

Rushcliffe BC Planning Application ref. 14/01417/OUT

Mr Hugh McClintock for Pedals (Nottm Cycling Campaign) [162](#)
[Musters Road West Bridgford Nottingham NG2 7AA \(Neutral\)](#)

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Introduction

Pedals does not in general object to the proposals but wishes to see amendments to address satisfactorily the detailed points raised in the comments below.

We are pleased to see that serious consideration has been given to the inclusion of cycle routes within, and to and from this development, and that the documentation accompanying the application include a separate plan for strategic pedestrian and cycle access: 1667-P-302 1.

We also welcome, in the Outline Travel Plan (pp3-4), the recognition of the suitability of the area with its relatively flat topography and gentle gradients in the vicinity of the site for encouraging cycling, particularly for trips up to 5km and including both local trips within the area and those to and from Clifton, Gotham Village, Wilford and West Bridgford etc. We are very glad to see the acknowledgement of these "relatively gentle gradients leading away from the site to the nearest trip attractors, such as shopping and employment opportunities which would potentially make cycling attractive as mode of travel." Also welcome is the recognition of the use of bikes for longer multi-modal trips, particularly in connection with rail travel.

All this potential, both for utility and leisure trips, is all the greater in view of the considerable cycle infrastructure which already exists in the vicinity of the site, both in terms of on- and off-road routes, we would emphasise, and particularly if some existing poorer routes are upgraded, e.g. the riverside path between Barton-in-Fabis and Clifton Bridge, both in Rushcliffe Borough and in Nottingham City. Growing public health and official concern with the urgent need to address problems of poor air quality associated with traffic in urban areas, and not just those associated with diesel engines, make it all the more imperative that cycling and walking are more seriously promoted as an integral part of any new developments, especially large-scale developments like those proposed in this application. These new arguments for cycling further reinforce the growing arguments in terms of the very substantial benefits for both individual and public health.

It is vital that the cycling provision to be provided in association with this scheme, bordering the City of Nottingham, is closely integrated with the wider cycle network in the area, both within existing provision within Clifton and especially Nottingham City Council's Plans for the Southern Cycle Corridor being developed to connect the City Centre with Clifton, funded by the DfT's Cycling Ambition Grant scheme.

It is also vital, in view of the proximity of the site to the A453 Trunk Road, that new provision is closely integrated with the local trunk roads cycle paths, especially those provided in 2015 with the completion by Highways England as part of the A453 widening scheme between Clifton and the M1, some of which also forms part of Sustrans National Cycle Network Route 15. Improvements, including those proposed to signing, should make these connections clearer.

Specific comments

Mill Hill Roundabout: proposed changes to layout

Although Highways England included extensive cycle provision within their A453 widening scheme between Clifton and the M1 completed in 2015, in terms of new and upgraded cycle paths and making the old A453 route between the Mill Hill roundabout and the Ratcliffe on Soar Power Station available for cycling as well as general local cycle access, unfortunately they did not include a safe crossing of the new A453 between this (Green Street) and the shared path by the access road to the NET Clifton Terminus Park and Ride site. With the development of this housing site the remedying this deficiency will be all the

more important, to provide a continuous safer route between the new housing and the Clifton Lane side of Clifton, including Clifton village and the Clifton Campus of Nottingham Trent University.

Connecting the cycling provision in this site to Nottingham City Council's proposed Southern Cycle Corridor (Clifton to City Centre)

The other essential improved link to provide good cycle access between this major housing site and the existing Nottingham cycle network is on the east side of the proposed development. There must be a continuous good connection to connect, via the Fairham Brook area (between Clifton and Ruddington) and the existing cycle routes between Clifton and the City Centre (via Ruddington Lane, Compton Acres and Wilford etc including the path developed alongside Phase 2 of the NET, the Clifton tram route, in 2015.

Such a route, connecting to the existing tram track path crossing east of the tram cum shared path bridge across Fairham Brook, south of Silverdale, would help to enhance the value and usage of the City Council's Southern Cycle Corridor, would help to improve cycle access to and from Gotham, and would also help to some extent to improve cycle access to and from Ruddington Country Park, south of Ruddington Village, a very popular facility that often suffers from acute car parking pressure.

However, because of unclear colour differentiation in the key on the Strategic Pedestrian and Cycle Access Map (e.g. 'Existing primary combined footway / cycleway (segregated)' and 'Future footway & on-highway cycle link, and also 'Existing public footpath' and 'Existing footpath to be upgraded and enhanced as pedestrian /cycleway') it is not clear from the whether or not such a route is definitely proposed.

Underpass of the A453 near Barton Lodge.

It is our impression that this facility, while intended to be used only by cyclists and pedestrians, is in practice often used by motor vehicles, and it is extra important with the new development that effective measures are taken to curb this abuse, to help ensure that this is a genuinely safe link for vulnerable road users between the new development and areas to the west including the old A453 and Barton Fabis.

Riverside path between Barton Fabis and Clifton Bridge:

The riverside path between Barton Fabis and Clifton Bridge is basically a very attractive leisure facility, and one which is very likely to be popular with residents of the new housing. However it is marred by the inclusion of about 12 A-frame barriers. These are not only inconvenient and awkward for pedal cyclists and wheelchair users, but incompatible with the aim of promoting inclusive cycling. Improving this route needs close collaboration of the County and City Councils, and with reference to its importance as part of a series of existing and potentially improved routes along the whole of the very attractive River Trent area through the Nottingham area, and including further safer bridge crossings of the Trent for cyclists and pedestrians, such as that proposed by Pedals and other groups east of Lady Bay Bridge between Trent Lane (Sneinton) and The Hook, Lady Bay, West Bridgford.

Cycle route direction signing improvements:

We would welcome improvements to cycle route direction signing, including making clearer on the existing A453 related cycling provision the destinations it serves, including East Midlands Parkway Station, rather than just basic blue signs showing only the cycle symbol as is now often the case. Improvements are also needed to cycle signing between East Midlands Parkway Station and Ratcliffe on Soar, using the path and quiet road under the A453. Signing should also make specific reference to Sustrans NCN Route 15, where appropriate.

Hugh McClintock
for Pedals,
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