

MINUTES
OF THE MEETING OF THE
GROWTH AND DEVELOPMENT SCRUTINY GROUP
WEDNESDAY, 14 JULY 2021

Held at 7.00 pm in the Council Chamber, Rushcliffe Arena, Rugby Road, West
Bridgford

PRESENT:

Councillors N Clarke (Chairman), R Butler (Vice-Chairman), J Cottee, L Howitt,
J Murray, A Phillips, J Stockwood, Mrs M Stockwood and L Way

ALSO IN ATTENDANCE:

C Carter - Nottingham City Council
P Horn - Nottingham City Council
S Parkes - Nottinghamshire County Council
H McClintock - Pedals
C Maltby - Sustrans

OFFICERS IN ATTENDANCE:

C Evans	Service Manager - Economic Growth and Property
D Hayden	Communities Manager
T Coop	Democratic Services Officer

APOLOGIES:

Councillors M Barney
A Pegram – Service Manager Planning

1 Declarations of Interest

The Chairman declared a non-pecuniary interest as a Nottinghamshire County Councillor and Chairman of the Nottinghamshire County Council Transport and Environment Committee.

Councillor R Butler and Councillor J Cottee declared a non-pecuniary interest as Nottinghamshire County Councillors.

2 Minutes of the meeting held on 21 April 2021

The minutes of the meeting held on 21 April 2021 were approved as a true record and signed by the Chairman.

3 River Trent Footbridge

Mr Chris Carter - Nottingham City Council delivered a presentation to advise the Group of the Transforming Cities Funding Programme, totalling £161m shared with Derby, of which £40m is to be spent on enhancing the walking and

cycling network in Nottingham, including £9m allocated for the new foot/cycling bridge and associated connections across the River Trent.

Mr Carter advised the Group that Nottingham City Council had been working on a strategic network of footpaths and cycle routes through collaborative work across the D2N2 area to create a Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP focuses on areas the bridge will enhance, including a connection to Derby, Nottingham and local urban connections.

Mr Carter explained that the bridge is the highest profile scheme and provided the Group with details of the projects Governance.

Mr Paul Horn – Project Manager, Nottingham City Council continued with the presentation, providing plans showing the existing bridges currently used by pedestrians and cyclists at Clifton, Wilford, Trent Bridge and Lady Bay and the proposed new bridge location at Waterside Nottingham. Waterside Nottingham being a regeneration site located in the Trent Basin, connecting to Trent Fields, West Bridgford on the Rushcliffe side and providing commuting and leisure routes through the Waterside site and onto the City Centre or Gedling to the east.

Mr Horn explained that funding had been granted for a bridge at Waterside Nottingham and that the City Council were looking at 3 locations within this area the area, Trent Basin, Poulton Drive and Trent Lane, the most favourable site being Trent Basin. In addition, Mr Horn advised the Group that to the south of the river there are still some challenges but discussions with landowners so far have gone well, including Notts County Football Club, Nottingham Forest Football Club, Nottingham Rugby Club and Nottinghamshire County Cricket Club who recognise the benefits of a new bridge.

Mr Horn provided images at the Trent Basin site, explaining that there was currently no development, but there are plans for high value housing here and that discussions with the developer were ongoing. Further images of the site plan and bridge designs were provided for the Group to consider.

In concluding, Mr Horn provided details of the projects work programme with a public exhibition and consultation expected by September/October 2021, and following this a planning application is expected to be submitted December 2021/January 2022, with construction starting Autumn 2022 and completion by spring 2023. Mr Horn added that the City Council will continue to engage with stakeholders ahead of a formal consultation and public engagement, adding that connecting communities both sides of the river will require joint working across the City Council, County Council and the Borough.

The Chairman reminded the Group that the purpose of this item is for the Group to provide support for the new bridge proposal and to consider any planning issues that may arise.

The Chairman asked which of the three proposals is the City Council's preferred location for the bridge and whether the Borough would be expected to provide any financial commitment. Members of the Group also questioned whether the funding included accessibility to the bridge, including ramps and pathways. Mr Carter advised that the Trent Basin site was looking most

favourable subject to additional design work. In respect of funding for the bridge this is secured at £9m and the estimated cost so far is around £5m - £7m, adding that any remaining funds would be put towards connecting routes. It was noted that the bridge was a priority item within the City Council's 'Transforming Cities Programme'.

Members asked specific questions in relation to the mature trees and vegetation on the south bank, Rushcliffe side of the bridge and whether accessibility could work with the landscape or would some of the trees need to be removed. Mr Carter explained that unfortunately there would be some loss of trees and vegetation. However, in order to mitigate this trees would be replanted as part of the landscaping scheme.

Members raised their concerns in respect of river traffic and whether the sailing club at Holme Pierrepont had been considered in respect of the bridge height. Mr Carter advised that the club had been consulted, confirming the bridge height would be determined by the Nottingham Princess Cruises.

Members questioned what safety measures had been considered in respect of pedestrians using the bridge and whether there would be restrictions for motorcycles and e-scooters, they also questioned the width of the walk/cycle path and whether this was sufficient to segregate pedestrians from cyclists. Mr Carter advised that the bridge is not intended for motorcycles and restriction signs would be installed to reflect this. In respect of e-scooters, Mr Carter advised they are already restricted to City use only and should not be driven over the City boundary. It was noted the width of the bridge at 3.5 metres is sufficient for joint use by pedestrian and cycles. In addition, Mr Carter advised that good lighting will be considered to ensure the safety of users.

It was noted that the public engagement exercise will explain connectivity on either side of the bridge, it will advise of loss of some footpaths while the bridge is being built and any changes to access. The consultation will also give stakeholders a chance to provide feedback on issues that may not have been considered.

It was **RESOLVED** that:

- a) The Group noted the report and presentation
- b) The Group supports the principle of a new pedestrian and cycle bridge over the River Trent
- c) The Group provided comments on the proposal that are to be included in a response to the consultation exercise

4 **Cycling Networks in the Borough**

Sean Parkes a representative for Nottinghamshire County Council delivered a presentation on Cycling in Nottinghamshire, providing an overview of the County Council's strategic background, funding for cycling, how potential infrastructure improvements are assessed and prioritised and coordinated behaviour change programmes.

Mr Parkes advised that the County Council is currently reviewing its Strategy Plan for the period 2021-2025, including its Local Transport Plan 2011-2026 and Fourth Implementation Plan 2022/23 which includes the Cycling Strategy Delivery Plan 2016 covering cycling strategic priorities, a Cycling Action Plan and cycling infrastructure priorities.

Mr Parkes explained the Boroughs role as a stakeholder consultee to review and coordinate the role of cycling networks within the County Council's strategy within the Boroughs responsibilities as follows:

- Local Plan/Developer Contribution Strategy
- Cycling Development Plans on the Borough's estate
- AQMA action plans
- Rushcliffe Borough Council's travel plans (employee/visitors)

Mr Parkes continued, providing the group with examples of funding opportunities available for cycling, explaining the role of Rushcliffe when considering cycling infrastructure in town centre improvements (and other district council) funding bids, securing/releasing funding from developer contributions.

Mr Parkes advised the Group of the DfT requirements in respect of infrastructure assessment, highlighting the D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP), an evidence based assessment to demonstrate need for improvements, whilst sharing the D2N2 strategic objectives for supporting economic growth, tourism and the visitor economy, addressing transport congestion, climate change, air quality and health deprivation. In addition, the assessment aims to identify short (1year), medium (4 years) and long (10 years) term infrastructure priorities.

Nottinghamshire County Council at its Communities and Place Committee approved:

- Strategic priorities for future highways cycling investment
- Provisional short-term highway infrastructure priorities
- Incorporation of '*Local Transport Note 1.20: Cycle infrastructure Design*' into existing highway design principles
- Additional assessment/prioritisation of local route improvements

In addition, the Group noted that there is to be a planned public consultation on a draft D2N2 wide infrastructure priorities.

Within the infrastructure assessment, further steps include:

- Feasibility/design/deliverability – focusing primarily on short term priorities
- Value for money assessments – dependent on scheme value
- Criteria for available funding
- Local support for proposals

The Group noted that the Boroughs potential to influence the infrastructure assessment by acting as a priority consultee, suggesting schemes around

planned growth and the integration of infrastructure priorities for future plans and funding.

Mr Hugh McClintock from Pedals delivered a presentation that highlighted the growth in cycling and bike sales over the past 18 months during the Covid pandemic and the Governments current policy, 'Gear Change' a bold new vision on cycling and walking, including the revised DfT Local Transport Note 1/20 as touched on in Mr Parkes presentation.

Mr McClintock emphasised the need for a cycling network that is coherent, direct, safe, attractive and comfortable to use, stressing that up to date and accurate maps are essential and should be widely available and promoted.

In assessing the quality of local walking and cycling networks in the Borough, Mr McClintock requested the need for a more coordinated approach with the Boroughs role as the local planning authority and its promotion for improvements to the cycle infrastructure whilst working closely with the County Council, Highways England and private developers. Adding that many facilities designed and built many years ago fall below national and local standards.

Mr McClintock provided examples within the Borough where cycle routes were not coherent or easy to navigate, or where routes were not direct involving extra distance or lots of stopping and starting resulting in cyclists choosing to ride on the main carriageway, as it is faster and more direct, creating a safety issue.

Mr McClintock expressed the increased uptake in cycling over the past 18 months and the added popularity of e-bikes means that it is increasingly more important to improve the cycling network within the Borough and to promote cycling for leisure and promote the health and environmental aspects of cycling more broadly.

Ms Claire Maltby from Sustrans, a UK charity for promoting active travel delivered a presentation. Ms Maltby provided an insight into the charities strategic priorities as follows:

- **Paths for Everyone**
A UK-wide network of traffic free paths for everyone, connecting cities towns and countryside, loved by the communities they serve.
- **Liveable Cities and Towns for Everyone**
Places that connect us to each other and what we need, and where everyone can thrive without having to use a car.

Ms Maltby touched on the climate crisis, emphasising that transport is now the biggest emitter of greenhouse gases in the UK and that carbon targets would not be met, without reducing the amount of car travel.

Ms Maltby highlighted the health benefits of greener communities, where local authorities actively encourage walking and cycling as a means of moving around. In addition, Ms Maltby explained that improvements to walking and cycling networks would help in reducing air pollutants in towns and cities,

increase physical activity and mental health of our residents by making it easy and attractive to travel without needing a car.

Members welcomed the ideas put forward by the three organisations and in particular addressing Local Cycling and Walking Infrastructure Plans (LCWIP) as highlighted in the presentations. Members were also keen to see more connectivity within new developments with the introduction of segregated pedestrian and cycle paths.

Members questioned whether ward Councillors should be consulted when considering improvements or changes to cycling paths as they have local knowledge in areas in which they serve, adding that improvements to existing networks would make a difference initially, providing examples by improving the surfaces of cycle paths, installing cycle boxes at traffic lights and clearer signage. Mr Parks explained that the new design standards should address some of these issues and that maintenance of existing paths was key to these initial improvements.

Members questioned how developers could be encouraged to provide cycle and pedestrian paths within the design layout on new housing developments and whether this could be enforced as part of the planning application conditions or within the section 106 agreement.

Members advised that Rushcliffe was a rural Borough and encouraging residents to commute by bike is not realistic, however Members were keen to see improvements to cycle connectivity for trains and bus services and noted the increase in the uptake of cycling for leisure purposes and the impact of this on rural roads, where improvements could be made.

Mr Parks explained that the Nottinghamshire County Council Strategy Plan would reflect the different needs of rural and urban cycling and would take into consideration links to train stations and leisure connectivity.

It was **RESOLVED** that:

- a) The Group note the information provided in the presentations
- b) and that the provision of cycling in the Borough be brought back to a later date of Growth and Development Scrutiny for further comment.

5 **Work Programme**

It was **RESOLVED** that the Group consider its Work Programme and that the following items for scrutiny were agreed.

13 October 2021

- Covid-9 Business Recovery Update
- CIL Update
- Work Programme

19 January 2022

- Tree Conservation
- Conservation Areas Review – Part 2
- Work Programme

20 April 2022

- Cycling Networks in the Borough – Part 2
- Work Programme

ACTIONS - 14 JULY 2021

Minute No.	Action	Officer Responsible
40	Members requested a copy of the presentation slides in respect of the item on Cycling Networks in the Borough for them to consider for the April meeting of Growth and Development Scrutiny when Cycling Networks in the Borough is next reported	Service Manager – Economic Growth and Property

The meeting closed at 9.04 pm.

CHAIRMAN