

# **Consultation on Rushcliffe Borough Council Draft planning guidance for the East of Gamston/ North of Tollerton Development Framework Supplementary Planning Guidance (SPD): Response from Pedals, November 2025**

## **Introduction**

We basically welcome the many Active Travel proposals in this draft document. As mentioned in several previous Pedals responses relating to this major site, we wish to underline the importance of

- providing a layout that gives priority to other movements than those by private car
- including not only a high standard of Active Travel within the new development but also between it and other nearby sites and destinations, including the existing West Bridgford-Gamston urban area, to the west of the A52 Gamston-Lings Bar Road, a major barrier for pedestrians and cyclists, and the wider Greater Nottingham area via the new Waterside Foot-Cycle Bridge, due to be completed in the Spring of 2026.

We recognise that the latest plans include extensive proposals for Active Travel, at least within the SPD area, but would like to press the case for these to be complemented by several high-quality external links. This would be more consistent with the most recent version of the National Planning Policy Framework and its emphasis on *“using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places”*, as well as its statement that *“Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.”* This, we maintain, must mean that the whole development aims to accommodate growth without increasing motor traffic or at least trying to do everything possible to minimise the additional number of motor vehicle movements.

## **Detailed comments:-**

As mentioned in our previous comments in response to the various earlier applications for this major development area we would emphasise again the need for the main link between the site and the existing urban area of Gamston and West Bridgford, across the A52 Gamston Lings Bar Road taking the form of a foot-cycle bridge across the A52 rather than a series of at grade toucan crossings across the different arms of this new major roundabout. This is crucial to provide a high quality safe and attractive link between both sides of this major road, currently a major barrier for cyclists and pedestrians. We strongly endorse the detailed arguments in support of such a bridge made by Dave Mackrory in his comments of 29 October 2025, including taking account of the need to reduce poor air quality levels in the final decision on what type of crossing is to be provided.

On the Gamston side of this major junction a series of improved links are also required for example connecting through the open space to the south of the Lings Bar Hospital, across Beckside, and then on the east side of Morrisons Gamston store to connect with the paths by the Grantham Canal, including F13, towards Radcliffe Road and Lady Bay and to the centre of West Bridgford. These improved links would help to promote active travel on all of the route between the new development site and West Bridgford (town centre). They would also be further by improvements, including widening and access improvements, to the east-west path between Burleigh Road and Nearsby Drive past the allotments and the two Primary Schools near the Burleigh Road / Abbey Road / Rodney Road end.

In addition, there is a need for another safe crossing of the A52 Gamston Lings Bar Road, further south, to and from the south side of the new development and Tollerton village itself for whom this would be a more direct link. This could be combined with upgrading of the present FP6 / F15 routes shown on Figure 13 on page 33 (Local Pedestrian and Cycle Movement). As this crossing point is in a shallow cutting, we agree with the view of Dave Mackrory that the topography lends itself to the provision of a simple overbridge. This too would do much to reduce severance for vulnerable road users, thereby helping to encourage walking, cycling and wheeling for short trips.

On the west side of the Gamston-Lings Bar Road improved links are also needed, through Gamston, between the improved crossing of that road and Regatta Way including its junction with Radcliffe Road west of Gamston roundabout. This route, especially the crossing of Radcliffe Road (A6011) at the southern end of Regatta Way, is currently very substandard and improving this link to current DfT Local Transport Note 1/20 standards will help not only to improve active travel links to and from the major new housing site but also to and from the Waterside Foot-Cycle bridge to be completed across the River Trent in the spring of 2026. That needs to have a series of coherent improved links all the way between the bridge and the whole of the Gamston-Tollerton development site, as well as connecting to National Cycle Network Route 15 and Trent Valley Way on the south bank of the Trent.

We welcome the inclusion of the proposed Leisure Trail among the Active Travel facilities on the site and note in particular that the section of this running close to the north side all the development site is very close to the towpath of the Grantham Canal. It would be helpful in the detailed implementation of this section of the proposed leisure trail for this to include a series of links to and from the canal towpath. This would help to alleviate the pressures that can arise on this very popular but often quite narrow route.

Such improved provision would also connect to the proposals by the Grantham Canal Society as part of their proposed Trent Connections Project for an improved towpath under the A52 Gamston-Lings Bar Road and the improved and realigned canal through Gamston, under Radcliffe Road, and running on the east side of Lady Bay to the River Trent which Pedals very much supports.

The short path between the towpath and Bassingfield, BW6, will also become increasingly important because of its links to Bassingfield Lane, etc, though its surface needs upgrading.

On the south side of the SPD area it is important to have coherent safe routes to and from Tollerton, and traffic-calming within the village to help deter speeding and rat-running, as well as improved connections across the A606, e.g. to and from Plumtree and Keyworth, especially with the many new housing developments in this area too, and also the British Geological Survey site which lacks safe cycle access routes.

We know that for many (especially leisure) cyclists Tollerton Lane is currently their preferred route across the SPD area, to and from Tollerton and Cotgrave etc. and it needs to be clearly signed that this remains a through route for them, with safe provision, when most motor vehicle traffic is diverted from the section of Tollerton Lane in the centre of the site, close to The Spire Hospital etc., to a more circuitous alignment.

In the Tollerton area the proposals in the Tollerton Village Plan for safer routes, including across the nearby A52, should be fully taken into account. Generally, with regard to the Tollerton area we very much endorse the detailed comments made by Jack Chisholm, including the need for stronger measures to reduce levels of motor traffic in the area.

This need, we suggest, also applies to the vicinity of the Gamston District Centre and its approaches, and around local schools, to help encourage Active Travel to and from those sites, with strong encouragement by the schools, as in the case of Abbey Road Primary School for example.

Attention to detail in the design and implementation of cycle facilities is very important, along with good maintenance, and we welcome the list of Mandatory Requirements in the section headed “4.2. Access and Movement”. This includes not only good surfacing, lighting, signing (of the status of the route and the destinations it serves), and surveillance, but also avoiding the need for cyclists suddenly to switch from riding on a cycle path or shared path on one side of the road to a cycle path or shared path on the other, as is unfortunately the case of at least one location in the basically very welcome system of shared paths in the new Fairham Pastures housing development between Clifton and Gotham. With any crossings there must be safe provision, including at major junctions.

Also important is that signing, including direction signing, is not left until most or all of the nearby housing has been completed, as has generally been the case in much of the recent Edwalton Fields / Sharp Hill area housing developments. When this happens, it increases the risk of strongly car-dependent travel habits arising from the start of the development, making them then that much harder to change later. Comprehensive and coherent direction signing schemes for new developments should include key destinations outside the area to which residents might wish to cycle, at least for short trips, both for daily utility / commuting and leisure purposes. This includes signing to make clear that cyclists have the right to use bus-only links such as that nearing completion in the Edwalton Fields area at the junction of Rose Way and Musters Road (South).

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