

Consultation on the Nottingham City Local Plan Part 2: Land and Planning Policies:

Response from

Hugh McClintock, on behalf Pedals (Nottingham Cycling Campaign):

Consultee Number - 225

This response is divided into 2 sections:-

A – The case for the Proposed Foot-Cycle Bridge between Trent Lane and The Hook (Lady Bay) (pp1-8)

B - Other important cycling issues (pp8-14)

Section A: Proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay)

Introduction

The idea of a foot-cycle bridge across the Trent east of Trent Bridge and Lady Bay Bridge originated in the proposals by Nottingham City Council in 1998 for such a bridge between Colwick Park and Holme Pierrepont. Even though these proposals were refused planning permission by Rushcliffe Borough Council, after objections from the Nottingham Sailing Club, and then dropped, interest in the idea of such a bridge somewhere east of the two road bridges has remained widespread.

Proposals for a foot-cycle bridge further west, connecting the south end of Trent Lane to The Hook on the Lady Bay (West Bridgford) side, formed part of the EDAW Master Plan for the comprehensive regeneration of the Waterside area in 2005, commissioned by the City Council. Their internal study, they carried out some detailed and still highly relevant work on bridge at this new location, only slightly to the west of the site we now propose.

Although, with the onset of the recession and the abandonment of the wider regeneration plans, the proposal was not pursued, strong interest has remained, and a schematic drawing of a bridge at this point was included in the City Council's submission in 2015 the MIPIM conference in Cannes.

This inclusion made clear that the City Council still recognised the importance of attracting inward investment to further the progress of the Riverside Regeneration, all the way to Trent Bridge, by investing in infrastructure such as this proposed bridge, particularly in view of the proximity of the site to many other developments, on both north and south banks of the Trent. These include the first phase of the Blueprint Waterside Trent Basin major housing scheme, on which work started in 2015, part of a planned much larger development over the next few years west of Trent Lane.

This development is to be followed by several others, east of Trent Lane, including a major housing scheme by McCann Developments on the Merrill Brown and Park Yacht Club sites. Both of these developments will include further sections of the riverside path on the north bank of the Trent between Colwick Park and the Meadow Lane Canal Lock, to be followed by other such stretches on the new housing sites west of Lady Bay Bridge, including the site east of the Canal Lock, for which planning consent was granted in 2015.

These riverside path extensions will add greatly to the accessibility of the proposed foot-cycle bridge on the north bank. This will also benefit greatly from the improved cycling provision on Daleside Road, due to be carried out in 2016-17 by the City Council as part of the DfT-funded Cycling Ambition Grant Eastern Corridor scheme (mentioned in paras 4.211 and 4.2.12 of the City Local Plan Transport Background Paper, January 2016). This will greatly improve access from the bridge to the City Centre and other major employment areas.

Bridge accessibility will also be enhanced by its proximity to the Sneinton Greenway, where surface improvements have recently been carried out, and also by the potential new links incorporated in the regeneration of the Island Site between Manvers Street (Sneinton) and London Road. These will be of great benefit in improving access between the proposed bridge and the south side of the City Centre, and also Nottingham Station, with its expanded secure bike parking provision and other recent major

improvements, including the exclusion of through traffic from Station Street. All these developments over the next few years will be of great value in adding to the cycle network in this area and encouraging high levels of usage for the bridge, both by cyclists and pedestrians, and for both commuting and leisure purposes.

Further access improvements could also connect to other important leisure attractions such as the Grantham Canal (towpath) south of the Trent and the new Gedling Country Park on the north side of the river, which includes a series of paths for walkers and cyclists. On the western side of Nottingham the north bank riverside path would also connect the bridge directly with other important routes such as the Erewash Valley Trail and the Broxtowe Country Trail, as well as other Sustrans NCN Routes such as Route 6 and Route 67, etc. This will extend further the scope of the very popular 14km Big Track route, between the Suspension Bridge and Beeston Lock, developed over the last 10 years and including canalside and riverside paths.

The wider developments should ensure the very good connectivity of the proposed bridge, a factor that we know is essential to the success of such projects, such as the Diglis bridge over the River Severn in Worcester, built in 2010 by Worcestershire County and Worcester City Councils under the Sustrans-promoted and Peoples' Lottery-funded Connect 2 Project, whose experience we have studied in detail.

We also see our proposed bridge is being of great strategic value in providing much safer and more pleasant connections to and from areas south of the Trent. These included the existing urban area of West Bridgford but also the major new housing and employment areas east and south of West Bridgford proposed by Rushcliffe Borough Council for development by 2028, and particularly including the area between East of Gamston and North of Tollerton (c1500 homes by 2028, and up to 1500 homes post 2028, together with c20 hectares of employment development).

The proposed bridge will also benefit people living in the new housing areas south of West Bridgford (Melton Road, Edwalton), with the plans for the development of 3000 new homes and 4 hectares of new employment development), according to the Rushcliffe Local Plan Core Strategy, January 2016, particularly if the current links can be extended and upgraded.

The proposed bridge will help these areas to benefit greatly, both for access for commuting purposes, to centres of employment in Nottingham, and also for access for leisure purposes, particularly including trips by bike and on foot to and from the major Country Parks on this side of Greater Nottingham, i.e. Colwick Park and Holme Pierrepont. Access to and from Colwick Woods will also be improved, as well as opportunities for wider enjoyment of the whole riverside area through Nottingham, with extra potential for circular trips, in addition to those now afforded by the Wilford Suspension Bridge and Wilford Toll Bridge non-motorised user routes.

These extra opportunities will also benefit runners, and be useful as part of major events such as the Robin Hood Marathon and the Great Nottinghamshire Bike Ride / Cycle Live, as well as other events such as Triathlons, all with further major health promotion benefits.

Also important in terms of the south bank is the status of the existing riverside path (between Wilford and the Water Sports Centre etc.) as part both of the Trent Valley Way long distance walking route and as part of Route 15 of the Sustrans National Cycle Network, with their wider regional and national links.

We have already been in contact with the Environment Agency to obtain their advice and they have no objection to our proposed site, subject to further detailed discussions. We have also been in contact with the Nottingham Sailing Club and are confident that our proposed site is much more acceptable to them than that first proposed, again subject to further discussions as our plans progress.

Provision of a new foot-cycle bridge at the site we propose will generally be of great benefit for active travel, with many public health benefits. Experience of successful such bridges elsewhere, e.g. the Diglis Bridge over the River Severn in Worcester, where usage is about 15 times the levels predicted, shows how popular such new links can be.

This is partly because of a 'wow factor' associated with a well-sited and well-designed new bridge. We consider that this is one reason why, particularly with improved links on both sides of the Trent, a new bridge would be that much more popular, with most walkers and cyclists, than any other scheme such as providing wider cantilevered paths on one or both sides of Lady Bay Bridge, as studied in a feasibility study by Whitgift for the City and County Councils in 2005. Although improvements to make the bridge better for cyclists and pedestrians would in principle be welcome, providing safe and convenient approaches to this site would also be that much more difficult, and this would deter less-confident cyclists in particular. This is one reason why, while not objecting to Lady Bay bridge scheme, we consider our proposed new bridge site to be superior, with the best overall advantages, for walkers and cyclists, and for both leisure and commuting / utility trips.

Another very important advantage of such a new link would be to help both walkers and cyclists avoid the very busy and intimidating conditions on nearby road bridges such as Trent Bridge and Lady Bay Bridge. Fear of such heavy traffic conditions is major deterrent to greater use of bikes. Currently there is no safe and pleasant way for cyclists and walkers to cross the River Trent anywhere east of Trent Bridge until Newark, unlike the situation west of Trent Bridge where both the Wilford Suspension Bridge and the Wilford Toll Bridge (with its tramside shared path) are located, both very well-used facilities and offering scope for a variety of circular trips as well as direct trips from A to B.

Both Trent Bridge and Lady Bay Bridge also suffer from very high levels of poor air pollution, mostly generated by motor traffic. This affects the main approaches as well as the bridges themselves and needs urgent action by a range of measures, especially since Nottingham was recently criticised by Defra as being one of the 5 worst cities in England for air pollution, most of which derives from traffic. Addressing this serious public health issue is another very strong reason to encourage cycling and walking, and not just rely on cleaner fuels and cleaner engines in buses and other motor vehicles.

Appendix to Section A: Relevance of the proposed foot-cycle bridge to statements in the Nottingham City Local Plan Part 2 consultation documents.

We consider that the construction of a bridge at this site not only is of strategic importance for Greater Nottingham, encouraging walking and cycling for short journeys, as well as offering the chance to achieve a major new landmark in the River Trent area through Nottingham, but is also directly supported by many of the statements in the latest City Local Plan consultation documents, especially the Transport Background Paper, as quoted below, and with particularly relevant ***sections emphasised in bold italics:-***

Main document:

Section 2: Background pp6-10

Relationship to the Broxtowe Borough, Gedling Borough and Nottingham City Aligned Core Strategy (the Core Strategy)

Para 2.4 The twelve objectives are summarised as follows:

Environmentally responsible development addressing climate change

Regeneration (Core Strategy Policy 7), especially

LAPP Policies RE1: Facilitating Regeneration and RE8: Waterside

Health and wellbeing

Excellent transport systems and reducing the need to travel (Core Strategy Policy 14:

Managing Travel Demand) and LAPP Policies TR1: Parking and Travel Planning, and also

Core Strategy Policy 15: Transport Infrastructure Priorities including LAPP Policies TR2: The Transport Network and TR3: Cycling

Protecting and improving natural assets, including Core Strategy Policy 16: Green Infrastructure, Parks and Open Space, especially LAPP Policy EN5: Development Adjacent to Waterways

Timely and viable infrastructure

Section 3: Development Management Policies Sustainable Growth

P70-71: Regeneration. RE8:

Within the Waterside area, as shown on the accompanying Policies Map, planning permission will be granted for development that is consistent with and does not undermine the delivery of the following strategic aims:

c) expansion of sport and leisure uses building on the strengths of established large facilities and river based activities in the area;

e) ***improving linkages (pedestrian, bus and cycle) between the area and the core of the City Centre and adjoining neighbourhoods*** (such as the Meadows, Trent Bridge, Colwick Park, the Canal Quarter, Sneinton and St. Ann's), the creation of enhanced east-west transport routes incorporating an improved Cattle Market Road link, ***and further improvements to canal side routes to provide a continuous footpath and cycleway along the north bank of the River Trent and the potential for improved/ new cycle and pedestrian crossings across the Trent.***

Justification:

Para 3.187:

The Waterside area lies to the south east of the City Centre, and comprises the full extent of the Waterside Regeneration Zone (as referred to in the Core Strategy). ***The area is characterised by underused sites and buildings, many of which turn their back on the River Trent and the Nottingham and Beeston Canal. Although relatively close to the City Centre, the area is not well connected with few direct or attractive routes.***

Para 3.188:

....The provision of a continuous footpath and cycleway along the north bank of the Trent between Trent Bridge and Colwick Park is a key aspiration of the Council, potential may also exist for improved or new pedestrian and cycle connections across the River Trent.

Section 4: Development Management: Places for People

Managing Travel Demand:

Page 125:

Para 4.192 ***Proposals for residential development will be expected to cater for the anticipated levels of residential and visitor demand through an integrated approach maximising sustainable transport choice, creating attractive local pedestrian and cycling connections,*** and appropriate levels of car and cycle parking. Where appropriate the City Council may also request a car park management strategy.

Justification

Page 127:

Para 4.201: **Nottingham is at the forefront of promoting sustainable travel and innovative approaches to managing the transport network.** The Council continues to secure major investment (e.g. from the Government and D2N2) for innovative transport schemes which are important for the economy, the environment and accessibility. The schemes listed in Policy TR2 are part of a comprehensive package of transport measures which support delivery of wider Local Plan and Local Transport Plan objectives and the delivery of individual site allocations.

P128: Policy TR3: Cycling

The proposed cycle routes shown on the Policies Map and the continuity of existing cycle routes will be safeguarded, unless satisfactory provision is made for an alternative alignment

P129: Justification:

Para 4.210. **Increasing cycle use is an important element of delivering the sustainable transport hierarchy set out within Policy 14 of the Core Strategy and supports the move to more healthy lifestyles.** The expansion of the cycle network and parking facilities has already resulted in an increase in cycle use and **the Council intends to deliver further extensions to the cycle network and safety measures.** The City Council's proposals for expanding the cycle network are set out in the Cycle Action Plan for Nottingham (Towards Creating a More Cycle Friendly City 2012-2015, October 2012).

Para 4.2.11. The Council has also secured significant funding to deliver the Nottingham Cycling Ambition Package. This is a package of infrastructure improvements which will help deliver a transformational change in the way citizens are able to travel around the City by bike. These improvements will have a major impact in areas such as how people travel to work, a reduction in congestion, the health of residents, as well as attracting investment through an improved transport network and public realm.

Para 4.212 The package of measures includes north-to-south and east-to-west cross-City cycle corridors, a network of cross-city cycle routes, investment in off road routes through parks and green spaces and investment in neighbourhood cycle facilities.

4.213 Many of the site allocations also provide opportunities for new or enhanced cycle routes which are important in delivering a comprehensive, convenient and safe cycle network.

4.214 The routes/alignments of the schemes have therefore been safeguarded or included in the site allocations development principles to avoid prejudice to their future implementation. Development must make provision for these cycle routes or an appropriate alternative.

Section 5: Development Management Policies: Our Environment

Page 132: Green Infrastructure, Parks and Open Spaces:

para 5.2: **The City's Open Space Network is important in helping to promote healthy lifestyles and improve wellbeing by encouraging walking and cycling and encouraging people to go outdoors and be more active.** It makes a major contribution to the visual character and image of Nottingham, provides for a diversity of recreation needs, and is important for its landscape and nature conservation interest. Establishing a linked network of open spaces and range of space types allows this resource to be considered as a whole and facilitates a more strategic approach. Sites and the links between them can then be considered not only for their individual open space function but also for their value to the Open Space Network and the contribution they make to the quality of life.

Para 5.3 **The NPPF emphasises the importance of having access to high quality open spaces, opportunities for sport and recreation and the important contribution to the health and wellbeing of communities this can bring.....**

P139: Policy EN5: Development Adjacent to Waterways:

Development which is adjacent to, or contains, waterways, will be expected to:

a) **Maintain, enhance or create suitable and safe connections to, along and adjacent to waterway(s) for walking, cycling and maintenance**

f) **take opportunities to enhance the recreation and leisure use of waterway(s)**

P140: Justification:

Para 5.33

The waterways also have an important recreational and health function. There are recognised physical and mental health benefits for people that can live, work or exercise near water. **Their banks provide corridors for walking and cycling routes and certain waterways can provide significant leisure and recreational opportunities to open up or improve public access to waterways wherever possible and appropriate to do so, particularly where access is lacking or poor.**

Transport Background Paper:-

2.3 Amongst the core principles (NPPF paragraph 17) the following requirements are placed on planning authorities:-

- **To 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are, or can be made sustainable.'**

2.4 Alongside transport policies having an important role to play in facilitating sustainable development, the Framework also states¹ that they also contribute to wider sustainability and health objectives.

2.5 A requirement for appropriate infrastructure to support sustainable development is detailed in the NPPF which comments that 'Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development'².

2.6 The NPPF also states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Travel plans are described as being a key tool to exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

National Planning Practice Guidance (NPPG)

2.8 NPPG states the importance for local authorities to undertake an assessment of the transport implications in developing or reviewing their local plan so that a robust transport evidence base may be developed to support the preparation and/or review of that plan.

2.9 The transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in infrastructure

¹ NPPF paragraph 29

² NPPF paragraph 31.

spending plans linked to the Community Infrastructure Levy, Section 106 provisions and other funding sources.

3. Local Transport Policy

The Nottingham Plan to 2020 (Sustainable Community Strategy)

3.1 The Nottingham Plan sets the overall strategic direction and long term vision for the economic, social and environmental wellbeing of the City. This broad strategic level document includes the target of tackling congestion by achieving no more than a 10.5% increase in person journey times on the monitored transport network.

3.2 The Council's five overarching strategic objectives for transport are set out below:

- **Deliver a world-class sustainable transport system which supports a thriving economy and enables growth;**
- **Create a low carbon transport system and a resilient transport network;**
- **Improve access to key services, employment, and training including creation of local employment and training opportunities;**
- **Improve the quality of citizens' lives and transform neighbourhoods;**
- **Support citizens to live safe, independent and active healthy lifestyles.**

Nottingham Local Transport Plan (LTP)

4.5 The key transportation issues relevant to the Nottingham City area are set out below:

- **Accessing communities and services by sustainable modes of transport;**
- **Minimising congestion and pollution;**
- **Making best use of existing transport infrastructure and assets;**
- **Supporting healthy lifestyles;**
- **Minimising and reducing carbon emissions.**

Walking & Cycling

4.12 A key principle of the Council's Planning/Transport strategy is the ambition to link new developments to the existing walking and cycling networks, making improvements to those networks where necessary. Whilst all sites are expected to provide convenient and safe cycling and walking links, some sites have the potential to provide wider benefits with the creation of new links between communities or to strategic key cycle and walking routes. These individual requirements for walking and cycling measures are included within wider development principles for each proposed site allocation.

4.13. There is already an extensive network of cycle routes crossing the City area, including a section of the National Cycle Network (Route 6) which runs parallel to the proposed Chalfont Road allocation site.

4.14. A programmed package of infrastructure improvements which will help deliver a transformational change in the way citizens are able to travel around the City by bike is included in the D2N2 Strategic Economic Plan Infrastructure Programme for delivery 2015/16.

4.15. The Nottingham Cycle Ambition Package (NCCAP) will have a major impact on how people travel to work, a reduction in congestion, the health of residents, as well as attracting investment through an improved transport network and public realm. In brief the package of measures includes:

- **North-to-south and east-to-west cross city cycle corridors**
- **A network of cross city centre cycle routes**
- **Investment in off road routes through parks and green spaces**
- **Investment in our neighbourhood cycle facilities**

Section B: Other cycling issues:

Proposed cycle routes, as shown on the Proposals Maps (North, South and City Centre Inset) (TR3)

We would like to see these routes included on the Proposals Maps since they are also routes of particular importance:-

- Sustrans National Cycle Network Route 15 in the Wilford-Clifton area. Signing of this route through Nottingham is poor and opportunities to improve this were missed in the recent cycle route changes associated with a) the NET route to Clifton, in the Wilford area and b) the A453 (M1 to Clifton) widening scheme.
- The cycle paths on Clifton Boulevard south of the Dunkirk Flyover roundabout
- A further extension of the proposed north bank riverside path extension between Meadow Lane Lock and Colwick Park further east across Colwick Park to the City / Gedling boundary by the new foot-cycle bridge erected in 2014 by the stepping stones at the east end of Colwick Park.
- Direct links across the Island site, connecting to the proposed Eastern Cycle Corridor, and including a reopened route between London Road and Manvers Street via the Great Northern Close and Low Level Station, etc.
- On the City Centre inset map (TR2: Proposed enhanced pedestrian crossings) a direct route for cyclists as well as pedestrians connecting Castle Road (and Castle Boulevard) with the revamped Collin Street, and other parts of the City Centre and improved routes to the east and south.

Cycle Ambition Grant proposals, particularly the 4 proposed cycling corridor routes

We much welcome the various new proposals being constructed or proposed under the DfT-funded Cycle Ambition Grant Project, particularly the 4 proposed cycling corridor routes, provided that

a) they have good quality connections to, from and across the City Centre

b) care is taken with the detailed construction since such detailed aspects are of particular importance in the provision of quality infrastructure for cyclists. This is particularly important at junctions where arrangements must be safe and feel safe. Safety, including the perception of safety by different kinds of cyclists, should not just be assessed in terms of recorded accidents which can give a misleading picture of where cyclists feel most intimidated.

We would like to see these particular ideas included in the Eastern and Northern Cycling Corridor proposals as they are further developed over the next few months:-

Eastern Corridor:

A series of links to other existing and proposed routes in the Island Site including reopening the direct link via Great Northern Close and the Low Level Station area between London Road and Manvers Street and improved links to and from the canal towpath in the vicinity of the NHS Urgent Care Centre and Premier Inn / Jury's Inn etc.. These would improve cycle access between Nottingham Station and the wider canal towpath etc. to the west and south, and, to the east, to and from Sneinton, the Sneinton Greenway, and the proposed foot-cycle bridge northern landing at the south end of Trent Lane via Daleside Road and the rest of the proposed Eastern Corridor.

Northern Corridor:

We would like to see consideration given to the provision of a peak time northbound bus and cycle lane on Mansfield Road between Forest Road junction and Hucknall Road Grosvenor Pub to create continuity between the city centre and Sherwood, etc.

The importance of consistent high design standards for cycle infrastructure:

It is essential that all of the proposed routes are constructed to, or upgraded to, high-standards, with an emphasis on segregated off-road paths as far as space permits, and priority to cyclists at crossings, especially those where cycle paths cross minor roads.

High quality provision must be consistent with the themes of the national Space for Cycling campaign launched in 2014, with particular reference to the first 4 of these themes, i.e.:-

- Protected space on main roads and at junctions
- Removal of through motor traffic on residential streets.
- Lower speed limits (well- enforced)
- Cycle-friendly town centres and district centres (including Sherwood)

There is a need for a programme for existing substandard provision to be improved, consistent with the new Nottingham Cycling Design Standards and best practice from other parts of the UK and elsewhere. Higher standards must include the design of provision for disabled cyclists and also the probable growing number of e-bike users.

Related to the principle of achieving high standards of infrastructure is the need for clear policies on the reallocation of road space to facilitate the creation of on-road cycle routes. These are also vital, not just those related to the new cycling corridor proposals. It is very important that these are not clogged with parked cars including cars parked on pavement aggravating safety by obstructing visibility at junctions in particular.

Consistency and coherence of provision across local authority boundaries and involving different agencies:

Close working with Nottinghamshire County Council is of particular importance, e.g. with respect to:-

- Further development of proposals for the foot-cycle bridge between Trent Lane and The Hook (Lady Bay), as mentioned above
- Connecting the Southern Corridor to the major new housing developments to be sited to the south of Clifton, in Rushcliffe Borough, and to and from Rushcliffe Country Park, Ruddington.
- Improved connections east of the Suspension Bridge to improve cycling connections between the City Centre and West Bridgford via The Meadows.

- In the development of the proposed cycle links to be included in the development of the Boots Enterprise Zone near the City / Broxtowe boundary including a new route, with a new bridge across the canal and railway, connecting University Boulevard with Thane Road, etc
- Consistency of design guidance and standards affecting cyclists, and allowing for changes to national and international standards, guidance and regulations.

Closer working with Highways England is also vital, and we welcome the recent local initiatives to encourage this, so that full advantage can be taken not just of their cycling budget, but also their other funding programmes, e.g. for the A52 south of Nottingham and West Bridgford, from the Dunkirk flyover roundabout round to the Gamston roundabout etc, to help ensure that good cycling provision is an integral part of these, to help improve provision for cyclists on a consistent basis throughout Greater Nottingham.

Close cooperation with HE and with Rushcliffe Borough Council will be of particular importance in the further development of plans for the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay), especially with regard to the development of improved and new access routes on the south side of the bridge.

Including good cycling provision as part of wider development and regeneration schemes

Full opportunity must be taken to include good cycling provision as part of wider development and regeneration schemes.

Ensuring that advantage is taken of these wider developments is a very important way of extending investment in cycling and extending the network. This must include careful consideration of the potential for including new or improved links as part of major development and redevelopment projects (such as the Broad Marsh Centre redevelopment, the Island Site Regeneration, and the extension of the riverside paths along the north bank of the Trent between Meadow Lane Lock and Colwick Park, etc).

Many of these such as the riverside path system could also be very important to achieving the proposed major D2N2 cycle tourism network.

Exploiting opportunities to promote cycling (and improving the general right of way network) can be greatly assisted by taking advantage of new general development and redevelopment opportunities, particularly on the site listed in the schedule below, which includes notes on specific schemes where such opportunities could be used to create new or enhanced routes.

More cycle routes along potential future tram lines

These must be planned very carefully to maximise the opportunities, complement other routes, and avoid the safety problems for cyclists on some of the more constrained stretches of the existing 3 NET routes.

We consider there to be particular potential to develop these as an integral part of the proposed new NET routes to Kimberley and Gedling (Country Park and nearby new housing developments). Again this will require close coordination between the City Council, County Council and neighbouring District Councils.

A tramside route to and from Kimberley must connect to the Sustrans plans for the restoration of the Bennerley Viaduct, the new walkway-cycleway over it, and both Nottinghamshire and Derbyshire Arms of the Erewash Valley Trail as well as the new Broxtowe Country Trail.

Partnerships with the DfT etc. to ensure sustained investment in cycling

Further substantial investment is vital to maintain the progress now started with the Cycling Ambition Grant proposals, and to help implement major strategic projects such as the proposed foot-cycle bridge between Trent Lane and The Hook, and other possible such major projects including a revival of the proposals for a foot-cycle bridge across the Trent to the west of Clifton Bridge.

Consideration should also be given to the proposal for a pontoon crossing of the Trent between Holme Pierrepont and Colwick Park, to help leisure use of those two major country parks.

Close working with Sustrans is also very important to help in securing a wider range of potential funding, particularly where directly related to Sustrans National Cycle Network Routes, as with NCN15 in the case of the proposed bridge between Trent Lane and The Hook.

In the longer term it will be important to ensure that Nottingham (and other parts of Nottinghamshire) derive full potential benefit from the extra DfT funding promised in principle for the HS2 National Cycleway to be developed within a 5km corridor of the proposed HS2 extension from Birmingham to Leeds, following up the local survey work undertaken in 2014-15 by John Grimshaw and Associated for the HS2 National Cycleway feasibility study consultancy team.

Cycle parking:

We welcome the proposed cycle parking standards mentioned on page 278 and listed in detail in Appendix One: Parking Standards (pages 280-286). It is important to integrate cycling into every part of planning, guidance for greater provision of residential cycle parking e.g. flats and apartments, as mentioned in Sections C2-C4 (p282).

More bike racks are needed in city centre where demand is particularly great, and this should include provision of more covered cycle parking.

Reference	Nottingham City Local Plan 2016 Site allocations of particular importance for including new or upgraded links to cyclists in the development or redevelopment of these sites <i>With Pedals comments in italics on significance for particular projects / routes</i>	Ward
PA27	Wilkinson Street - Former PZ Cussons <i>relevant to HS2 National Cycleway Proposals being undertaken by John Grimshaw of John Grimshaw & Associates on behalf of the HS2 National Cycleway Feasibility Study for the DfT</i>	Leen Valley
PA30	Bobbers Mill Bridge - Bobbers Mill Industrial Estate <i>relevant to HS2 National Cycleway Proposals being undertaken by John Grimshaw of John Grimshaw & Associates on behalf of the HS2 National Cycleway Feasibility Study for the DfT</i>	Leen Valley
PA47	Abbey Street/Leengate <i>offers the potential for a more direct link between the Priory Street toucan crossing and the River Leen path (part of Sustrans National Cycle Network Route 6) and also for connections to the proposed HS2 National Cycleway.</i>	Dunkirk and Lenton
PA54	Boots <i>improved links between The Big Track and the cycle paths on University Boulevard, including Sustrans National Cycle Network Route 6 etc.</i>	Dunkirk and Lenton
PA57	Clifton West <i>safe connections important both to the new A453 cycle path and to the riverside path via Fox Covert Lane</i>	Clifton South
PA59	Farnborough Road - Former Fairham Comprehensive School <i>of particular importance for providing connections between the proposed Southern Cycling Corridor and the proposed major new housing areas south of Clifton (Clifton Pastures), in Rushcliffe Borough, and to and from Rushcliffe Country Park south of Ruddington.</i>	Clifton South
PA66	Castle Quarter, Maid Marian Way - College Site <i>important for providing improved connections between the eastern end of the Western Cycling Corridor and the Broad Marsh and City Centre areas</i>	Radford and Park
PA68	Canal Quarter - Island Site <i>potential for using new links to improve connections between the City Centre and Nottingham Station west of the site and the Sneinton etc. areas to the east, including to the proposed Eastern Cycling Corridor and the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay); c.f. Pedals response to the Island Site SPD Consultation, Feb. 2016 which suggests both</i>	Bridge

	<i>reopening the route for walkers and cyclists between London Road and Manvers Street via Great Northern Close and the Low Level Station, and also a new foot-cycle bridge to provide an improved connection across the canal by the sharp bend in the towpath south of the Premier Inn.</i>	
PA76	<i>Waterside - London Road, Former Hartwells Together with PA77 and PA78 important for improving links between the City Centre and Colwick Park and the northern end of the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay) as well as the whole Waterside Area.</i>	Bridge
PA77	<i>Waterside - London Road, Eastcroft Depot Together with PA76 and PA 78 important for improving links between the City Centre and Colwick Park and the northern end of the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay), as well as the whole Waterside Area, and also improved access to and from the canal towpath</i>	Bridge
PA78	<i>Waterside - London Road, South of Eastcroft Depot Together with PA76 and PA77 important for improving links between the City Centre and Colwick Park and the northern end of the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay), including to and from the canal towpath</i>	Bridge
PA79	<i>Waterside - Iremonger Road important for improving links between the City Centre and Colwick Park and the northern end of the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay), and the whole Waterside Area, including improved access to the canal towpath</i>	Bridge
PA80	<i>Waterside - Cattle Market important for improving links between the City Centre and Colwick Park and the northern end of the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay), and the whole Waterside Area, including improved access to and from the canal towpath The proposed new road through the Cattle Market Site to and from Lady Bay Bridge should include good cycling provision.</i>	Bridge
PA81	<i>Waterside - Meadow Lane important for improving links between the City Centre and Colwick Park and the northern end of the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay) and for the development of a continuous riverside path between Colwick Park and Meadow Lane Lock, etc., effectively extending the present Big Track canal-and riverside route.</i>	Bridge
PA82	<i>Waterside - Freeth Street important for improving links between the City Centre and Colwick Park and the northern end of the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay) and for the development of a continuous riverside path between Colwick Park and Meadow Lane Lock, etc., effectively extending the present Big Track canal-and riverside route.</i>	Dales
PA83	<i>Waterside - Daleside Road, Trent Lane Basin important for improving links between the City Centre and Colwick Park and the northern end of the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay) and for the development of a continuous riverside path between Colwick Park and Meadow Lane Lock, etc. effectively extending the</i>	Dales

	<i>present Big Track canal-and riverside route</i>	
PA85	<p>Waterside - Trent Lane, Park Yacht Club</p> <p><i>important for improving links between the City Centre and Colwick Park and the northern end of the proposed foot-cycle bridge between Trent Lane and The Hook (Lady Bay) and for the Dales development of a continuous riverside path between Colwick Park and Meadow Lane Lock, etc. effectively extending the present Big Track canal-and riverside route</i></p>	