



Growth and Development Scrutiny Group

Wednesday, 14 July 2021

River Trent Footbridge

Report of the Director - Development and Economic Growth

1. Purpose of report

- 1.1. To provide information on work being undertaken by Nottingham City Council on proposals for a new pedestrian and cycle bridge over the River Trent, and to provide comments on the proposals, which will be the subject of a consultation exercise in Autumn 2021.
- 1.2. Chris Carter, Head of Transport Strategy, and Paul Horn, Project Manager, from the City Council will deliver a presentation to the Group at the meeting.

2. Recommendation

It is RECOMMENDED that the Growth and Development Scrutiny Group:

- a) Notes the contents of the report and presentation to the Group
- b) Supports the principle of a new pedestrian and cycle bridge over the River Trent
- c) Provides comments on the proposals to be included in a response to the consultation exercise.

3. Reasons for Recommendation

- 3.1. In order that the Scrutiny Group can be informed on the proposals and provide comments that will be fed back to the City Council as part of the consultation exercise.

4. Supporting Information

- 4.1. In 2018, the Government launched the Transforming Cities Fund to support some of the largest city regions, aimed at driving up productivity through investments in public and sustainable transport infrastructure in some of England's largest city regions. The aims of the fund are to improve access to good jobs within English cities and encourage an increase in journeys made by low-carbon and sustainable modes of transport.
- 4.2. Nottingham City Council has been successful in securing funds from the programme to support/deliver a number of initiatives within the city. These

include the provision of a new pedestrian and cycle bridge over the River Trent.

Proposed location and appearance of bridge

- 4.3. The City Council have identified three potential locations for the bridge, all generally to the east of Lady Bay Bridge. The most westerly location would span the river from the northern bank, close to Poulton Drive with other potential locations identified at Trent Basin and Trent Lane. All three options would land on the southern side of the river in the vicinity of the sports pitches at Lady Bay. Depending on the final location of the bridge, there would also be a need for work to be undertaken on both sides of the river to integrate the bridge into the local footpath/highway network. On the southern side of the river this may involve the creation of footpath links across land in the ownership of the Borough Council at The Hook.
- 4.4. There are two main potential design options for the bridge, a cable stayed bridge, which would require a tower on one side of the river from which cables would run to support the weight of the bridge deck, or a bow string arch bridge. The final option and detailed design of the bridge will be dependent on the chosen location and a number of other factors, including a requirement to maintain navigation clearance under the bridge for certain craft.
- 4.5. Work is ongoing to finalise the preferred location and design of the bridge. Further details of the potential locations for the bridge and options for the general appearance of the bridge will be included in the presentation to the Group.

Justification for and benefits of the bridge

- 4.6. The project has already been the subject of a business case to the Department for Transport (DfT) which gave a strategic and economic justification for the bridge. This was accepted by both the DfT and the Treasury who have released funds for the delivery of the bridge. The delivery of the bridge would align with the aims of the Transforming Cities Fund in supporting improved access to job opportunities on both sides of the river, contributing to economic growth, and encouraging cycling and walking to reduce reliance on the private car and reducing carbon emissions. In addition, the proposal would support healthy lifestyles by facilitating/encouraging trips to be made by walking and cycling, and would also contribute to a reduction in traffic congestion and improvements in air quality. It also supports regeneration and housing growth sites both sides of the river and would support leisure activities including cycling and walking on the extensive footpath network on both sides of the river, as well as facilitating/encouraging trips by sustainable means for those travelling to and from the various sports grounds and clubs in the area.

Impact of Bridge

- 4.7. The bridge will clearly have a visual impact on this part of the river, although it should be noted that the land to the north of the river is currently the subject of significant development whilst to the south of the river the land is more open. The structure is unlikely to have a significant impact on residential amenity within Lady Bay, with the closest dwellings set well back from the river with intervening open space and trees. Other impacts which will need to be considered through the relevant consenting processes include impact on flood risk and impacts on trees and the ecology of the area, particularly on the southern bank. In addition, the impact of the proposal on river users will need to be considered. In this respect, the height of the bridge deck above the river will require careful consideration to ensure that any impacts on navigation along the river by various different craft is not unacceptably impacted.
- 4.8. Any impacts arising from the proposals will need to be balanced with the benefits, including those identified above in paragraph 4.6.

Consenting process

- 4.9. The construction of the bridge will require planning permission. The administrative boundary between the City and Rushcliffe Borough runs roughly along the centre of the river. Therefore, it will be necessary for a duplicate application to be submitted to both the City Council and Rushcliffe Borough Council. In addition to the requirement for planning permission, other consents/permits will be required, including but not limited to permits from the Environment Agency and for potential temporary footpath closures during the construction of the bridge and/or diversion orders if the location of the bridge impacts upon existing definitive footpaths. In addition, permission will be required from the respective land-owners whose land the bridge is situated, including the Canal and River Trust.

Delivery of the bridge and timescales

- 4.10. A Steering Group has been established to progress the project which includes representatives from the City Council, Rushcliffe Borough Council, the County Council, Environment Agency and the Canal and River Trust. The Steering Group meet generally on a monthly basis to discuss progress of the project, provide updates and to identify any actions and responsible bodies.
- 4.11. It is proposed to undertake a public consultation exercise in the Autumn 2021, the format of which will be agreed by the Steering Group. Following consideration of responses from the consultation exercise, it is proposed to submit a planning application in December 2021/January 2022. If planning permission is forthcoming, work would commence on the bridge in Summer 2022 with a view to it opening in early 2023. The future maintenance arrangements/responsibilities for the bridge are yet to be determined through ongoing discussions.

5. Risks and Uncertainties

- 5.1. The final location of the bridge is yet to be determined and as such the impact on any land owned by the Borough Council is yet to be determined. Similarly, the impacts on the wider area can only be assessed once the final location and design of the bridge has been determined. These impacts will be considered further once a planning application is submitted to the Borough Council.

6. Implications

6.1. Financial Implications

- 6.1.1. There are no financial implications associated with the consideration of this report and the bridge is being funded through the Transforming Cities Fund. Future maintenance costs will be a matter for Nottingham City and Nottinghamshire County Council to agree.

6.2. Legal Implications

- 6.2.1. The need for any agreement arising from this project, including access over any land owned by the Borough Council will be reviewed by legal services.

6.3. Equalities Implications

- 6.3.1 The final design of the bridge will be chosen with consideration for accessibility in mind.

6.4. Section 17 of the Crime and Disorder Act 1998 Implications

- 6.4.1. There are no Section 17 Crime and Disorder implications associated with this report. The Police have been identified as stakeholders to be engaged in relation to the consultation on the bridge.

7. Link to Corporate Priorities

Quality of Life	The provision of the bridge would facilitated/encourage travel by foot and bicycle, promoting a healthy lifestyle and thereby improving quality of life.
Efficient Services	Not Applicable
Sustainable Growth	The provision of the bridge would provide further alternative options for crossing the river as a pedestrian or cyclist, reducing the reliance on the motor vehicle and promoting sustainable means of transport.

The Environment	The provision of the bridge would provide an alternative means for residents to cross the river and travel to work, reducing reliance on the motor vehicle and in turn reducing traffic congestion and improving air quality. Any impacts of the bridge, such as impacts on ecology, will require careful consideration and addressed through appropriate mitigation measures. Impacts on the flood plain will also be considered as part of the design.
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8. Recommendations

It is RECOMMENDED that the Growth and Development Scrutiny Group:

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- c) Provides comments on the proposals to be included in a response to the consultation exercise

For more information contact:	Leanne Ashmore Director of Development and Economic Growth LAshmore@rushcliffe.gov.uk
Background papers available for Inspection:	None
List of appendices:	None