

Route prioritisation - Ranking

Route identifier	Route Name	With D2N2 Alignment		Without D2N2 Alignment	
		Total	Rank	Total	Rank
13	Ollerton Village - Edwinstowe (northern)	25	1	21	1
1	Mill Gate/Farndon	24	2	21	1
19	Forest Corner - Center Parcs	24	2	20	4
21	Edwinstowe - Clipstone	23	4	20	4
4	Balderton Gate - Fernwood	22	5	21	1
6	Bede House Lane - Beacon Hill Road	21	6	17	16
15	Ollerton Village - Center Parcs	21	6	18	10
23	Bilsthorpe - Clipstone	21	6	19	7
10	Lincoln Road	20	9	17	16
17	Ollerton Village - Boughton industrial estate	20	9	20	4
22	Farndon - Center Parcs	20	9	19	7
7	Beacon Hill Road - Brunel Drive	19	12	15	22
18	Ollerton walking routes	19	12	19	7
2	Castle Station - Mill Gate	18	14	18	10
3	Southfield Terrace - NCN64	18	14	18	10
8	Brunel Drive - Lincoln Road	18	14	18	10
11	Fernwood - Bantycok Quarry/Southern Link Road	18	14	18	10
12	Southern Link Road - Farndon	18	14	17	16
16	Ollerton Village - Dukeries Academy	18	14	18	10
5	Fernwood - Balderton (A1 crossing)	17	20	17	16
14	Ollerton Village - Edwinstowe (southern)	17	20	17	16
20	Edwinstowe walking routes	17	20	17	16
9	Northgate Station - Lincoln Road Bridge	16	23	15	22

Route Categories

Newark Routes
Ollerton - Edwinstowe area
Inter-urban routes

Route prioritisation - Scoring

		Effectiveness				Policy Alignment		Deliverability		With D2N2 LCWIP Alignment			Without D2N2 LCWIP Alignment		
Route identifier	Route Name	Correlation of the route to potential demand identified through the PCT and Everyday Trips analysis	Connectivity with other LCWIP routes	Connectivity to areas of population and employment	Connectivity with leisure destinations	How well the route aligns to future development and other policies	Alignment to issues or priorities raised by stakeholders	Space available for the proposed improvements	Complexity of planning and constructing the proposed improvements, including local consultation.	Alignment with NCC Funding Priorities	Total	Rank	Total	Rank	
Newark Routes	1	Mill Gate/Farndon	3	3	3	3	2	2	2	3	3	24	2	21	1
	2	Castle Station - Mill Gate	2	2	2	3	2	3	2	2	0	18	14	18	10
	3	Southfield Terrace - NCN64	2	3	2	2	1	3	2	3	0	18	14	18	10
	4	Balderton Gate - Fernwood	3	1	3	2	3	3	3	3	1	22	5	21	1
	5	Fernwood - Balderton (A1 crossing)	3	2	2	1	3	2	3	1	0	17	20	17	16
	6	Bede House Lane - Beacon Hill Road	3	2	2	1	3	1	2	3	4	21	6	17	16
	7	Beacon Hill Road - Brunel Drive	2	2	2	1	3	1	2	2	4	19	12	15	22
	8	Brunel Drive - Lincoln Road	2	2	3	1	3	1	3	3	0	18	14	18	10
	9	Northgate Station - Lincoln Road Bridge	2	2	2	1	2	2	2	2	1	16	23	15	22
	10	Lincoln Road	3	2	3	1	2	2	1	3	3	20	9	17	16
	11	Fernwood - Bantycok Quarry/Southern Link Road	1	2	2	2	2	3	3	3	0	18	14	18	10
	12	Southern Link Road - Farndon	1	1	2	2	3	3	3	2	1	18	14	17	16
	Ollerton - Edwinstowe area	13	(northern)	3	2	3	3	3	3	2	2	4	25	1	21
14		Ollerton Village - Edwinstowe (southern)	3	2	2	2	1	2	3	2	0	17	20	17	16
15		Ollerton Village - Center Parcs	2	3	2	3	1	2	2	3	3	21	6	18	10
16		Ollerton Village - Dukeries Academy	2	2	2	1	2	3	3	3	0	18	14	18	10
17		estate	3	3	3	1	2	3	2	3	0	20	9	20	4
18		Ollerton walking routes	2	2	2	1	3	3	3	3	0	19	12	19	7
19		Forest Corner - Center Parcs	2	3	3	3	3	3	1	2	4	24	2	20	4
20		Edwinstowe walking routes	2	2	2	2	2	2	2	3	0	17	20	17	16
21		Edwinstowe - Clipstone	3	2	2	3	2	3	3	2	3	23	4	20	4
Inter-urb	22	Farndon - Center Parcs	2	3	3	3	2	3	2	1	1	20	9	19	7
	23	Bilthorpe - Clipstone	1	3	2	3	2	2	3	3	2	21	6	19	7

Please note: Whilst the principle of each origin to destination are agreed, the precise route will be determined following feasibility and a full exploration of route options and alternatives.

Route prioritisation – justifications: Newark

Route Name	Correlation of the route to potential demand identified Route through the PCT identifier and Everyday Trips analysis	Justification	Connectivity with other Active Travel routes	Justification	Connectivity to areas of population and employment	Justification	Connectivity with leisure destinations	Justification	How well the route aligns to future development and other policies	Justification	Alignment to issues or priorities raised by stakeholders	Justification	Space available for the proposed improvements	Justification	Complexity of planning and constructing the proposed improvements, including local consultation.	Justification	D2N2 LCWIP Alignment		
Mill Gate/Farndon	1	3	See plans	3	Links to route 2, 3, 12, 23	3	Links residential areas to town centre	3	Links to Town Centre, Sconce Park, Newark Marina and Farndon Marina	2	Links to town centre	2	Link to NCN	2	Wide road with hatching - but mill gate is narrow space available though some constraints over river	3	Long route though relatively conventional	3	General alignment with potential medium term priority route (2026/27-2030/31)
Castle Station - Mill Gate	2	2	See plans	2	Links to route 2 (and is short route)	2	Links to town centre	3	Links to Town Lock and Riverside Park	2	links to town centre	3	Specific link requested E-W link serving childrens centre and local facilities	2	on carriageway cycling	2	May require engagement with canal and river trust	0	No alignment
Southfield Terrace - NCN64	3	2	See plans	3	Orbital route linking to route 2 and NCN64 providing cross connection	2	Link through residential area	2	Links to local park (Cleveland Square) and Sconce Park	1	limited alignment with this	3	Priority link mentioned by several stakeholders	2	Wide road with hatching and wide footways in places	3	Simple route largely on carriageway	0	No alignment
Balderton Gate - Fernwood	4	3	See plans	1	Links with NCN64 and Route 5. Long route	3	Links to town centre, multiple schools, shops and businesses on the route	2	Link to town centre and NCN64, as well as Fernwood Green	3	Links Fernwood development site	3	Priority link mentioned by several stakeholders	3	Wide road with hatching and wide footways in places	3	Long route though relatively conventional	1	General alignment with priority corridor beyond 2036/7
Fernwood - Balderton (A1 crossing)	5	3	See plans	2	Links to Route 4 (and is short route)	2	Provides more direct links from Fernwood	1	Does not link to leisure destinations	3	Links Fernwood development site	2	Severance of Fernwood mentioned by several stakeholders	3	wide verge on north side and ample space on southern side on carriageway initially, some sections with slight spatial constraints on Beacon Hill	1	Complex project to deliver grade separated link - will require engagement with National Highways	0	No alignment
Bede House Lane - Beacon Hill Road	6	3	See plans	2	Links to NCN64 and Route 7	2	Links to town centre	1	Does not link to leisure destinations	3	Links to town centre, align to regeneration proposals	1	Limited feedback on this route	2	on carriageway initially, some sections with slight spatial constraints on Beacon Hill	3	Long route though relatively conventional	4	General alignment with potential shorter term priority route (2023/24-2025/26)

Route prioritisation – justifications: Newark (continued)

Route Name	Route identifier	Correlation of the route to potential demand identified through the PCT and Everyday Trips analysis	Justification	Connectivity with other Active Travel routes	Justification	Connectivity to areas of population and employment	Justification	Connectivity with leisure destinations	Justification	How well the route aligns to future development and other policies	Justification	Alignment to issues or priorities raised by stakeholders	Justification	Space available for the proposed improvements	Justification	Complexity of planning and constructing the proposed improvements, including local consultation.	Justification	D2N2 LCWIP Alignment	
Beacon Hill Road - Brunel Drive	7	2	See plans	2	Links route 6 to route 8	2	Links towards employment area	1	Does not link to leisure destinations	3	Aligns to regeneration proposals	1	Limited feedback on this route	2	On carriageway cycling	2	Will require consultation with local business who utilise HGV's and may seek to maintain levels of access	4	General alignment with potential shorter term priority route (2023/24-2025/26)
Brunel Drive - Lincoln Road	8	2	See plans	2	Links route 7 to route 9	3	Key link through employment area, also links to residential area via cut-through	1	Does not link to leisure destinations	3	Aligns to regeneration proposals	1	Limited feedback on this route	3	Ample space from existing layout/verge	3	Not complex	0	No alignment
Northgate Station - Lincoln Road Bridge	9	2	See plans	2	Links to route 10	2	Link from station (short route)	1	Does not link to leisure destinations	2	Some alignment with regeneration proposals	2	Links to station raised by stakeholders	2	Cycling on carriageway, ample space to re-allocate from carriageway	2	May require engagement with Network Rail	1	General alignment with priority corridor beyond 2036/7
Lincoln Road	10	3	See plans	2	Links to route 9 and 8	3	Lots of employment at either end (e.g currys on north end), with residential in between	1	Does not link to leisure destinations	2	limited alignment with this	2	Links across railway raised by stakeholders	1	Severely constrained at points, though wider in others.	3	Not complex (though the spatial constraints may impact this)	3	General alignment with potential medium term priority route (2026/27-2030/31)
Fernwood - Bantycok Quarry/Southern Link Road	11	1	See plans	2	Links only to NCN64 and route 1	2	Low population in area but will increase	2	Will provide future leisure link	2	Future Nature reserve	3	Strong support for Middlebeck links	3	On carriageway (rural roads)	3	Not complex	0	No alignment
Southern Link Road - Farndon	12	1	See plans	1	Provides orbital link with NCN64	2	Link through future residential area	2	Will link into green spaces associated with Middlebeck development - provides onward links to Farndon and Bantycok Quarry	3	Links through middlebeck development site	3	Strong support for Middlebeck links	3	To be provided for within new development	2	To be provided for within new development - may require engagement to ensure the route is delivered	1	General alignment with priority corridor beyond 2036/7

Route prioritisation – justifications: Sherwood Area

Route Name	Route Identifier	Correlation of the route to potential demand identified through the PCT and Everyday Trips analysis		Connectivity with other Active Travel routes		Connectivity to areas of population and employment		Connectivity with leisure destinations		How well the route aligns to future development and other policies		Alignment to issues or priorities raised by stakeholders		Space available for the proposed improvements		Complexity of planning and constructing the proposed improvements, including local consultation.		D2N2 LCWIP Alignment	
		Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification	Justification
Ollerton Village - Edwinstowe (northern)	13	3	See plans	2	Links to Forest Corner and Ollerton Village	3	Links through future residential area and provides onward links into population and employment areas	3	Sherwood Forest, Sherwood Heath, Rotary Wood.	3	Thoresby Vale	3	Strong support for links to Ollerton schools	2	Ollerton constrained but otherwise space	2	Some complexity but broad support	4	General alignment with potential shorter term priority route (2023/24-2025/26)
Ollerton Village - Edwinstowe (southern)	14	3	See plans	2	Links to Ollerton Village and Forest Corner-Center Parcs route	2	provides onward links into population and employment areas	2	May be leisure route in its own right	1	No Strong link	2	Some support for corridor if not this alignment	3	Upgrading existing	2	Need permission to use private land/convert footpath	0	No alignment
Ollerton Village - Center Parcs	15	2	See plans	3	Links Ollerton village & interurban route	2	Links key employment site to settlement	3	Center Parcs, Rufford Abbey	1	No Strong link	2	Support for linking to leisure opportunities	2	Some constraints in the village/Old Rufford Rd + the Ford	3	Unlikely to meet objection - Ford is the main constraint	3	General alignment with potential medium term priority route (2026/27-2030/31)
Ollerton Village - Dukeries Academy	16	2	See plans	2	Links to Ollerton Village	2	Limited employment links but residential link to school	1	no leisure links	2	Redevelopment of Dukeries school	3	Strong support for links to Ollerton schools	3	On carriageway cycling	3	Low intervention route	0	No alignment
Ollerton Village - Boughton industrial estate	17	3	See plans	3	Links to Ollerton Village	3	Links key employment area and town centre/energy village	1	no leisure links	2	Link to industrial area	3	Strong support for links to employment site	2	Some constraints at pinch points	3	Low intervention route	0	No alignment
Ollerton walking routes	18	2	See plans	2	Link to routes above	2	Links to town centre/energy village	1	no leisure links	3	LUF scheme	3	Strong support for town centre walking links connected to regen	3	Mostly side road/traffic calming rather than space reallocation	3	Strong support via LUF	0	No alignment
Forest Corner - Center Parcs	19	2	See plans	3	Links to Interurban and Ollerton - Edwinstowe routes, and Edwinstowe - Clipstone	3	Links village centre and residential areas to key employer	3	Center Parcs and Sherwood Forest, as well as Rufford Abbey	3	Forest corner masterplan	3	Strong support - especially aligned to masterplan	1	Constrained through village	2	Further work needed	4	General alignment with potential shorter term priority route (2023/24-2025/26)
Edwinstowe walking routes	20	2	See plans	2	Links to above	2	links to village centre	2	Forest Corner	2	Forest corner masterplan (part)	2	Support for town centre walking links inc leisure opportunities	2	Constrained in the village, but less so outside centre	3	Further work needed, but high footfall	0	No alignment
Edwinstowe - Clipstone	21	3	See plans	2	links to Forest Corner - Center Parcs route and links at Clipstone to Bilsthorpe route	2	Links settlements	3	Sherwood Forest, Vicar Water, Sherwood pines	2	Link to Clipstone Headstocks	3	Strong links to NCN and existing routes	3	Upgrading existing paths that have sufficient space	2	Need to convert footpath, but link to NCN	3	General alignment with potential medium term priority route (2026/27-2030/31)

Route prioritisation – justifications: Inter urban routes

Route Name	Route Identifier	Correlation of the route to potential demand identified through the PCT analysis and Everyday Trips Justification	Connectivity with other Active Travel routes Justification	Connectivity to areas of population and employment Justification	Connectivity with leisure destinations Justification	How well the route aligns to future development and other policies Justification	Alignment to issues or priorities raised by stakeholders Justification	Space available for the proposed improvements on Justification	Complexity of planning and constructing the proposed improvements, including local consultation. Justification	D2N2 LCWIP Alignment
Farndon - Center Parcs	22	2 See plans	3 Listed above	3 Links various employment and settlements (staythorpe power station is a key employment link)	3 Various leisure destinations including the route itself	2 Strong link to leisure/active policy	3 Support for Southwell Trail extension	2 Some pinch points in Southwell/Rolleston	1 Need permission to use private land/convert footpath. Racecourse may be a barrier	1 General alignment with priority corridor beyond 2036/7
Bilsthorpe - Clipstone	23	1 See plans	3 Listed above	2 links settlements	3 Sherwood Pines	2 Link to Clipstone Headstocks	2 Support for links to NCN	3 Largely existing route to be upgraded	3 Largely existing	2 General alignment with potential long term priority route (2031/32-2036/37)