

**From:** John Rhodes [mailto: [REDACTED]]  
**Sent:** 29 September 2017 16:35  
**To:** LDF NCC <localplan@nottinghamcity.gov.uk>; Paul Seddon  
< [REDACTED]@nottinghamcity.gov.uk>  
**Subject:** Revised Publication

Dear Local Planners

I would like to comment on the Waterside Policy RE8. (I have tried to respond via the formal response web site but my computer was unable to activate the "tick boxes")

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Policy RE8 refers to improving linkages to include the following:

- e) A continuous footpath and cycleway along the North bank of the River Trent and the potential for improved/new cycle and pedestrian crossings over the River Trent.*
- f) Exploiting opportunities to create or enhance public spaces and green infrastructure provision, especially relating to the River Trent and canal.*

The prospect of a foot/cycle bridge is supported by over 20 Local Interest Groups. A Bridge Steering group has been established to further the ambition for a bridge, which coincidentally was included at the end of Trent Lane in the EDAW Waterside Master Plan commissioned by Nottingham City Council. A Feasibility Study has recently been carried out by Sustrans to make the case for the proposed bridge.

In order for the highly desired bridge to become a reality, it is essential that a small area of Public Realm Space is set aside in order to accommodate the landing on the North side to include disabled access. After much consideration, the steering group came to the conclusion that a circular ramp 9 metres wide would provide the most attractive and practical solution. The most likely locations for the bridge landing are either at the end of Trent Lane, as per the published EDAW Master Plan, or, on the West side of the entrance to the Trent Basin, where it could be incorporated with the essential bridge over the entrance to the ex British Waterways Basin.

A foot/cycle bridge in the emerging Riverside Regeneration Area would greatly enhance the prospect of living there, opening up opportunities for considerable commuting and leisure activities. In short, it is an essential part of a comprehensive Waterside Policy. There is full awareness of the current constraints re funding, but that should not preclude the prospects of planning for delivery of the proposed bridge in the future, especially taking into account Sustran's connections and expertise in the delivery of similar projects.

If you would like any further information, including a copy of the Sustrans Feasibility Study, please do not hesitate to contact me

Kind regards

John Rhodes  
On behalf of the Bridge Steering Group

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