bridgford Road and Rectory Road.
- E14: Extending the southbound cycle lane on the east side of Tudor Square further into Gordon Road towards Gordon Square.
- E15: reinstating the previous northbound cycle lane and ASL layout at the junction of Musters Road and Melton Road, removed in April 2011. Since then movements for northbound cyclists heading towards Tudor Square have been much less safe, with drivers often becoming impatient with cyclists who keep to the middle of the right hand lane to enhance their safety, or often dangerously switching lanes from left to right to get past cyclists. This behaviour can be very intimidating especially for less confident cyclists and means that pavement cycling in the vicinity has increased.
- E16: It would be helpful for cyclists and pedestrians if the timing of the signals at toucan crossings could be adjusted so that drivers get an amber signal sooner after cyclists press the button since current timings for vulnerable road users often seem very slow, e.g. on Radcliffe Road at the Mabel Grove and Cyril Road toucan crossings.

- **F. Other suggestions for the rest of Rushcliffe outside the West Bridgford area**

- **Higher priorities:-**

- F1: Silverdale-Rushcliffe Country Park route via extending the present Fairham Brook path west of Ruddington on the City/Rushcliffe boundary and connecting to the off-road route between Fairham Brook (Clifton) and Ruddington, proposed by Chris Murden and discussed at a site meeting in November 2007 involving Chris Murden and Hugh McClintock of Pedals, Roger Codling of Notts CTC, John Lee of Nottingham City Council, and Ed Ducker, former Cycling and Walking officer of Nottinghamshire County Council.

Plans for this route also need to be considered in connection with plans for the proposed Nottingham Gateway Housing development south of Clifton and the cycle routes proposed to, from and within this major development, including links to and from the improved cycling provision on the A453 between Clifton, East Midlands Parkway Station, the M1 and East Midlands Airport, part of Sustrans NCN route 15.

These plans should also take account of the new tramside path between Ruddington Lane and Farnborough Road, Clifton, south of Silverdale, and including the new tram and cycle bridge over Fairham Brook, as well as the potential for using parts of the disused railway between this site and Ruddington village as part of a new path in

connection with possible new housing development by Bloor Homes to the west of Wilford Road, Ruddington

- F2: (in coordination with Nottingham City Council): provision of a toucan crossing on the Clifton side of the new A453 Mill Hill roundabout to facilitate safe access for cyclists and pedestrians between the new shared path alongside the access road to the Clifton NET Terminal Park and Ride site, and the old A453 to and from Barton in Fabis and Thrumpton, being retained for vulnerable road users as well as general local access (and connecting to Sustrans NCN Route 15)
- F3: Improvements to the surface and signing of the riverside path on the south bank of the River Trent between Clifton Bridge and Barton Fabis, particularly on the stretch between Barton Fabis and Clifton Grove, to make it well-drained and robust enough to be passable even in very wet weather; this is now of increased importance with the further developments of Sustrans National Cycle Network Route 15, including the new provision in the Highways Agency's A453T widening scheme between the M1 and Clifton, due for completion in May 2015.
- F4: A new through route for cyclists across the major new housing area to be developed to the south of Clifton connecting with the proposed Fairham Brook corridor route (including Rushcliffe Country Park) in the east and in the west to Barton Lane with its subway under the new A453 closed to motor traffic and to Sustrans NCN15 west of Clifton near Barton in Fabis etc.
- F5: Improved cycle facilities along A606, especially at the Wheatcroft (Lings Bar) A52T roundabout and which are also related to future major highway and housing developments in the area. They are in any case of particular importance to employees cycling to and from work at BGS Keyworth who are keen to encourage cycling.
- F6: Ruddington-Plumtree route via Flawforth Lane and upgrading the bridleway towards Plumtree.  
Improving this route for cyclists is of particular importance to employees cycling to and from work at the Ruddington Fields Business Park, the subject of discussions in 2007-8 by the Ruddington Transport Group coordinated by Claire Fleming, formerly of the County Council, and including the organisation of a Cycle Fair at the nearby Rushcliffe Country Park Education Centre, which attracted much interest.  
(NB results of the survey of the views of visitors to this event on improvements they would like to see have apparently still not been followed up)
- F7: Facilities for cyclists as an integral part of any wider changes to the road layout and junction of Mere Way, Ruddington with the A60, to improve access to and from the Ruddington Fields Business Park and including a shared path south of this junction on the A606 towards Bradmore and Bunny to enable cyclists to avoid increased queues of stationary traffic, at least in peak periods. Given the prevailing 50mph on most of this road an off-road cycle path or shared path would be mostly be appropriate, provided that careful attention is given to providing safe access to and from any such facility.
- F8: shared path from Bradmore to Keyworth along (the north side of) Pendock and Bunny Lane to connect with proposed A60 shared path from Ruddington Business Park to Bradmore. Careful attention must be given to providing safe access to and from such an off-road facility.

- F9: (in coordination with the Canal and River Trust): Improvements to the surface of the Grantham Canal towpath in the Cotgrave area, especially on the section west of Hollygate Lane, extending to and from the Country Park and also path widening on the section north of the proposed new housing area between Bassingfield and Tollerton, east of Gamston.
- F10: Development of the proposed multi-user path on the former rail way between Cotgrave and Radcliffe on Trent, with connections to Holme Lane etc, part of Sustrans NCN Route 15.
- **Other proposals:-**
  - F11: widening of the cut-through path along the western boundary of the Nottingham Sailing Club (Holme Pierrepont) between the riverside path and Adbolton Lane, part of Sustrans NCN route 15 towards Radcliffe-on-Trent and Bingham etc.
  - F12: Improved clear up of hedge clippings path from Cotgrave to Stragglethorpe and on the Grantham Canal towpath west of Gamston, to reduce the risk of punctures. There would also be benefits from the removal, or modification of gates and barriers on this path, especially for bike trailers and extension bikes.
  - F13: Trent Link (River Trent to Cotgrave) Green Infrastructure Master Plan, including new multi-user routes for use by pedestrians, cyclists and/or horseriders, including use of the disused mineral railway line; and enhanced links between Cotgrave and Holme Pierrepont County Park (proposed by the Grantham Canal Partnership and several other partners)
  - F14: A52T: extension of Gamston-Radcliffe on Trent shared path further east along the Radcliffe bypass (A52T) between the RSPCA animal rescue shelter and Harlequin, with connections to Sustrans NCN Route 15 further east from there towards Bingham, Whatton and further east, with safe links to and from the Vale of Belvoir, the Grantham Canal and Sustrans NCN Route 64 etc.
  - F15: a safer route for cyclists from Radcliffe on Trent to connect with the A52T cycle path by the RSPCA animal rescue shelter
  - F16: priority on the A52T cycle path should as far as possible be in favour of cyclists which is not now the case for example where the cycle path passes the former Little Chef between Bassingfield and Radcliffe on Trent.
  - F17: Cycle path from Cotgrave at least to the turnoff for to Clipston, but preferably all along the Plumtree road to the A606

Hugh McClintock, for Pedals,  
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