

NOTTINGHAM CITY COUNCIL - NOTTINGHAM LOCAL ACCESS FORUM

Date: Wednesday, 27 June 2018

Time: 6.30 pm

Place: LH 2.13 - Loxley House, Station Street, Nottingham, NG2 3NG

Local Access Forum members are requested to attend the above meeting to transact the following business

Governance Officer: Zena West **Direct Dial:** 01158764305

- | | | |
|-----------|--|---------|
| 1 | APOLOGIES | |
| 2 | DECLARATIONS OF INTEREST | |
| 3 | MINUTES
To agree the minutes of the meeting held 11 April 2018 | 3 - 10 |
| 4 | GDPR IMPLICATIONS FOR THE LOCAL ACCESS FORUM
Zena West, Governance Officer | Verbal |
| 5 | RIDEWISE PRESENTATION
Presentation by Ian Hutchinson, Head Instructor, Ridewise | Verbal |
| 6 | LONG STAIRS
Update from Janine Tanner of Honour or Heritage on the recent clean up at Long Stairs | Verbal |
| 7 | LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS WORKSHOP
Report from Liz Cordle and Hugh McClintock | |
| 7a | Local Cycling and Walking Infrastructure Workshop - Draft Nottingham Local Access Forum Comments | 11 - 12 |
| 7b | Notes from the Local Cycling and Walking Infrastructure Plans Workshop 23 May 2018 | 13 - 16 |
| 7c | D2N2 LCWIP slides - Matthew Easter | 17 - 38 |
| 7d | Stakeholders - Andrew Saffrey | 39 - 64 |

8	UPDATE FROM THE WALKS SUB GROUP	Verbal
9	UPDATE FROM THE PLANNING SUB GROUP	65 - 68
10	UPDATE FROM THE DEFINITIVE MAPS SUB GROUP	Verbal
11	UPDATE FROM THE LOCAL NEIGHBOURHOODS AND ENVIRONMENT SUB GROUP	Verbal
12	PUBLIC RIGHTS OF WAY IMPROVEMENT SCHEMES AND ORDERS Presentation by John Lee	Verbal
13	FOOT / CYCLE BRIDGE PROPOSALS Update on the Foot / Cycle Bridge Proposals, Trent Basin to Lady Bay, from Hugh McClintock and John Rhodes	Verbal
14	SUGGESTIONS FOR FUTURE AGENDA ITEMS	Verbal
15	ANY OTHER BUSINESS	Verbal

Members of the Local Access Forum should make declarations of any interests under the appropriate agenda item(s) before the item is considered. If you need any advice on declaring an interest in any item(s) on the agenda, please contact the Governance Officer shown above, preferably before the day of the meeting.

Those attending meetings are asked to arrive at least 15 minutes before the start of the meeting to be issued with a visitor badge.

Further information on the Nottingham Local Access Forum:
<https://www.nottinghamcity.gov.uk/localaccessforum>

NOTTINGHAM CITY COUNCIL

NOTTINGHAM LOCAL ACCESS FORUM

MINUTES of the meeting held at Ground Floor Committee Room - Loxley House, Station Street, Nottingham, NG2 3NG on 11 April 2018 from 6.33 pm - 8.14 pm

Membership

Present

Ruth Thurgood (Chair)
Hugh McClintock (Vice Chair)
Ian Bussey
Liz Cordle
Nick Hynes
Margaret Knowles
Councillor Sally Longford
Laura Marshall
Steve Rhodes
Roger Sexton
Giselle Sterry
Councillor Jane Urquhart

Absent

Katie France
Shaun Bryan
Councillor Brian Grocock
Ken Marsden
John Rhodes
Chris Thompson
Hilary Yates

Colleagues, partners and others in attendance:

John Bann - Cycling and Road Space Transformation Manager
John Lee - Senior Rights of Way Officer
Catherine Ziane-Pryor - Governance Officer

14 APOLOGIES FOR ABSENCE

Katie France
Councillor Brian Grocock – other Council business

15 MEMBERSHIP

The Chair informed the Forum that David Hunt and Kayleigh Dickenson have resigned from the Forum and that today would be Roger Sexton's last meeting as he was retiring. Parting members were thanked for their previous contributions.

16 MINUTES

The minutes of the meeting held on 10 January 2018 are agreed and it is noted that the HS2 Officers who attended the last meeting had joined a Best Foot Forward (walking for health) walk around Strelley arranged through Liz Cordle.

17 "LET'S KEEP NOTTINGHAM MOVING" - ROAD SPACE TRANSFORMATION

John Bann, Cycling and Road Space Transformation Manager within the City Council's Transport Strategy Team, delivered a verbal update on the walking and cycling element of the all-transport initiative 'Let's Keep Nottingham Moving'.

The following points were included and responses provided to questions:

- (a) A number of cycling schemes funded by the D2N2 Local Enterprise Partnership (LEC), are nearing the end of a 3 year period, during which achievements have included completion of major projects within the City including the Daleside Road, Castle Boulevard as well as expanding and promoting existing cycle routes through the City Centre, links to QMC and the University;
- (b) It is as a result of these and other initiatives, that cycling has increased by 16% in the City, but further work can be done and as of 2015, Nottingham aims to double cycling in the City by 2025. Currently cycling is at 4-5% of work journeys in the City but it is believed that there is potential in the future to increase beyond 20% if examples of European Cities can be emulated where cycling can regularly be 30%;
- (c) John Bann and his colleagues have visited other Cities to learn from their successful approaches to increasing cycling and walking, including Bristol which has been named as a 'Cycling City' by Central Government. It is noted that the success of schemes may not be fully apparent until 3-4 years after completion so the success of schemes in Nottingham to date is very encouraging;
- (d) External funding is constantly sought to further enable development of cycling facilities and promote the cycling culture. To ensure that cycling is considered in future strategies and developments, a 'City Cycle Design Guide' has been produced. If appropriately sited, it is believed that where cycling facilities are provided, they will be used. This has been evidenced by the Castle Boulevard cycle corridor where cyclist use has increased by 50%. As a result, of providing the route, cycling on the canal tow path has significantly reduced which has resulted in that route becoming more attractive to walkers;
- (e) The Road Space Transformation around the Broadmarsh development is currently high profile as the roads around it will change and result in traffic displacement when areas are pedestrianised. Providing the best possible pedestrian and cycle access is important for the development, as is ensuring that that any proposed routes easily link into existing networks;
- (f) Working within the City Centre is a challenge as there is often little capacity for alterations, but a temporary cycle and pedestrian route across the 'Island Site' has been agreed to provide a smooth connection between the Link Road at Sneinton to Station Street. However, once the development of the site starts, access will be withdrawn but a guarantee has been gained that appropriate cycle and pedestrian access will be provided through the completed development;
- (g) The majority of cycle schemes have, to date, focused on the east and south of the City due to the many steep inclines and generally hilly nature of the north and west of the City which make cycling there less attractive. However, discussions are on-going with PEDALS to consider the feasibility of potential schemes in these areas. It is also hoped that work will take place to facilitate better City Cycling access in the vicinity of Maid Marian Way;

- (h) A bid for Central Government funding for consultants to develop Nottingham's Local Walking & Cycling Infrastructure Plan (LCWIP) within the broader D2N2 area has been successful and is the largest geographical area and most populated (Note - recently confirmed by our consultants) of its type in the country. The area included is very diverse so it's been decided to develop plans in three bands to include the County Cities of Nottingham and Derby, the larger outlying towns such as Chesterfield, Mansfield and Ashfield, and then smaller towns such as Newark and Matlock. The process has just started with the collection of information including economy, topography, Indices of Deprivation, health statistics, key destinations such as town/city centres, hospitals, commercial parks, traffic flows and areas of interest. Once this information has been collected, it will enable consideration of which areas infrastructure plans should be developed for and how routes can be made more attractive to cyclists and walkers by improving the environment. A key stakeholder event will be held at the Derby Velodrome towards on 23rd May 2018 to explain the LCWIP process and get feedback on what stakeholders consider to be important when prioritising walking and cycling proposals. Representatives of the LAF will be invited along with representatives of cycling and walking groups, universities, NHS Trusts, Highways England and many others. A second stakeholder event will take place in Nottingham during September 2018 where consultants will identify priority areas where cycling and walking corridors will have the most effective impact. The process from there will hopefully be picked up by the LEP which will consider funding options. It may also feed into the bids for funding for the Government's 'Transforming Cities' initiative;
- (i) The 'Transforming Cities' agenda from Central Government, has focused on supporting bids to encourage economic growth, employment and development, so linking the benefits of cycling and walking into these priorities has been necessary but difficult. In addition to contributing to a healthier and more attractive environment, the employee health benefits of cycling and walking are promoted;
- (j) Most people tend not to walk more than a couple of miles to a destination within the urban environment, and most routes tend to follow pavements alongside roads. Overall, there generally aren't concerns with walking networks but consideration of improvements to crossing points on main or busy roads is on-going;
- (k) Ridewise offer 'Bikeworks' to help citizens get their bikes into a road worthy condition and can provide confidence boosting training and promotes that cycling is an interesting thing to do;
- (l) Cycling and/or walking can offer significant health benefits for people with obesity issues and diabetes, so it's important to find out what prevents them from being active. Further attention also needs to be given to promoting walking and cycling to school children, and possibly a renewed promotion of school travel plans;
- (m) Area boundaries can impact on schemes but it is important to ensure connectivity and that an agreed consistent standard will be applied where schemes cross Local Authority boundaries to ensure approach. The LEP is providing funding of £6m to improve cycling and walking routes from the City and Beeston to Boots, which are being developed both by the City and County Councils. A planning application has been approved for a route to the rear of the Tennis Centre across the Midland Main

Railway Line into Boots and is programmed to open in December 2018, once crested newts have been relocated;

- (n) Electric bikes may be more attractive for citizens in hillier areas of the City as they provide battery powered assistance if required while retaining all the usual characteristics of traditional bicycles. The City Council is currently promoting electric bikes and offering access to a try-before-you-buy trial period.

RESOLVED

- (1) to note the thanks of the Forum to John Bann for his interesting update;**
- (2) for John Bann to inform the Chair and John Lee of the dates of consultation once they are available so they can be circulated to members, and for any members of the Forum interested in attending to contact either the Chair or John Lee;**
- (3) for a further update to be delivered at a future meeting.**

18 UPDATE FROM THE WALKS SUB GROUP

Liz Cordle updated the Forum on the activity of the Walks Sub-Group since the last meeting, which is summarised as follows:

- (a) Ian Bussey has been working in developing a Carrington, Sherwood, Daybrook walk, which is interesting and varied. This includes providing a route map or directions for the 3-4 mile north to south walk. Ideally there will be a balance of information on points of interest and local history;
- (b) It would be possible to include a led walk in the schedule of the Sherwood Arts Week in June, similar to, if not actually Ian's walk, even if it were prior to Ian's walk launch date, as a promotion. However, it would be advisable to limit pre-booked numbers to approximately 25 people on health and safety grounds.

RESOLVED

- (1) that once the walk description is completed, Ian Bussey liaise with John Lee to confirm the final format for the walk map for the Walk Leaflet;**
- (2) to aim for the final version to be available for the Sherwood Arts Festival which starts on Monday 18 June 2018.**

19 UPDATE FROM THE PLANNING SUB GROUP

Margaret Knowles provided an update on the activity of the Planning Sub-Group:

- (a) two training sessions have taken place. The first training, given by Lisa Guest, Principal Officer Highway Development Management and John Lee, had proved very interesting and helpful. John Lee gave the training on the second day second which focused on a practical approach and how group members could best apply

the Forum's aims by focusing comments on planning permissions to larger issues where the Group's contribution will make the most difference;

- (b) the second training session focused on specific planning applications including a residential development site at Clifton West and improving an existing bridleway link;
- (c) The notes of the training have been circulated and a rota agreed for the current 8 sub-group members to review planning applications. It is proposed that if a significant planning application is made, other members of the forum with specialist knowledge will be invited to make comments;
- (d) The new "Local Plan" has now been approved by full Council but a date is yet to be confirmed for the independent examination by the Planning Inspectorate. Members of the Forum will be informed of the date and venue, which is likely to be held in Nottingham.

RESOLVED

- (1) for the training flow-chart to be circulated to the forum with the initial publication of the minutes;**
- (2) for John Lee to inform members of the Forum the date/venue for the Local Plan examination.**

20 UPDATE FROM THE DEFINITIVE MAPS SUB GROUP

Nick Hynes provided an update on the activity of the Definitive Maps Sub Group:

- (a) The initial meeting of the group had proved useful and some progress had been made on the Bridlesmith Walk application for a definitive map modification order. Chris Thompson will provide further information at a future meeting;
- (b) Nick was due to visit Bromley House Library but this has been postponed due to a flood in the building (the maps were not damaged). Members of the Forum will be informed when a new date is agreed and will be welcome to join Nick.

RESOLVED to note the update.

21 UPDATE FROM THE LOCAL NEIGHBOURHOODS AND ENVIRONMENT SUB GROUP

The sub-group undertook a thorough litter pick on a section of Sneinton Greenway and collected a substantial amount of litter. Passers-by made welcome and encouraging comments and thanked the group for their work. It is proposed to do another litter pick at the Racecourse Road and Bendigo Lane end. Before and after photographs will be taken and Network Rail will be engaged regarding the amount of litter of their land.

It is suggested that the Chair contact the Ward Councillors to consider holding the litter pick to coincide with community litter picks, which take place on the last Saturday of each month.

The local group 'Honour our Heritage' has undertaken a very successful clearance of vegetation and litter on the 'Long Stairs', an ancient footpath linking the Lace Market to Narrow Marsh, with before and after photos taken and publicised by the Nottingham Post and City Council's 'Clean and Green Nottingham'. Funding will now be sought for a plaque to mark this ancient footway which can be traced back to the 1100's.

Further litter picks will be arranged and publicised to try and raise the profile of the group and any further suggestions would be welcomed by the Chair.

It is suggested that the culture of littering is addressed and members of the Group commented that it would be interesting to see if the recent awareness campaign by David Attenborough, along with the on-going City Council anti-litter/citizen environmental improvement campaigns such as 'Clean Champions', would have an impact on the amount of litter dropped, but also product manufacturers with regard to packaging.

Dog fouling is an on-going issue and although the law may have changed that owners can be fined if they walk their dog without carrying poop bags, some people aren't actually using the bags for this purpose or are using them but not properly disposing of them.

RESOLVED

- (1) to note the update and positive reaction from communities in which litter picks had taken place;**
- (2) for the Chair to liaise with Sneinton Ward Councillors to discuss the possibility of holding a litter pick to co-inside with Councillors' surgeries;**
- (3) for any further ideas to promote the LAF to be passed to the Chair.**

22 PUBLIC RIGHTS OF WAY IMPROVEMENT SCHEMES AND ORDERS

John Lee, Senior Rights of Way Officer gave a brief presentation with highlighted plans of proposed public rights of way improvement schemes and orders which include the following:

- (a) Clifton West housing Development. This has been included in the Local Plan for several years and is proposed for a substantial residential site with proposed access points linking to cul-de-sacs on the adjoining estate. There have been objections from local residents;
- (b) Island Site. The work to construct the 'permissive' foot and cycle path across the site, between The Great Northern Close and City Link will be completed within the next couple of months;
- (c) Knight's Close housing development (off Old Farm Road, Top Valley). As a result of the proposed housing development, a public footpath will need to be stopped up but the entrance to the subway, which is well used by school children, will be improved;
- (d) Former Police Station housing development, Meadows Way. An area of footway and footpath will need to be stopped up and further discussions are required with the Nottingham Express Tram Ltd regarding implications on tram infrastructure. Further details will be circulated to Forum members once available.

The Chair suggested that with regard to the Clifton West development, it may be beneficial to liaise with the Wildlife Trust to consider if any joint concerns should be raised regarding the impact of the development on the woods behind the site.

RESOLVED to note the update.

23 UPDATE ON THE FOOT / CYCLE BRIDGE PROPOSALS, LADY BAY TO TRENT LANE

Hugh McClintock and John Rhodes provided the following update on the developing proposals for a cycle/ foot bridge across the Trent between Lady Bay and Trent Lane.

There has been a change to the Blueprint Regeneration Plans which has meant that the original proposal has changed and the bridge may now be sited upstream, nearer to the Trent Basin. However, nothing has been finalised and further work is required on how the bridge will link and support the wider cycle/footpath network. A meeting will take place to decide how to raise interest and awareness with local groups and residents.

A lot has been learnt from the experiences of planning and building the Diglis Bridge in Worcester and the London project in Canary Wharf, both have been watched closely and received a lot of public support.

RESOLVED to note the update.

24 SUGGESTIONS FOR FUTURE AGENDA ITEMS

Members of the Forum requested that Health Partners continue to be invited to the meeting to discuss the mutual benefit of jointly promoting the health benefits of walking and cycling and the easy to access and interesting options available locally.

Ridewise are doing valuable work promoting cycle routes, including for safe children's cycling so would be interesting to invite to a future meeting.

The LAF needs to raise its profile and promote its work more. Councillor Sally Longford suggested she would ask the communications and media team within the Traffic Section to speak to the group about the most effective promotion approaches.

RESOLVED

- (1) for Hugh McClintock to invite a representative of Ridewise to the June meeting of the Forum;**
- (2) for Councillor Sally Longford to contact the communications and media team**

25 ANY OTHER BUSINESS

Through the Council's 'Active 10' programme, which promotes 10 minutes of activity every day, more LAF Leaflets have been printed for the Clifton and the Lenton and Park walks.

Community Protection Officers are consulting on using a Public Spaces Protection Orders at Dane Court, St Ann's. The Chair and Vice Chairs have been consulted.

The membership of the Local Neighbourhoods and Environmental Sub-Group needs to be confirmed but can be done outside of the meeting, although any member of the Forum can take part in the litter picks.

With the retirement of several members, it is suggested that another round of recruitment takes place over summer.

RESOLVED

- (1) for John Lee to ask colleagues working on the 'Active 10' initiative to attend a future meeting;**
- (2) for Ruth Thurgood to confirm the membership of the NL&E Subgroup;**
- (3) for John Lee to prepare a recruitment poster for distribution to members at the July Meeting.**

D2N2 – Local Cycling and Walking Infrastructure Plan – Nottingham Local Access Forum June 2018 **DRAFT**

Nottingham City Local Access Forum (NLAF) welcomes the opportunity that the D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP) presents to plan strategic improvements to the cycling and walking networks and infrastructure, and to encourage and prioritise investment to enable these.

We have the following specific comments:

1. Nottingham City Local Plan and ROWIP2

We would like the priorities documented in Nottingham City's Rights of Way Improvement Plan 2 (ROWIP2) and Local Plan reflected in the LCWIP.

While recognising the D2N2 LCWIP core objectives to support growth and productivity, strategic connectivity and leisure and tourism, we also want to ensure that the LCWIP reflects the opportunities there may be for cycling and walking infrastructure to promote health and well-being in all areas of our city, and to support the flourishing of all neighbourhoods in our region and cities, including those in more deprived areas.

2. Cross Region Planning

We value the opportunity the D2N2 LCWIP provides to develop networks across planning regions within the D2N2 area. We support:

- Any additional opportunities to connect city areas effectively with more rural or “shire” areas (perhaps in areas not previously prioritised) This may support both work journeys, but also develop attractive leisure opportunities for city residents to access the countryside, with the health and reduced congestion benefits of not using cars.
- While not in the NLAF area, we support comments from our regional colleagues for cycling and walking networks and infrastructure to provide connectivity between rural communities. This includes the opportunity to support the leisure and visitor economy, but also to enable access to jobs and services in rural areas, some of which may be additional to the “core” D2N2 economic priority areas.

3. Cycling Infrastructure

We support the priorities for Greater Nottingham identified for Pedals' submission to the D2N2 LCWIP in June 2018.

We strongly support the proposal for a new foot-cycle bridge over the River Trent. We do not support the option of including a shared path on the side of Lady Bay bridge as an alternative to a new foot-cycle bridge. The latter may provide advantage to some existing (and very confident and hardened!) cycle commuters, but would have far fewer overall benefits, for walkers, cyclists and runners than a new bridge with good connections on both sides of the Trent.

We also support opportunities to further develop connected off road paths, including along the River Leen, and perhaps its tributaries (e.g. in Bulwell, Basford and the Day Brook), to make attractive off-road networks for leisure and work cycling within the city.

We would like to see further opportunities identified to develop attractive off-road leisure cycle networks in other parts of our city and region, similar to the “The Big Track” in the southern part of Nottingham City.

A specific example of this might be (but not limited to) a “Big Cycle Track” in the northern part of Nottingham city into the surrounding “shire” areas. This could for example further develop NCN route 6 and the foot/ cycle track alongside Hucknall Road to access the Bestwood, Linby and Newstead areas and additional linkages (e.g. Papplewick) to create circular leisure routes. Although the terrain may be more challenging (gradients!) than in the South of the city, the use of former rail tracks could enable gradients to be minimised.

We support opportunities for further development of leisure cycle trails in Nottinghamshire/ Derbyshire (e.g. Gedling District “mineral line” heritage trail). Consideration should also be given to opportunities to access these trails via attractive off-road cycle routes from city/ built up areas – so that these can be accessed without needing to transport the bike to the trail by car (a significant disincentive to cycling).

4. Walking

While the LCWIP approach recognises that the walking infrastructure is more mature than that for cycling, we would like consideration given to the opportunities that may exist to make this infrastructure more attractive and so further encourage its use.

This includes consideration of the actions and policies identified in ROWIP2 (section 7).

It also includes the opportunities (including across planning boundaries) to create/ develop walking networks which are attractive to pedestrians (e.g. away from traffic), to access facilities, leisure and works destinations.

A specific example of this could be (but not limited to) an attractive walking route to connect the outskirts of Nottingham city in Sherwood/ Mapperley with Gedling Country Park, which avoids having to walk alongside the busy and noisy Woodborough Road.

5. Children, Young People and Inclusivity

We support the ambitions to significantly increase walking and cycling by 2040 in the UK, and to encourage these to be modes of choice. As reflected in the discussion at the LCWIP stakeholder engagement day we believe the LCWIP should give specific consideration to the infrastructure enablers that will encourage children and young people to adopt walking and cycling as their mode of choice, so it becomes a “way of life”.

Also with the 2040 ambition in mind, and with the social and health benefits of walking recognised, we believe the LCWIP should include design standards that consider how accessibility to the walking and cycling network may be improved for those with reduced mobility or physical/ mental health limitations.

Presentations at the meeting outlined the following:

What an LCWIP is and the outputs of the LCWIP:

- LCWIPs arise out of Infrastructure Act 2015 – with objective to help make the strategic case for investment in cycling and walking infrastructure linked to a 2040 “ambition for England”.
- Key aims are
 - For cycling - develop a planned network connecting key origins and destinations
 - For walking - provide high quality walking environments (walking network already mature)
- Outputs are
 - A network plan/ map for cycling and walking showing preferred routes and core zones for further developments
 - A prioritised programme of infrastructure improvements for future investment
 - A report setting out the underlying analysis and narrative which supports the above

The process for developing the LCWIP:

1. Determining scope including geographical area
2. Data gathering (key information sources were discussed)
3. Network planning for cycling (approach was discussed)
4. Network planning for walking (approach was discussed)
5. Prioritising improvements – phased plan for investment
6. Integration and application – integrating into existing plans and policies

Specific issues and drivers for the D2N2 LCWIP bid

- Opportunity for strategic planning of cycling and walking networks across the LEP area - and government encouragement that the D2N2 area should be in the “first tranche” of these plans
- Bid to DfT has resulted in 80 days consultancy to support development of the LCWIP for D2N2
- Governance for D2N2 LCWIP - includes John Bann of Nottingham City Council as lead officer, SUSTRANS as Strategic Delivery partner and Phil Jones Associates as Technical Delivery Partner
- Core objectives / “essence” of the D2N2 LCWIP:
 1. Growth and productivity
 2. Strategic connectivity
 3. Leisure, tourism and the visitor economy
- Geographical approach: analysis by sub-regions: 1. Derby/ Nottingham, 2. Chesterfield/ Mansfield/ Ashfield, 3. “The Rest”
- The specific walking/ cycling ambitions (e.g. within local plans) of the different (council) areas represented (e.g. housing and employment growth, air quality, visitor economy ...)

The criteria by which infrastructure improvements/ schemes would be prioritised for the D2N2 area

- Meet the core objectives for D2N2 (as above)
- Other prioritisation criteria
 - Growth – proximity to strategic development sites
 - Air quality
 - Congestion
 - Health
 - Propensity to cycle (using DfT tool)

The LCWIP does not create or result in funding of itself - but supports funding investment bids and prioritisation ... and projects may be more likely to be successful in sourcing funding if they are included in the LCWIP.

Discussion in workshops and plenary included the following

Plenary sessions:

- What help might be given to stakeholders to articulate their views? – advised to feed in through local council representatives
- Data collection process and use of past versus recent/ future data
- Whether the recommendations would go beyond “engineering” to other “barriers” (e.g. social stigmas) to walking and cycling (scope is “infrastructure” – but could there be opportunity for barriers to be identified through the process?)
- How health and clean air may fit into the strategic priorities – including for deprived areas (which may not be economic/ strategic priority?) – and some disappointment expressed that health and wellbeing are not higher up the priorities, countered by comment that D2N2 priorities include decrease congestion, increase air quality and improve worker health
- Multiple use routes provide opportunities in the countryside, not just urban areas – e.g. to build communities cut off from economic development, bring in visitors, connect communities, work journeys
- How might the scheme assessment/ prioritisation process take account of the need to develop a network of routes (ad hoc schemes on their own may not generate benefit – how will the process create networks?)
- Whether the LCWIP process may be duplicating effort/ reinventing wheels already been round – LCWIP process should take account of previous work and may include endorsement of existing programmes
- How political buy-in may be achieved for proposals – Sustrans role to help with this
- Prioritisation of small towns and rural areas vs big centres, including leisure potential of previous rail routes and needs of small towns with few facilities – recognised that more localised LCWIPs may be needed/ developed alongside the D2N2 LCWIP

Workshop 1 - Broad priorities for walking and cycling

- Derby hospital – needs of patients, staff and visitors – challenges include safety of road network for walkers and cyclists and air quality
- Barriers re public impact of shared use paths – narrow and “other issues”
- Role of Districts vs County councils in Derbyshire/ Nottinghamshire areas – potential challenges/ barriers of “2 tier” working
- Opportunity for off road routes to connect development and visitor sites in rural areas (including formal railways?)
- New developments to incorporate cycle/ walking route/ paths as “standard” – including local plan process
- Integration with Sustrans National Cycle Network review?

Workshop 2 - Prioritisation of data sets

- How do advocacy groups input effectively into the process?

- Importance of having a network map (and how do we get the map) – and of the quality of data on the map – e.g. to reflect quality of paths/ infrastructure, missing links, risk that “opportunity routes” not currently on map may be missed, consider future demand
- Whether the geographical approach will disadvantage some sub regions – e.g. will prioritisation favour cities at expense of more rural/ outer areas?
- Nothing said about young people/ children – is there opportunity to incorporate measures which encourage young people and children to walk/ cycle within the priorities and develop this as a life habit?
- Importance of subjective information/ analysis/ people’s perceptions to feed into the process
- LEP has a growth focus – is there a tension between priorities of growth vs local cycling and walking schemes?

Next Steps and outline timescales as indicated in the meeting:

- Now to circa September – data gathering, analysis and identification of schemes
- Circa September - Follow up workshop to include comment on the schemes
- By Mar 19 (“ideally Dec 18”) – Completion of plan

Other Observations

1. Unclear how stakeholder groups input between now and circa September when the next follow up workshop will be held (i.e. is there an opportunity to help shape the outputs before they are presented for comment?)
2. Useful networking opportunity – including connections made with Gedling Borough / Nottinghamshire County Council who will soon be developing cycling infrastructure plans for Gedling linked to the “Mineral Line” heritage trail

Supporting Documents & references

- LCWIP technical guidance – available on line
- Presentation notes x 2 from meeting - forward separately
- Outputs from discussions/ workshops at meetings – awaited from meeting organisers

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D2N2 LCWIP Stakeholder workshop

Intro to the day

Page 17

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Matt Easter Sustrans England Midlands and
East Director

Housekeeping

Fire alarm

Refreshments

Page 18 Timekeeping

Toilets

Mobile phones



What is today all about?

.....

Provide information to stakeholders in the D2N2 area about the D2N2 Local Cycling and Walking Infrastructure Plan

Page 19 Gain stakeholder views on the LCWIP process we are following in D2N2

Begin to build momentum towards delivering projects that will come out of the LCWIP process –which will mean investment



The ambition for England by 2040

To make cycling and walking the natural choices for shorter journeys, or as part of a longer journey

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Better Safety



A safe and reliable way to travel for short journeys

Better Mobility



More people cycling and walking - easy, normal and enjoyable

Better Streets



Places that have cycling and walking at their heart.

Ambition



Objectives



Indicators



Governance



Action Plan



Financial Resources

The Infrastructure Act 2015 placed a duty on the Secretary of State to set Cycling and Walking Investment Strategies

The first Cycling and Walking Investment Strategy was published in April 2017



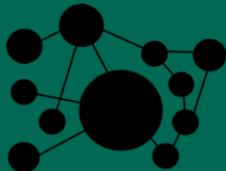


Recap: What are Local Cycling and Walking Infrastructure Plans?

A Local Cycling and Walking Infrastructure Plan (LCWIP) is a long-term approach to developing comprehensive local cycling and walking networks, ideally over a 10 year period.

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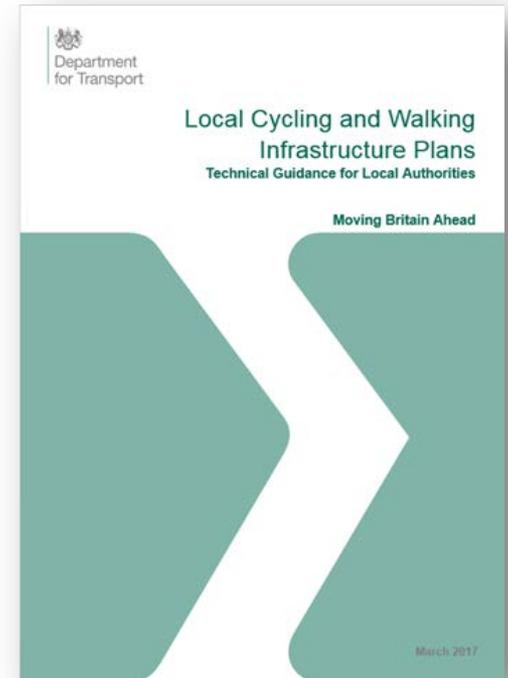
A network plan for walking and cycling which identifies preferred routes and core zones for further development



A prioritised programme of infrastructure improvements for future investment



A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements



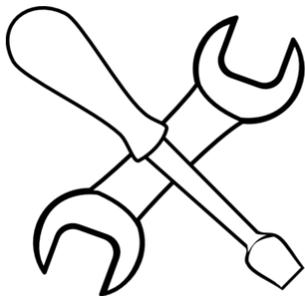


Recap: What does the support package offer?

Technical

This support will be provided by a delivery partner procured by the department and will include:

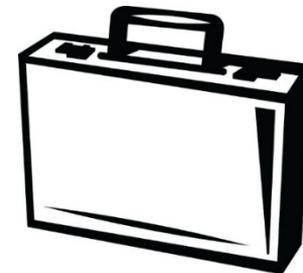
- Page 22
- Assistance with the preparation of LCWIPs
 - Training on how to use the LCWIP guidance and tools



Strategic

This support will be provided by consortium comprising of Sustrans, Living Streets and Cycling UK and will include:

- Advice on integrating LCWIPs into local policies and strategies
- Assistance with preparing local strategic and economic case





- The Expression of Interest process was launched alongside the strategy
- In total 78 EoIs were received
- Scoring was generally high across the board
- Support has been allocated to 43 local authorities with all applicants notified
- Covering 18,695,194 people, that's 42% of the population (outside London)
- Good geographical spread and a wide selection of local authorities
- A range of focuses and stages of development

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Why are LCWIPs important...

Help make the strategic and economic case for funding



Page 24

Ensure that consideration is given to cycling and walking within both local policies and strategies



Identify pipeline cycling and walking infrastructure improvements



Help align local cycling and walking delivery with national priorities



Enhance technical skills at the local level



Assist with the integration alongside other modes and planning



Improve knowledge sharing between Local Authorities



Strengthen working relationship between the Department and Local Authorities





Cycling and walking networks should be an integral component of a transport system that considers the needs of all users.

LCWIPs should clearly link to other strategic transport planning documents and be compatible with other local transport priorities.

Good cycling and walking schemes are often delivered as part of comprehensive street redesigns that bring benefits to a wide range of users.

Opportunities should be taken to embed the requirements of cyclists and pedestrians in other transport schemes, such as junction improvements or maintenance works.

To be successful it is vital that LCWIPs are part of an integrated response to creating better places, safer streets and more reliable journeys.

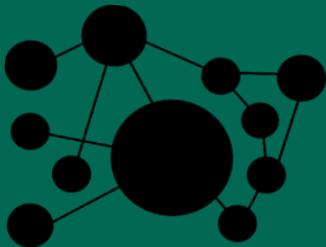




WP4: Technical Support Delivery

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Cycling/Walking Network Plan



Cycling Network Plan:

- Identifies trip origin and destination points
- Establishes desire lines for cycle movement.
- Develops a planned network
- Establishes improvements needed
- Uses the Propensity to Cycle Tool (PCT) and Route Selection Tool (RST)

Walking Network Plan:

- Identifies trip origin and destination points
- Identifies walking zones and routes
- Audits these and identifies barriers to walking
- Develops a planned network
- Establishes improvements needed

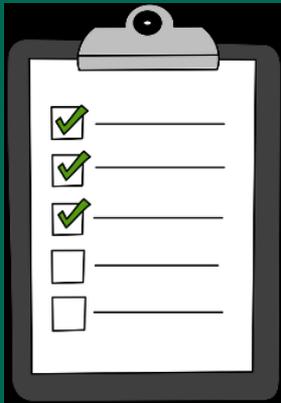




WP4: Technical Support Delivery

Prioritised list of improvements

Page 27



Outlines the programme of cycling and/or walking infrastructure improvements...

and the scale of investment that would be required to bring those routes up to a suitable standard.

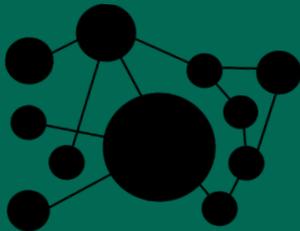
These should be prioritised over the **short** (typically <3 years), **medium** (typically <5 years) and **long** (typically >5 years) **term**





LCWIP key outputs:

A network plan for walking and cycling which identifies preferred routes and core zones for further development



A prioritised programme of infrastructure improvements for future investment



A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements



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Planning tools provide the evidence-base for developing cycling and walking networks, prioritising infrastructure investment and building a strategic narrative





Strategic support

Will focus primarily on using tool outputs and providing complimentary, tailored support that will ensure LCWIPS:

- Meet local authority needs
- Page 28 Help local authorities make the case for cycling and walking
- Include effective and informed stakeholder engagement



Delivered by:

- ▶ Cycling UK
- ▶ Living Streets
- ▶ Sustrans

Why us?

- ▶ Good working relationship with the Department
- ▶ As a consortium, has expertise across the active travel sector
- ▶ Independent: provides 'critical friend' feedback

Why strategic support?

- ▶ An LCWIP alone won't:
 - ▶ Make the full case for investment
 - ▶ Overcome all the barriers to delivery
- ▶ Only part of the process...

Key aims of the support:

- ▶ Help make the strategic case for walking and cycling
- ▶ Advise on making the economic case for investment
- ▶ Support LAs throughout the LCWIP process by acting as a critical friend
- ▶ Provide feedback to the department on how to improve the guidance, tools and support

What does the support look like?

- ▶ Stakeholder mapping
- ▶ Case Study Production and webinars (key themes: political support, process, quick wins)
- ▶ Myth Busters
- ▶ Webinar Activity
- ▶ Sites Visits: Events for Senior Leaders, Portfolio holders and decision makers

LCWIP Consortium role as a critical friend:

- ▶ Help to refine the LCWIP process to meet the aims and objectives of the CWIS
- ▶ Help to evaluate the support provided and evolve the guidance and policy documents already published

LCWIP Consortium role as critical friend

- ▶ Improve and refine the support and guidance for the future
- ▶ Develop tools and materials applicable outside of the programme
- ▶ Provide an ear and resource for constant learning and listening independent of the Department and Technical Consultant

Workshop 1

Current broad priorities for Cycling and Walking across D2N2 area

- ▶ In current tables discuss the key drivers for investment in cycling and walking in D2N2
- ▶ Think about housing growth, regeneration, health drivers, major transport projects
- ▶ Less about actual schemes more about the drivers and therefore the broad opportunities

Workshop 2

Data sets and prioritisation

- ▶ Stakeholder views on the process and the data sets being used
- ▶ Other data sets to be aware of (think about coverage, relevance)
- ▶ Thoughts on prioritisation of the data across the LCWIP focus areas

Local Cycling and Walking Infrastructure Plan D2N2
Stakeholder Workshop
23rd May 2018

Technical Process

THE LCWIP
PROCESS
INCLUDES
SIX STAGES

Stage 1: Determining Scope

Geographical extent, governance and timescales

Stage 2: Information Gathering

Identify existing patterns and potential new journeys

Stage 3: Network Planning for Cycling

Identify flows, review conditions and identify barriers

Stage 4: Network Planning for Walking

Identify flows, audit routes and determine improvements needed

Stage 5: Prioritising Improvements

Develop a phased plan for future investment

Stage 6: Integration and Application

Integrate outputs into current policies and strategies

Stage I - scoping

Establish the geographical extent

This requires a consideration for:

- Scale
- Distances travelled by bike or foot
- Travel to Work areas



Identify the best delivery model

Where built-up areas straddle authorities cross-boundary liaison may be required.

The guidance sets out potential delivery models to use in each scenario.



Arrangements for governance

A variety of officers and delivery partners need to be involved and a governance structure established.

A project board is suggested to ensure integration of the LCWIP within wider objectives.

Agreeing timescales

LCWIPs set out a long term plan divided into three delivery periods:

- Short (<3 years)
- Medium (<5 years)
- Long (>5 years)

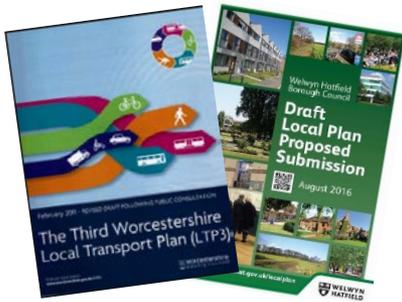
Timescales could be aligned to existing planning documents such as a Local Transport Plan.

At the end of this stage a **Scoping Report** should be produced

Stage 2 – gathering information

Reviewing local policies and strategies

A review of the relevant local policies, strategies and programmes is necessary to understand how the LCWIP will align to these.



Collating information on current trips

Information on the following should be gathered and analysed:

- Current transport network
- Travel patterns
- Local of significant trip generators
- Perception of existing facilities

Identifying significant trip generators

Information on current trips and local knowledge can be used to identify trip generators.

Trip generators could be identified using the **Propensity to Cycle Tool (PCT)**. This provides a visualisation of cycling trips from 2011 census data

At the end of this stage a **Background Report** should be produced

Information Gathering – existing plans and policies

- Opportunities to deliver cycling projects alongside bus/tram/rail/road improvements
- Embed the LCWIP map into ‘strategic’ documents
- Opportunities for walking/cycling to be delivered in association with redevelopment
- LCWIPs now referred to in the draft NPPF guidance
- Planning Authorities could give the LCWIPs ‘weight’ by making:
 - a Supplementary Planning Document,
 - an Area Action Plan, or
 - adoption as development control policy by the LPA and/or LHA

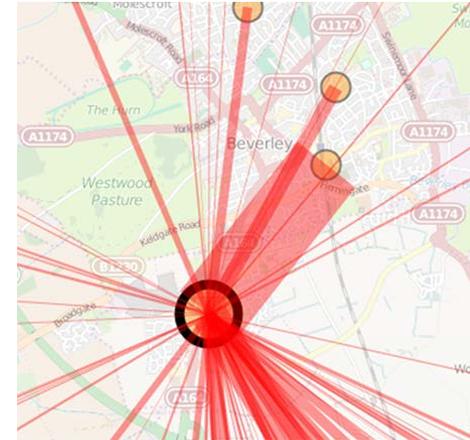
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Information Gathering

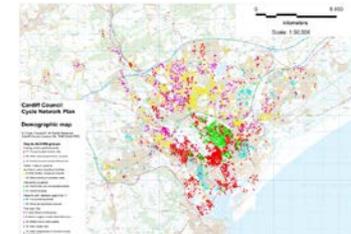
Useful sources of data:

- the journeys that people currently make (by all modes of transport) to understand where cycling and walking might be able to form part or all of a journey
- their trip departure and destination points
- the **barriers** that local people perceive to taking up cycling or walking more frequently
- their **views on existing cycling routes** and walking provision
- their **requests for improvements** to existing routes/provision and potential new routes/provision.



Information Gathering continued

- Potential sources of data include:
 - National (census, collisions data, traffic counts)
 - Local (traffic counts, travel plans, speed data, speed limits, existing routes)
 - Other plans (masterplans, transport plans etc.)
 - National Propensity to Cycle Tool
 - Demographic data e.g. Acorn/Mosaic
 - Views of people who do and would like to walk and cycle (existing and near-market)



Stage 3 – trip pattern analysis and network planning for cycling

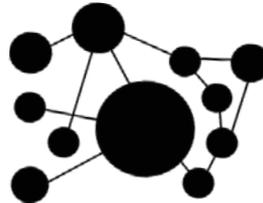
Identifying and clustering trip origin and destination points

GIS should be used to map origin and destination points across the geographical areas covered by the LCWIP. Trip generators in close proximity can be clustered to simplify this.



Establishing desire lines for cycle movement

Map direct desire lines between trip generators to identify main corridors. This can be done using the **Propensity to Cycle Tool (PCT)**. Local knowledge should be used to map non-commuting trip generators.



Plan network and improvements needed

LAs should consider existing transport network, suitability for cycling and Core Design Outcomes.

The following tools could be used when assessing routes:

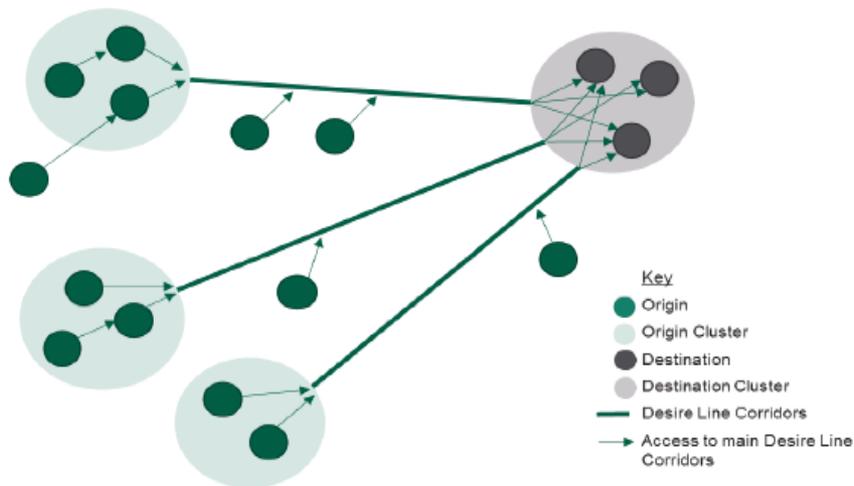
- Cycling Level of Service (CLOs)
- Wales Active Travel Design Guidelines
- **Route Selection Tool (RST)**

At the end of this stage a **Cycling Network Plan** and **Programme of Cycling Infrastructure Improvements** should be produced

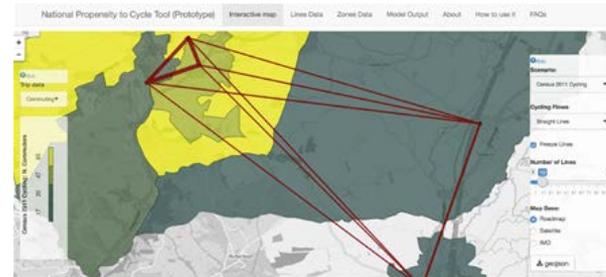
Identify principal corridors of demand

- Map key origin and destinations
- Cluster these points if necessary
- Identify desire line corridors
- Identify cycle route type (primary, secondary, local)

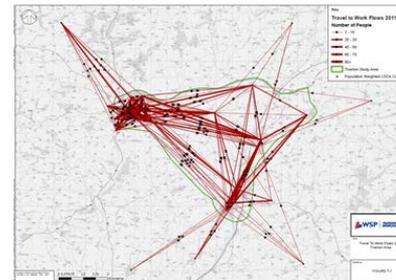
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National Propensity to Cycle Tool



Bespoke GIS analysis



Stage 4 network planning for walking

Identifying and clustering trip origin and destination points

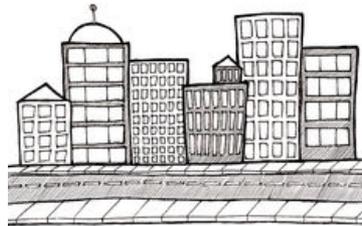
GIS mapping of origin and destination points across the geographical area covered by the LCWIP.

These are likely to include local amenities such as retail, transport interchange and employment areas.



Establishing linear walking routes and core walking zones

Core Walking Zones (CWZs) are areas with one or more trip attractors in close proximity, or areas with a high density of destinations. CWZs should have a minimum extent of 400m.



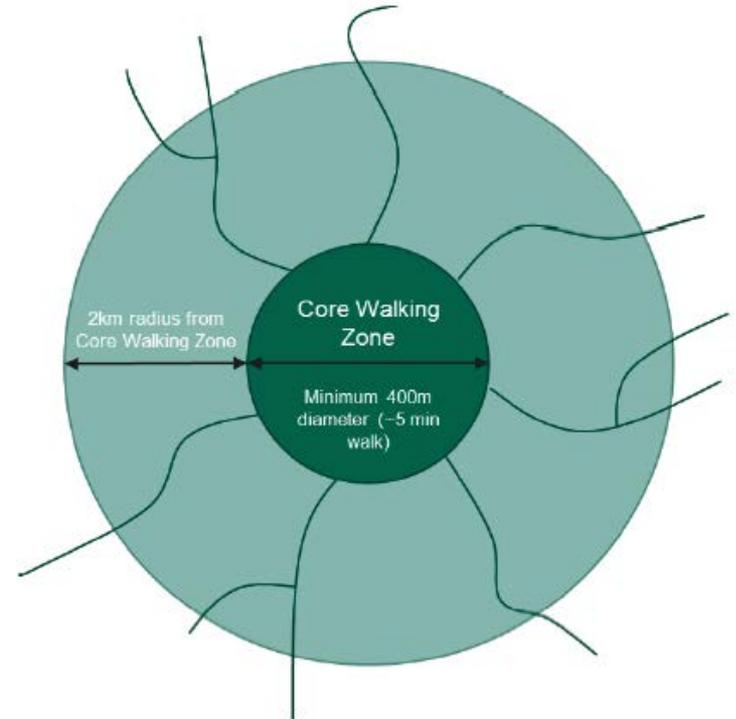
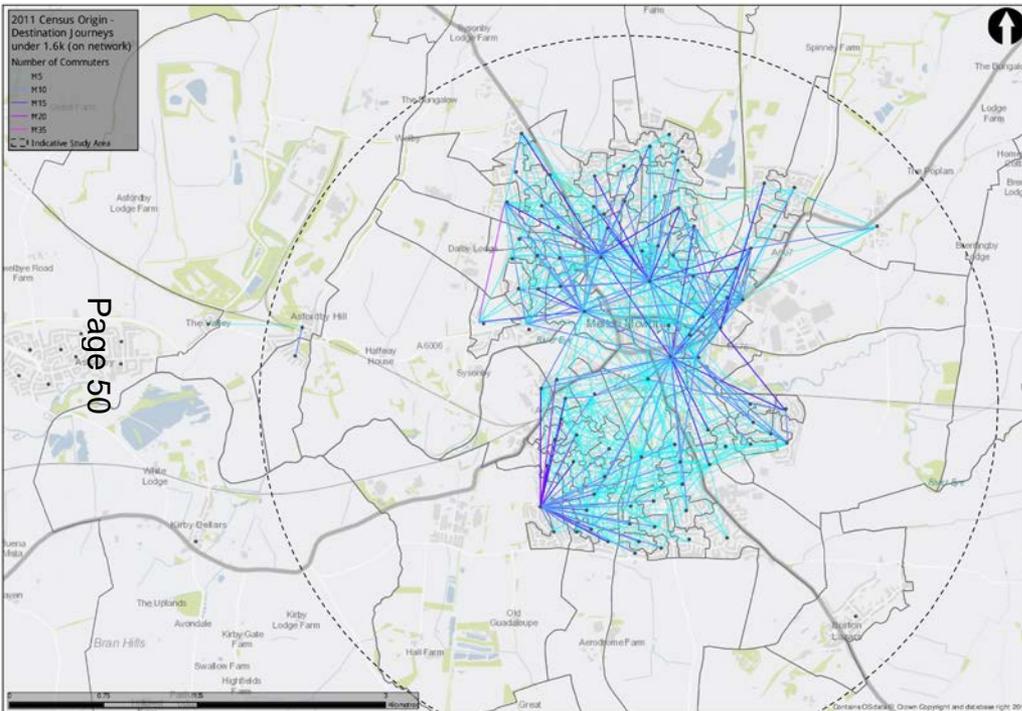
Auditing routes and identifying barriers

Identification of barriers can be done through a desktop exercise. If these are on key walking routes then areas where people are funnelled should be audited.

A **Walking Route Audit Tool (WRAT)** has been developed to assist with auditing, targeting the five core design outcomes for pedestrian infrastructure.

At the end of this stage a **Walking Network Plan** and **Programme of Walking Infrastructure Improvements** should be produced

Walking routes and zones



Stage 5 - prioritisation

Timescales

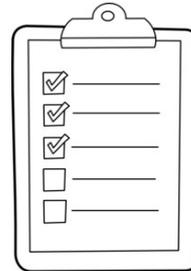
Infrastructure improvements should be put into three categories:

- Short term (<3 years)
- Medium term (<5 years)
- Long term (>5 years)



Areas to Consider

Ideally priority should be given to improvements that are most likely to have the greatest impact on increasing walking and cycling and provide greatest return on investment.



Appraisal

An indicative appraisal will help to identify which improvements are more likely than others to present high value for money.

It is recommended that LAs use:

- The Department's Investing in Cycling and Walking report
- WebTAG unit A5-1 (DfT)

At the end of this stage a **prioritised list of cycling and walking infrastructure improvements** should be produced

Stage 6 – LCWIP production

Completing the LCWIP

By the end of the process LAs should produce a draft LCWIP which includes:

- A network(s) plan for walking and/or cycling
- A prioritised programme of infrastructure improvements for future investment

Embedding the LCWIP

LCWIPs need to be integrated within local policies to be successful. There should be a clear link between LTPs and other local strategies.



Reviewing the LCWIP

The LCWIP should be reviewed and updated approximately every 4-5 years to reflect progress.

They should be updated if there are any significant changes in local circumstances – new policies or strategies, new developments, funding.

At the end of this stage a **draft Local Cycling and Walking Infrastructure Plan** should be produced

D2N2 LCWIP

What is the essence of a D2N2 LCWIP?

- Growth & Productivity
 - Strategic development sites – new housing and new jobs
- Strategic connectivity
 - Cross-boundary commuting
 - Cycle-rail interchange
 - Access to HS2
- Leisure, tourism and the visitor economy
 - “Inbound” – towns and stations as hubs for cycle-tourism
 - “Outbound” – links from towns and cities to open space and culture assets

Unlocking growth and productivity

- Analyse existing short-distance commuting behaviour in and around strategic growth sites (trips <5km)
- What corridors have the greatest flow of short trips?
- Building cycling infrastructure to cater for this suppressed demand can reduce pressure on the road network for essential car trips and freight movement
- May also overcome barriers to employment – 77% of jobseekers outside London do not have access to a car, but some types of employment site can be hard to serve by public transport

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Source: <http://www.urbantransportgroup.org/resources/types/reports/ticket-thrive-role-urban-public-transport-tackling-unemployment>

Strategic connectivity

- Cross boundary corridors
 - Travel to Work areas do not match municipal boundaries
 - Already a good track record of partnership working in the D2N2 LEP area, but the status of a LEP-backed LCWIP adds weight – provides impetus to deliver cross-boundary schemes
 - We will analyse cross-boundary commuting (up to 5km) to identify which “gateway” crossing points have the highest potential for cycling
- Cycle-rail
 - Many people live too far from a rail station to walk, but could make their journey by a combination of cycling and train
 - Plotting where these people live will identify which stations have the biggest scope to act as cycle-rail hubs, and what access corridors may need to be provided to support this
- Access to HS2
 - Station access transport models can be interrogated to identify where cycling can form part of the mix

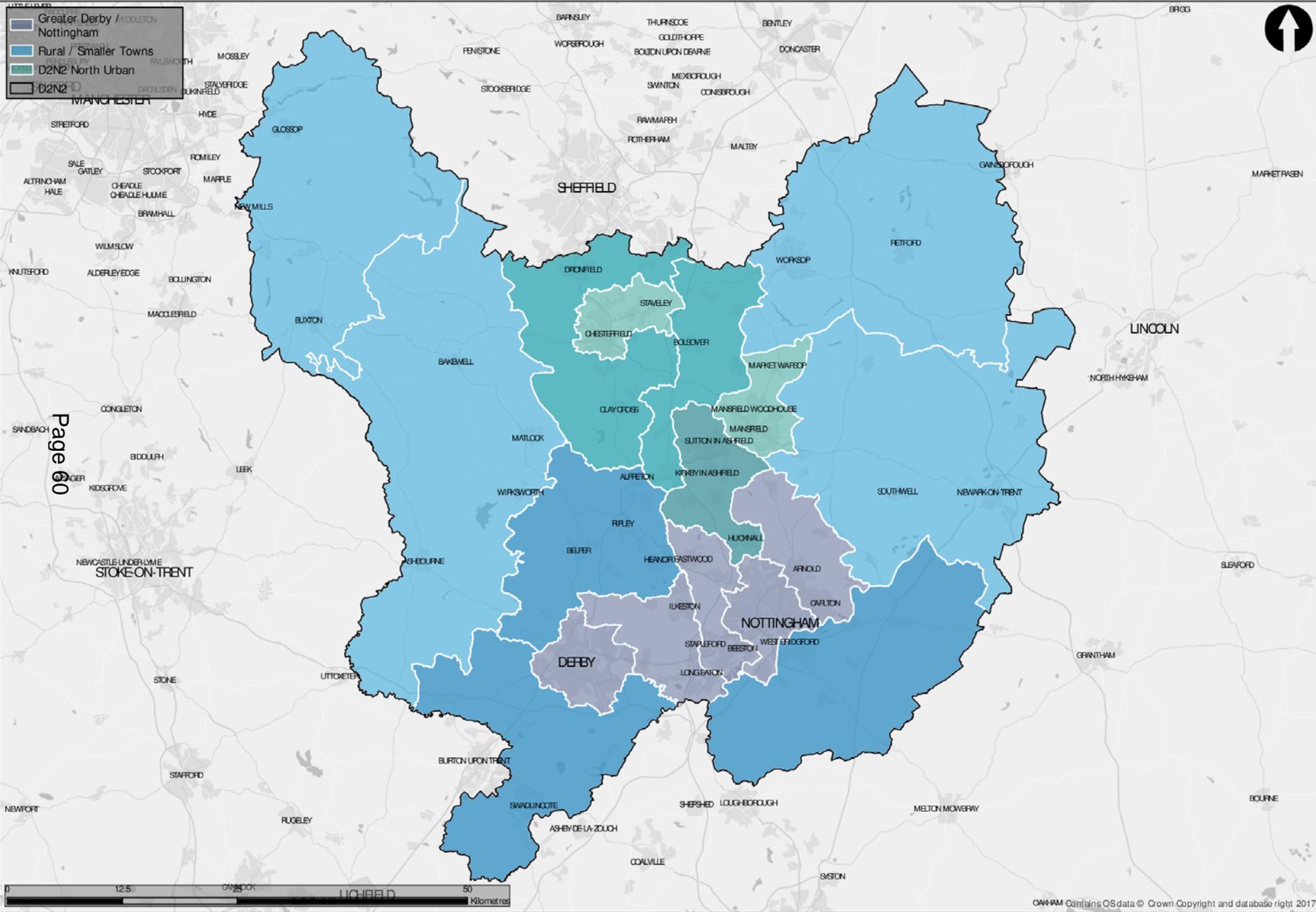
Leisure, tourism and visitor economy

- Traditional transport data does not work well for LVTE
- Some data collected for specific purposes, e.g. PDNP EIA and D2N2's "Visit. Sleep. Cycle. Repeat", but problematic using this in a region-wide setting
- We are suggesting a geo-spatial approach
 - Visitor attractions, open space
 - Gateway points – rail stations and towns
 - What are the missing links?

Scheme identification

- Strategic growth and strategic connectivity to be analysed sub-regionally
 - Where has cycling got the biggest potential to unlock growth in each of the three sub-regions?
 - Where is there the strongest scope for cycle-rail in each sub-region?
- Access to HS2 and cross-boundary trips are unique to those environments
 - Chesterfield and Toton stations
 - Derbyshire/Nottinghamshire – e.g. M1 J28
 - Derby/Derbyshire – e.g. Toyota
 - Nottingham/Nottinghamshire – e.g. Boots
- Tourism / visitor economy to be analysed region-wide
 - Where are the biggest opportunities to link towns to key attractions?
 - Where are the biggest opportunities to create links between attractions?
 - Where is the biggest need to enable better access to open space?

- Greater Derby Nottingham
- Rural / Smaller Towns
- D2N2 North Urban
- D2N2

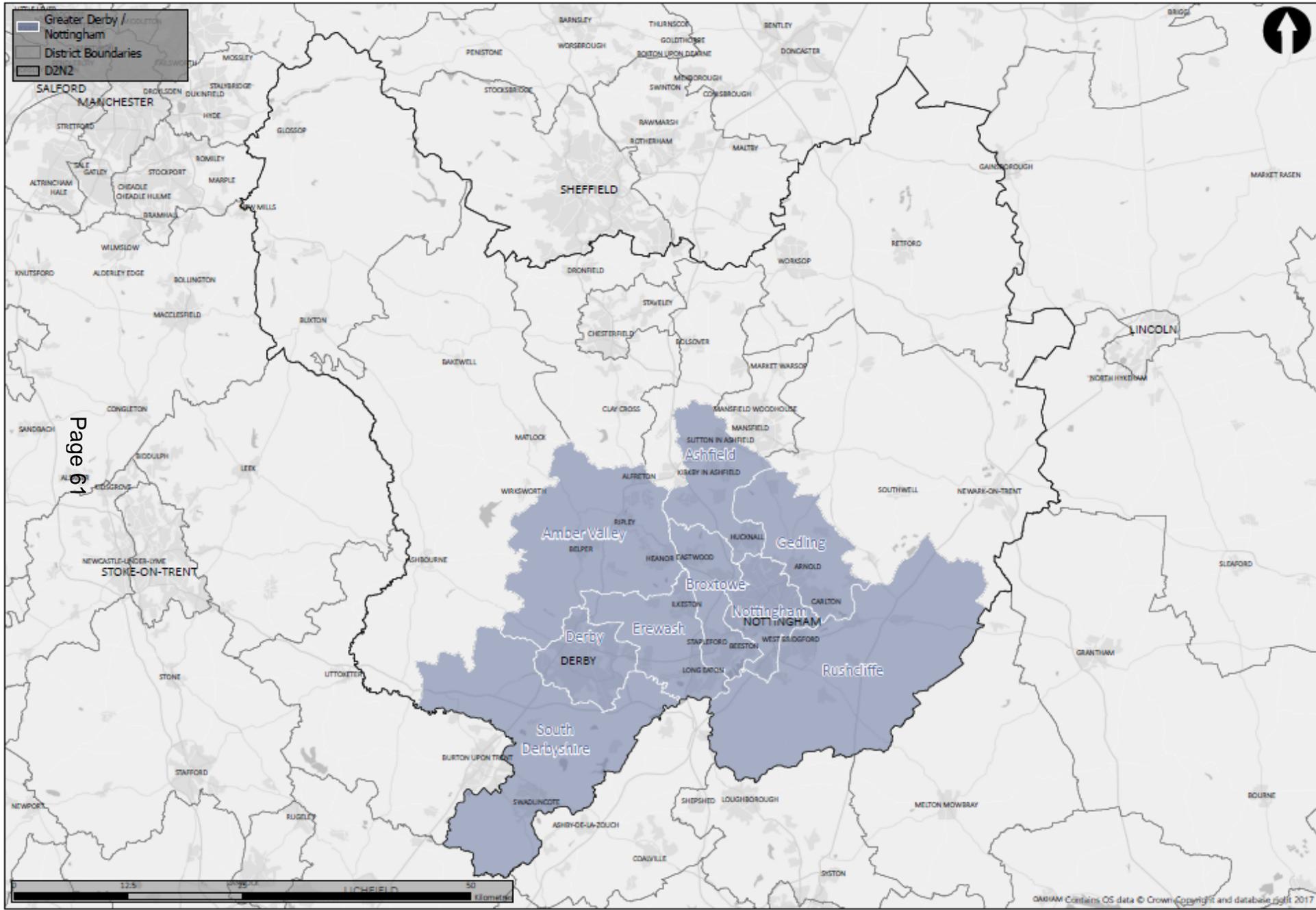


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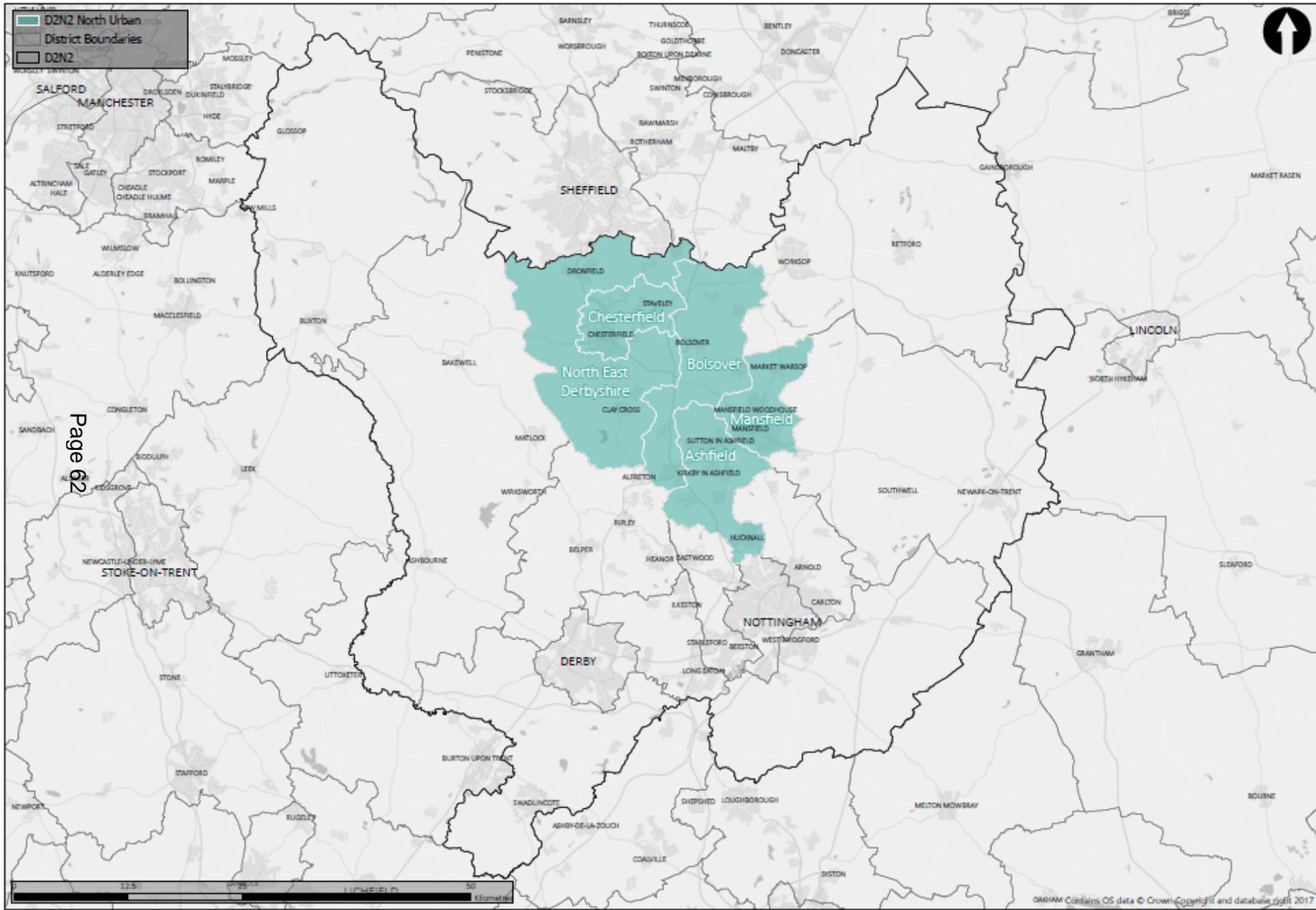
- Greater Derby / Nottingham
- District Boundaries
- D2N2



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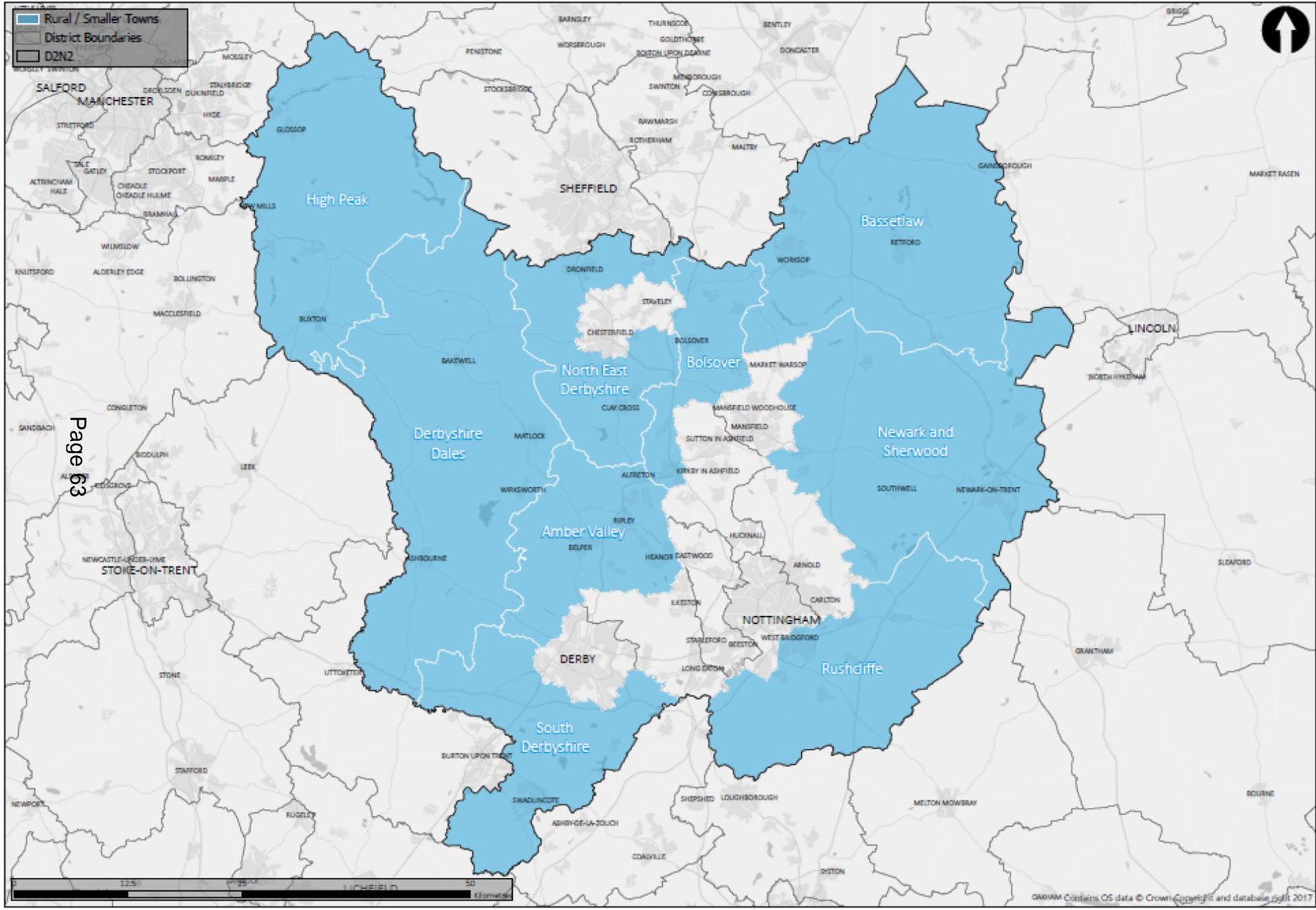


- D2N2 North Urban
- District Boundaries
- D2N2





- Rural / Smaller Towns
- District Boundaries
- D2N2



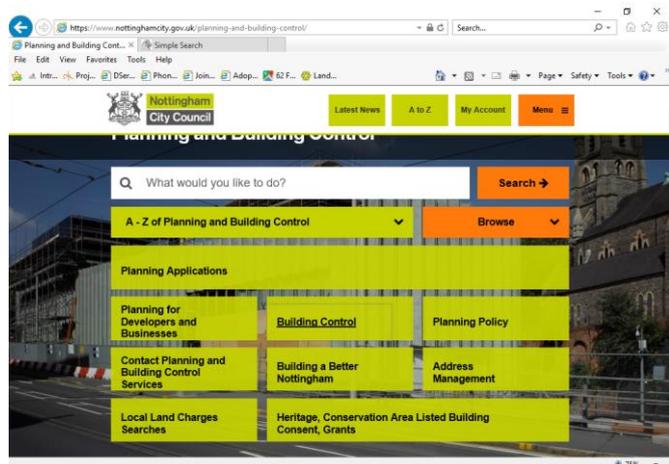
Prioritisation

- Once schemes have been identified, a prioritisation process is needed
 - Schemes should already meet the core objectives, so this just decides the relative merit
- Prioritisation currently reflects the data available
 - Growth – proximity to designated strategic development sites
 - Air quality – local point data or AQMA
 - Congestion – DfT traffic master data
 - Health – local public health data
 - Propensity data – DfT's propensity to cycle tool
- We will now discuss the priorities and data in the next two sessions
 - Workshop 1 – current broad priorities for cycling and walking across D2N2
 - Workshop 2 – your thoughts on the prioritisation process and your own data

Nottingham Local Access Forum

Planning Subgroup – How to check for implications on Rights of Way

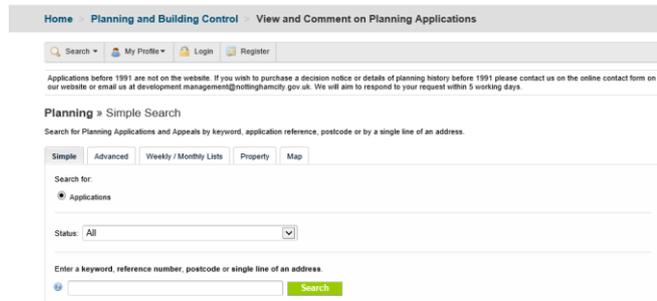
Opening the planning application database on the Councils website <https://www.nottinghamcity.gov.uk/planning-and-building-control/>. You should see the screen below, which is the Councils main planning and building control webpage.



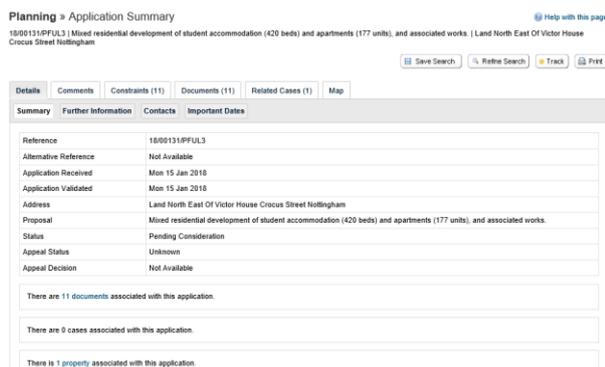
Now click the “Planning Applications” tab to take you to the screen below



Now click the “View and Comment on Planning Applications” tab to take you to the screen below



Now enter a keyword, the planning application reference number, post code or single line of the address in the box at the bottom of the page and click Search. The application reference number starts with the last two digits of the year when the application was submitted and ends with “PFUL3” for a Full application and “OUT” for an Outline application. You should now be on the specific webpage for the planning application as shown below. Before going any further, check that the public consultation period is still open by clicking on the “Important Dates” tab shown below. If it is still open, continue by clicking on the “Documents” tab below.



Nottingham Local Access Forum

Planning Subgroup – How to check for implications on Rights of Way

Planning application plans and drawings (existing site and proposed layout listed under the “Documents” tab)

Location Plan - shows the existing site and location of the proposed development (within a red line boundary) and should be based on Ordnance Survey map data so should include the adjoining ROW network

Proposed Site Layout plans and drawings (ground floor usually most relevant) – shows the footprint of the development and how it affects the adjoining ROW network (remember not all ROW are marked on OS maps, so best to check on site)

Now cross-reference the two plans to see if the footprint of the proposed development shown on the Proposed Site Layout plan encroaches on any part of a ROW shown on the Location Plan

Note – Not all ROW are recorded on the Definitive Map & Statement (and/or are “adopted”) so if you suspect that an unrecorded ROW is affected and it is not mentioned on the application form and shown on one of the drawings, contact the planning officer. The DM&S and adopted highway network can be viewed at <http://geoserver.nottinghamcity.gov.uk/streetregister/>

The planning application form: if a ROW needs to be stopped up (permanently closed), in order for the development to be carried out, check that “yes” at section 6 of the Planning Application form has been ticked (“do the proposals require any diversions extinguishments and/or creations of rights of way”). If it is not ticked, the application form has not been completed correctly and contact the planning officer (see <http://www.legislation.gov.uk/ukxi/2015/595/article/15/made>) covering publicity for planning applications affecting ROW (example of Section 6 of the planning application form below)

6. Pedestrian and Vehicle Access, Roads and Rights of Way

Is a new or altered vehicle access proposed to or from the public highway? Yes No

Is a new or altered pedestrian access proposed to or from the public highway? Yes No

Are there any new public roads to be provided within the site? Yes No

Are there any new public rights of way to be provided within or adjacent to the site? Yes No

Do the proposals require any diversions /extinguishments and/or creation of rights of way? Yes No

If you answered Yes to any of the above questions, please show details on your plans/drawings and state the reference of the plan (s)/drawing(s)

REFER TO THE DESIGN AND ACCESS STATEMENT PAGE 10 AND DRAWING A1(02)0004 -PO1

7. Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste? Yes No

If Yes, please provide details:

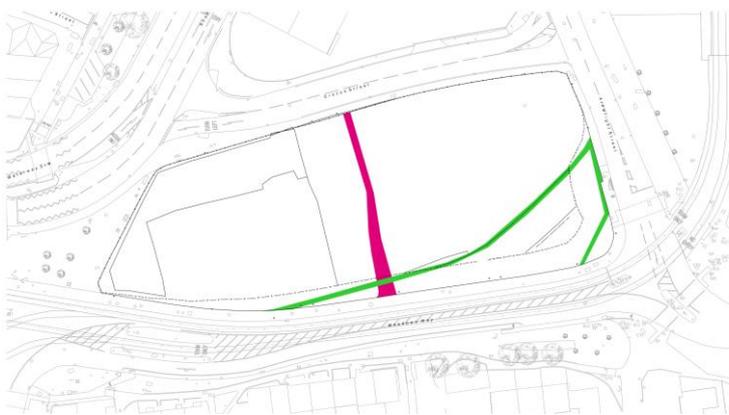
REFER TO DESIGN AND ACCESS STATEMENT PAGE 50

Have arrangements been made for the separate storage and collection of recyclable waste? Yes No

If Yes, please provide details:

WITHIN DEDICATED SECURE BIN STORES FOR COLLECTION FROM THE INTERNAL COURTYARD BY REFUSE COLLECTION VEHICLE

Planning application drawings (stopping up) - If a ROW needs to be stopped up (permanently closed) it should be clearly marked on one of the application drawings. If not, contact the planning officer (the application should not have been validated without this drawing). The example “stopping up” drawing below was embedded within the Design and Access Statement and shows a new north – south ROW to be created. Remember – instead of being stopped up, could the ROW be moved (diverted) onto a new line instead – this way the ROW isn’t lost, only moved to accommodate the development footprint?



Green = ROW to be stopped up
Red = new ROW to be created

Design and Access Statement

Check references to proposed new public access routes, disability access routes, landscaping, links to public transport and how they intend to get residents and the public to and through the new development (remember, you can also comment on public access / routes used by the public that may not be a ROW)

Nottingham Local Access Forum

Planning Subgroup – How to check for implications on Rights of Way

Remember – unless you know the development site very well, always make a site visit and refer to Planning Policy documents where relevant and up to date

- look for any public use over the land; worn desire lines, gates, signs, other ROW infrastructure (even if it looks old)
- local knowledge is very helpful (ask locals)
- take site notes / photos of any issues you wish to raise with the planning officer (helps them save time and delays); and
- check proposed development / effects on the ROW network against local planning policy

Nottingham Local Plan 2005 (saved Policy T12) – www.nottinghamcity.gov.uk/localplan#adopted “permission will not be granted for development that would obstruct or adversely affect a public right of way, unless satisfactory provision is made for an alternative route”

Nottingham City Aligned Core Strategy 2014 (Policy 14) (also covers Gedling Borough and Broxtowe Borough, and has useful information on a range of other Planning Policies) www.nottinghamcity.gov.uk/localplan#community

Other useful links

<https://www.nottinghamcity.gov.uk/transport-parking-and-streets/transport-strategies-funding-bids-and-current-consultations/> (includes links to ROWIP2 and Guidance for Developers when a ROW is affected)

www.nottinghaminsight.org.uk/f/93831/Library/Council-Government-and-Democracy/Planning/Nottingham-City-Local-Plan/

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<https://www.gov.uk/government/collections/planning-practice-guidance>

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/391694/Planning-English-guide-to-the-planning-system.pdf

<https://www.planningportal.co.uk/>

<https://www.gov.uk/government/organisations/planning-inspectorate>

If you have any questions on a particular application and/or ROW, phone the planning authority case officer (usually named on the planning application web page (under the “Further Information” box as below) or email development.control@nottinghamcity.gov.uk and/or a highway authority / ROW officer.



Details	Comments	Constraints (11)	Documents (11)	Related Cases (1)	Map
Summary	Further Information	Contacts	Important Dates		
Application Type	Full planning application				
Expected Decision Level	Not Available				
Case Officer	Miss Jenny Cole				
Parish	Not Available				
Ward	Bridge				

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