

LCWIP for the D2N2 area: Pedals list of Gaps / Missing Links and Poor Quality Cycle Corridors in the Greater Nottingham Cycle Network, June 2018, *with additions (in italics), August 2018*

- **Key priority for short-term (within 3 years) period implementation):** Proposed foot-cycle bridge between Trent Basin and Lady Bay, including improved connections on both the north and south banks of the Trent, including Sustrans NCN Route 15 and the Trent Valley Way long distance routes, as well as many local routes, as well as forming a major feature of Nottingham City Council's proposed Waterside Regeneration Area.

As well as providing a much safer and attractive commuting link on the east side of Nottingham, especially for people living in the major new housing areas to be developed east of West Bridgford, this would be of major benefit as a leisure facility, greatly improving connections between many major and minor leisure facilities north and south of the Trent, and especially Colwick Park, Colwick Woods, Holme Pierrepont Water Sports Centre and Country Park, the Grantham Canal (towpath) Skylarks Nature Reserve, and the 2 local major Football Stadia and Trent Bridge Cricket Ground, etc.
- Extension of the north bank riverside paths all the way from Meadow Lane Lock to Colwick Park and also continuing towards Stoke Bardolph etc., with links to and from Gedling Country Park and the Heritage Trail planned by Gedling Borough Council, *as well as connections via the proposed Gedling Access Road cycle path and the proposed disused mineral railway path north of Netherfield mentioned in the County Council's Carlton and Gedling Cycle Network Proposals Map (July 2018).*
- Provision of a safer and easier connection for cyclists between the Eastern Cycle Corridor and the Western Cycle Corridor across the south side of the City Centre and including improved access to and from both sides of Nottingham Station and the rebuilt Broad Marsh Centre and nearby new Skills Hub (now under construction) as well as the canal towpath sections of The Big Track route, *and complementing the cycle route proposals included in the Nottingham City Council Planning Application 18/01354/POUT - Island Business Centre City Link Nottingham.*
- A safer route between the City Centre and Sherwood / Carrington, to help cyclists negotiate more safely the 3 dangerous junctions in the Mansfield Road / Gregory Boulevard / Sherwood Ride / Hucknall Road area.
- Safer routes to and from Gedling Country Park, including ones to make the most of potential greater use of ebikes in this hillier part of Greater Nottingham, and including safer connections from nearby parts of Nottingham such as Sherwood, and to and from the Heritage Trail planned by Gedling Borough Council, *as well as connections via the proposed Gedling Access Road cycle path and the proposed disused mineral railway path north of Netherfield, and other proposed routes, mentioned in the County Council's Carlton and Gedling Cycle Network Proposals Map (July 2018).*
- Improvements to the Ring Road (Western Boulevard / Valley Road) cycle paths especially in the area between Basford and Arnold past the City Hospital etc., with links to Sustrans NCN route 6 in the Basford-Bulwell area, including upgrading of the River Leen path connecting towards Hucknall etc., extending the proposals due to be

implemented later in 2018 on various sections of the River Leen path by Nottingham City Council.

- A complete safe route for cyclists away from, but parallel to, the tram tracks in the Chilwell Road-High Road (Beeston) area where many cyclists have had slips on tram tracks.
- Upgrading of the tortuous and often narrow and generally substandard section of Sustrans NCN Route 6 just north of the railway in the Beeston area, between Queen's Road West and Beacon Road / Queen's Road West. We would also like to see this addressed as part of the Sustrans National Cycle Network Review.
- Good access routes to and from the proposed East Midlands HS2 Hub at Toton including extended tramside paths and links to and from Beeston, Stapleford and Long Eaton, etc, both arms of the Erewash Valley Trail and Sustrans NCN Route 67 in the Long Eaton-Sandiacre etc. area. We would also like to see this addressed as part of the Sustrans National Cycle Network Review.
Such access routes should also include a continuous route via the A52, between the EMH and the QMC / Derby Road roundabout, including the Highways England proposed road safety scheme for Derby Road (between the QMC and Sherwin Arms roundabouts), as discussed with Dale Swain of HE in July 2018. It should also be integrated with wider efforts to reduce the volumes of motor traffic generated by the HS2 EMH and other major new developments in the HS2 Hub Growth Zone, with close collaboration by all relevant organisations. In view of the scale of development proposed in this Growth Zone a separate detailed local list of active travel proposals for this area will also be required.
- A shared path as an integral part of the proposed new HS2 railway bridge across the Trent between Cranfleet Lock / Long Eaton on the north bank and Thrumpton / Redhill etc. on the south bank, including improved links to nearby cycle routes such as Sustrans NCN6 and NCN67, the Erewash Valley Trail, the A453 cycle path. Sustrans NCN15, and the River Soar Trail (between Redhill and Leicester etc.), as well as to and from East Midlands Airport, the nearby business park, and East Midlands Gateway etc.
- Extended and improved cycle / shared path provision on the A52 between Woodside Road and the Sherwin Arms roundabout, connecting to the upgraded shared paths on Woodside Road.
- A continuous shared path forming part of the proposed Great Northern Greenway connecting (Derby and) Ilkeston and Awsworth via the Bennerley Viaduct, with connections east under the M1, across Low Wood Road, and Hempshill Vale, to and from the River Leen path between Bulwell and Basford etc. (part of Sustrans NCN Route 6). Despite the recent funding setback we think it very important to retain as a long-term objective the aim of providing a shared path on top of the viaduct, with links to the Erewash Valley Trail in Nottinghamshire and Derbyshire and Sustrans NCN Route 67, etc.
- Extending the City Council's Southern Cycle Corridor across the Nottingham City / Rushcliffe Borough boundary to provide better connections with the major new housing development at Fairham Pastures south of Clifton and Rushcliffe Country Park south of Ruddington.
This also needs a better route, including a new toucan crossing of the

A453, just east of the Mill Hill Roundabout to provide a safer connection both to the shared path by the access road to the NET Clifton route terminus and the adjoining part of the new Fairham Pastures development, *with connections to a shared path alongside the proposed NET extension through the Fairham Pastures major housing development.*

This should also connect to Sustrans NCN route 15 which at present is totally unsigned between Wilford and East Midlands Airport, despite the improved cycling provision provided by Highways England as part of the A453 widening scheme between the M1 and Clifton, completed in 2015. We would also like to see this addressed as part of the Sustrans National Cycle Network Review.

- Upgrading to an all-weather surface the south bank riverside path between Clifton Bridge and Barton-in-Fabis, especially the section in Rushcliffe Borough between Clifton Woods and Barton-in-Fabis with connections to the A453 cycle route etc. and Sustrans NCN route 15, as well as other routes in the Wilford / Clifton area. Removing the series of A-frame barriers on the City section of this route, in the Clifton Bridge-Clifton Grove area, would also help much to make it more attractive.
- A segregated cycle route connecting Gotham (and adjoining parishes) through the new Fairham Pastures major housing development to the Clifton area (as proposed by Gotham Parish Council, with support from Pedals)
- Upgrading of the subway under the A52 trunk road south of 'Sharp Hill to provide a much safer connection between the major new housing areas south and east of West Bridgford, and, to the south, Ruddington and Rushcliffe Country Park, via Landmere Lane and Old Loughborough Road and a new toucan crossing of the A60 on the east side of Ruddington.
- Safer connections across the Lings Bar roundabout between the A606, the A52 and Ruddington, etc.
- Safer connections across the A52 (Gamston-Lings Bar road) north of the Lings Bar roundabout between Tollerton and adjoining parishes) and Edwalton and West Bridgford etc., with connections to the A606 cycling / shared path provision in the Melton Road / Edwalton / Sharp Hill area of West Bridgford, and the rest of the West Bridgford local cycle network.
- Improved connections across the A52 (Gamston-Lings Bar Road) on both sides of the A52 to and from the toucan crossing east of Gamston and west of Bassingfield and to and from the adjoining sections of Grantham Canal towpath. *These connections should link to an upgrading of the cycle path by the A52 between Gamston and Radcliffe on Trent (RSPCA Junction), connecting the proposed A52 cycle path improvements between the RSPCA and Harlequin Junctions, and Bingham (and Sustrans NCN Route 48), as discussed with Dale Swain of HE in July 2018.*
- More direct and coherent cycle connections through the A6011 Radcliffe Road / Ambleside / Regatta Way junction (West Bridgford) including improved cycle connections on the north and south sides of Radcliffe Road and Regatta Way, etc.

- Improved connections across the A6011 (Radcliffe Road, West Bridgford) between the section of canal towpath on the southern side of Lady Bay and the towpath on the Gamston side of West Bridgford, with connections to and from Edwalton, etc, via Becksid etc.
- Upgrading of the poor quality but heavily used section of riverside path on the south bank of the Trent (and part of Sustrans NCN Route 15 and Trent Valley Way) between Lady Bay bridge, The Hook and the National Water Sports Centre and Holme Pierrepont Country Park.

Hugh McClintock,
21 August 2018