

## **NOTTINGHAM CITY COUNCIL - NOTTINGHAM LOCAL ACCESS FORUM**

**Date:** Wednesday, 9 October 2019

**Time:** 6.30 pm

**Place:** Ground Floor Committee Room - 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:** Kate Morris **Direct Dial:** 01158764353

- 1 APOLOGIES FOR ABSENCE**
- 2 MINUTES** 3 - 10  
Of the meeting held on 10 July 2019 (for confirmation)
- 3 TOWN TRAIL PROPOSAL - INCLOSURE LAND** 11 - 12
- 4 ASSESSING DEVELOPMENT PROPOSALS AND MODELLING**
- 5 REVIEW OF THE COUNCIL'S POLICY ON THE USE OF BARRIERS ON RIGHTS OF WAY** 13 - 36
- 6 UPDATE FROM THE WALKS SUBGROUP**
- 7 UPDATE FROM THE PLANNING SUBGROUP**
- 8 UPDATE FROM THE DEFINITIVE MAP SUBGROUP**
- 9 UPDATE FROM THE NEIGHBOURHOODS AND ENVIRONMENT SUBGROUP**
- 10 UPDATE ON THE FOOT / CYCLE BRIDGE PROPOSALS, TRENT BASIN TO LADY BAY**
- 11 SUGGESTIONS FOR FUTURE AGENDA ITEMS**
- 12 AOB**

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.

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 10 July 2019 from 6.32 pm - 8.24 pm**

**Membership**

Present

Ruth Thurgood (Chair)  
Hugh McClintock (Vice Chair)  
Ian Bussey  
Liz Cordle (Vice Chair)  
Edmund Hopkins  
John Rhodes  
Steve Rhodes  
Giselle Sterry  
Dave Mac Krory  
Brendan McCabe  
Mike Mewse  
Nigel Sarsfield  
Ken Weise  
Helen Hemstock  
Councillor Linda Woodings

Absent

Zoe Bremer  
Nick Hynes  
Margaret Knowles  
Laura Marshall  
Chris Thompson  
Hilary Yates  
Laura Dominguez  
Jack Ross  
Matt Wilson

**Colleagues, partners and others in attendance:**

-

**86 APOLOGIES FOR ABSENCE**

Lara Dominguez  
Chris Thompson  
Nick Hynes  
Margaret Knowles

**87 MINUTES**

Subject to including Mike Mewse, as in attendance, the minutes of the meeting held on 10 April 2019 were confirmed as a true record.

**88 WALKING AND CYCLING ROAD SPACE TRANSFORMATION**

Keith Morgan, Principal Transport Planner, delivered an update presentation on the Cycling and Road Space Transformation, a copy of which is available with the initial publication of the minutes.

The following points were highlighted and questions from the forum responded to:

- (a) Grant funds have been achieved to establish and improve the cycling and walking infrastructure within the City, and has been allocated to schemes including :
  - The Boots Enterprise Zone Bridge (to be named after Stuart Adams who developed [ibuprofen](#)), which will connect the Boots Campus to Highfields Park over the railway lines, and includes other connecting paths;
  - Local Cycling Walking and Investment Programme;
  - Transforming Cities Fund Tranche 1
  - Transforming Cities Fund Tranche 2
- (b) A 15 year programme of cycle infrastructure improvements are being progressed, and to date funding up to March 2023 has been secured;
- (c) There will be a refreshed approach to a walking programme which is still being developed Local Cycling and Walking Infrastructure Plan with a walking audit which is considering destinations and journey, including links to bus stops and also identifying corridors for walking into the City. Suggestions from citizens would be welcomed;
- (d) Ideally City citizens should not have to walk more than 400m to reach public transport and whilst this is mostly possible, where it is not, the barriers need to be identified and where possible, addressed;
- (e) Although there may have possibly been potential to incorporate a footpath along the tram bridge which links Arkwright Walk to the Lace Market, as it was not considered at the design stage, it is not feasible to include post construction without significant and unavailable cost. In addition, citizen consultation found that ground level paths in the area will be more attractive once the Broadmarsh development is completed;
- (f) New pots of funding are emerging which will be broader reaching with eligibility criteria beyond the current restrictions of commercial growth and job creation, but the City Council priorities can change dependant on whether funding can be achieved. What may be a high priority will remain a high priority but other 'lesser priority' works may be undertaken sooner if funding can be achieved;
- (g) The walking Audit will identify destinations and links between town centres/district centres, parks, green spaces, employment and study centres and areas of proposed development;
- (h) Nottingham City Council is working closely with Derby City Council within the framework of D2N2 to further improve public transport links between and around the cities, including cycle and footpath routes. The map within the presentation illustrates the Tranche 1 priority schemes within each City, and further priorities once funding can be secured. It has been proven in other areas of grant funding applications that where collaboration and co-ordination on this scale can be illustrated, applications have a higher chance of success;

- (i) £8.8m grant funding has been secured along with approximately £2.5m allocated for cycling and walking improvements, the majority being allocated to the improvements along Farnborough Road and the A453 / B679, Clifton and Wilford and a smaller amount to the canal route (the Big Track);
- (j) A further bid for £188m has been submitted to incorporate the broader transport network, but a determination is yet to be received. If successful, this will provide £20m for cycling and walking and £20m for the City Centre and Public Realm. The improvements possible will be very positive for both Cities;
- (k) Tranche 2 of Transforming Cities may be able to contribute to connecting the new gateway development between Nottingham and Derby, particularly with regard to an electric cycle corridor;
- (l) Electric bicycles are becoming increasingly prominent in transport planning and potential routes (which can be used by non-electric cycles but are branded for electric cycles due to the distance available) are carefully considered to ensure that there are no off-putting elements
- (m) Whilst very few new roads are being constructed, retro-fitting of cycle paths has been undertaken widely within the City. Any new roads will be considered for an integrated use but not all will be suitable for dedicated cycle paths;
- (n) A long length of shared cycle and foot path is being constructed along Farnborough Road and where the A453 has recently been widened, there are aspirations to improve links from there to the City, including a widened shared path between Clifton and Trent University;
- (o) A lot of cycle and walking routes across the City are in need of upgrading and will be considered within the strategy and so whilst maintenance funding is ring-fenced, additional funding routes are sought to help support improvements of current facilities, sometimes by broadening the offer to meet funding criteria;
- (p) Nottingham Cycle Design Guide is quite progressive and all new schemes refer to the guide and adhere to it;
- (q) Bridges across the Trent are being considered, particularly the new Trent Basin and existing Lady Bay bridges. Existing bridges present the most challenges to implement any changes but are still considered;
- (r) With regard to biodiversity, there has to be a balance between paths and grass/wild flower seeded green areas but at this time there are no specific plans to include additional green space, although the team do work with the Parks and Open Spaces Team;
- (s) Whilst some funding has already been secured, a change in Government may result in differing priorities and reconfiguration of current funding;
- (t) Thomas Humphries, John Bann, Keith and a student intern will be undertaking the walking audit and welcome feedback on the findings once completed.

Different people will be approached for their opinions at different times of day to ensure a broad ranging comment. If any interested members of the group would like the opportunity to comment on the Audit, this would be most welcome, and if any Forum members would like to be involved in the actual Audit, then this also would be welcomed;

- (u) For any further information or to provide feedback, please contact Keith at [Keith.morgan@nottinghamcity.gov.uk](mailto:Keith.morgan@nottinghamcity.gov.uk) or [Cyclecity@nottinghamcity.gov.uk](mailto:Cyclecity@nottinghamcity.gov.uk), or on 0115 87 63942.

Members of the Forum welcomed further investment but expressed concern that there appeared to be little determination for an integrated road and cycle network in new developments.

The Chair and Forum members thanked Keith Morgan for his interesting and informative presentation.

## **89 LOCAL ACCESS FORUM REGULATIONS 2007**

Further to the introduction of the General Data Protection Regulations (GDPR), Catherine Ziane-Pryor, Governance Officer, briefly outlined to the Forum that, as set out in the Local Access Forum (England) Regulations 2007, that as the meeting is open for members of the public to attend, the minutes of meetings are publicly published on the City Council website, members of the forum explicitly need to be aware that this includes their names and sometimes comments credited to them.

With regard to any presentations to the forum during the public meeting, such as sub-group updates, these are considered as accessible to the public and so care must be taken to get formal agreement that everybody whose image appears in photographs of group events, is happy for their image to appear in the public domain and that a record is retained of this permission. (A permission slip will be available from John.)

A summary sheet including guidance and points for consideration, will be circulated to all members shortly by John Lee. Any queries not covered within the summary sheet can be directed to either Catherine or John.

## **90 UPDATE FROM THE WALKS SUBGROUP**

Liz Cordle, provided a brief update on the walks subgroup activity since the last meeting and included the following points with contributions from other members of the forum:

- (a) The Bestwood walk is nearing completion and requires confirmation of the route and a condensing of the description. However, prior to issue, the assistance of forum members who have not previously been involved in this walk is requested to help finalise the end product. Nigel Sarsfield and Mike Mewse have kindly offered their services;
- (b) Once the route, description and points of interest have been finalised, good quality photographs of the route are required. Any members interested in offering such support should please contact Liz Cordle;

- (c) Initial work has started on a Bulwell walk which will be somewhat longer than many others produced by the group;
- (d) Other walks in other areas are under development and any further forum members interested in joining subgroup would be most welcome;
- (e) To date five walks have been completed and are issued on the LAF website;
- (f) There is an intention to ensure that the maps on the website are printer friendly;
- (g) Ian has led several walks, including during the Sherwood Art week, all of which were well received;
- (h) Lara Dominguez has also worked to promote walks to university students;
- (i) Further potential walk routes include St Anne's, Bilborough, and Basford.

**AGREED to note the update and thank the members of the walks subgroup for the achievements to date.**

#### **91 UPDATE FROM THE PLANNING SUBGROUP**

Although absent from the meeting, Margaret Knowles had provided jointly with a summary of the planning subgroup progress and activity.

The following points were highlighted:

- (a) Consultation on the Nottingham Local Plan Part 2 concluded on 28 June and if legally compliant and sound, the final report is predicted to be issued in late Summer and formally adopted by the Council in Autumn 2019;
- (b) A rota of two members of the sub-group continue to inspect Planning Applications each month;
- (c) Volunteers are needed to help draft responses to NNC consultation which runs until 9 August 2019 on draft Supplementary Planning Documents (SPDs) and a draft Statement of Community Involvement (SCI), including:
  - (i) The Provision of Open Space in New Residential and Commercial Development SPD;
  - (ii) Biodiversity SPD;
  - (iii) Draft Statement of Community Involvement.
- (d) The most poignant focus for NLAf is the Draft Statement of Community Involvement as it provides clarity on the extent of community involvement that will take place during the preparation of planning documents and the determination of planning applications. It sets out clear consultation procedures and minimum standards the Council will follow.

In response to the request from the chair to support Margaret, volunteers who are willing to help consider the consultation documents include Dave Mackrory, Ian Bussey and Helen Hemstock.

Steve Rhodes and Dave Mackrory commented that open space around developments should also be considered with planning applications as access to open space is important on several levels.

## **AGREED**

- (1) to note the update and thank the members of the planning subgroup for their activity and achievements to date;**
- (2) for John Lee to circulate Margaret's planning subgroup update;**
- (3) for any forum members interested in joining the planning subgroup should contact Margaret Knowles or John Lee.**

## **92 UPDATE FROM THE DEFINITIVE MAP SUBGROUP**

Mike Mewse presented the Definitive Maps Subgroup Update and reported that there are several ongoing applications for definitive map modification orders, including Greyhound Street and Parliament Terrace. Sussex Street has now been recorded on the definitive map and statement as a footpath.

The claimed footpath running west from London Road to Robin Hood Way / Queens Drive is well used by cyclists so has most likely acquired bridleway status.

Each application takes approximately a year to process in full but further routes for consideration include Winchester Street and Old Coach Road and along the River Leen from Wilkinson Street to Church Street.

Chris Thompson, as a member of the Ramblers Association, requested that the issue of the 2026 cut-off date is raised as the Ramblers Association are lobbying for it to be extended with no cut-off point. John Lee commented that politicians were discussing proposals to apply the Deregulation Act to make applications simpler and enable compromise between the applicant and landowner. Once enacted, Forum Members will be informed.

Members of the Forum noted the update and acknowledged the ongoing hard work of the definitive Map Subgroup.

## **93 UPDATE FROM THE NEIGHBOURHOODS AND ENVIRONMENT SUBGROUP**

Ruth Thurgood updated Forum members on the activity of the Neighbourhood and Environment Subgroup, including the following points, with additional information from Sub-Group members:

- (a) Activity had mainly focused on litter picking and being involved with local Councillors and Officers;



- (b) More members would be welcomed to make a larger local impact;
- (c) Councillors have been very supportive in the Wollaton area and litter picks regularly take place in Wollaton Park;
- (d) Previous litter picks have been held in the Sherwood area;
- (e) Attending Councillor Ward Walks has provided a good opportunity to meet local Councillors and explain the role and activity of the NLAF and build connections;
- (f) Litter remains the re-occurring focus of the group but there is also potential to talk about how the sub-group could influence pollution and several ideas have been discussed;
- (g) There is an ambition for promoting a healthy environment and the health benefits of walking and the possibility opportunity of an article in a local gardening newspaper is welcomed;
- (h) Publicising the good work of the NLAF 'brand' in a positive way will be helpful.

With regard to positive promotion of the Forum, John Lee suggested that whereby Natural England used to request an annual report from NLAF which was then uploaded to their website, this was no longer the case, but the Chair and Joint Vice-Chairs have agreed that an annual report of the Forum's activity will be circulated to Councillors, particularly as there are 20 newly elected City Councillors. This will help raise the profile of the NLAF and possibly help with future funding for walk leaflets.

Members of the Forum noted the update and acknowledged the ongoing hard work of group members.

**RESOLVED for an Annual NLAF report to be produced and circulated by John Lee to the LAF members for approval.**

**94 UPDATE ON THE FOOT/ CYCLE BRIDGE PROPOSALS , TRENT BASIN TO LADY BAY**

Hugh McClintock and John Rhodes provided an update on the Trent Basin to Lady Bay foot/cycle Bridge, including the following points:

- (a) Members of the group have worked closely with several City Council and Blueprint Officers to provide supporting information for the feasibility study which has then been taken forward to support funding bids;
- (b) There has been a change to plans and it is now proposed that the north landing of the bridge is moved to the west of the basin. This means that the supporting information needs to be revised and initial timelines will slip;
- (c) John Rhodes has liaised with the land owner of the sports ground to the north who supports the proposal;

- (d) John and Hugh continue to watch with interest other similar bridge schemes developing across the country and Europe, ensuring that lessons can be learnt for this scheme;
- (e) The land owners of the south side landing area appear to support the installation of the bridge and have made positive suggestions;
- (f) No formal comment has been received from Rushcliffe Borough Council, but the draft proposal has been submitted to it requesting feedback;
- (g) The formal support of the NLAf may be beneficial when placing funding bids, along with consultation and evidence from other user groups;
- (h) The new Chief Executive of Blueprint is fully aware of the proposed scheme and appears to be supportive.

Forum members thanked Hugh McClintock and John Rhodes for the update which is noted.

**95 FEEDBACK ON CLEAN AIR DAY EVENT AT VERNON PARK (15 JUNE 2019)**

Liz Cordle reported that several members of the NLAf attended the event at Vernon Road Park on 15 June which linked into the Clean Air Day.

Unfortunately, the weather was not good and whilst citizen attendance was low but those who turned up seemed to enjoy it.

The event provided a good opportunity to meet partners in attendance, explain about the NLAf and establish connections.

**RESOLVED**

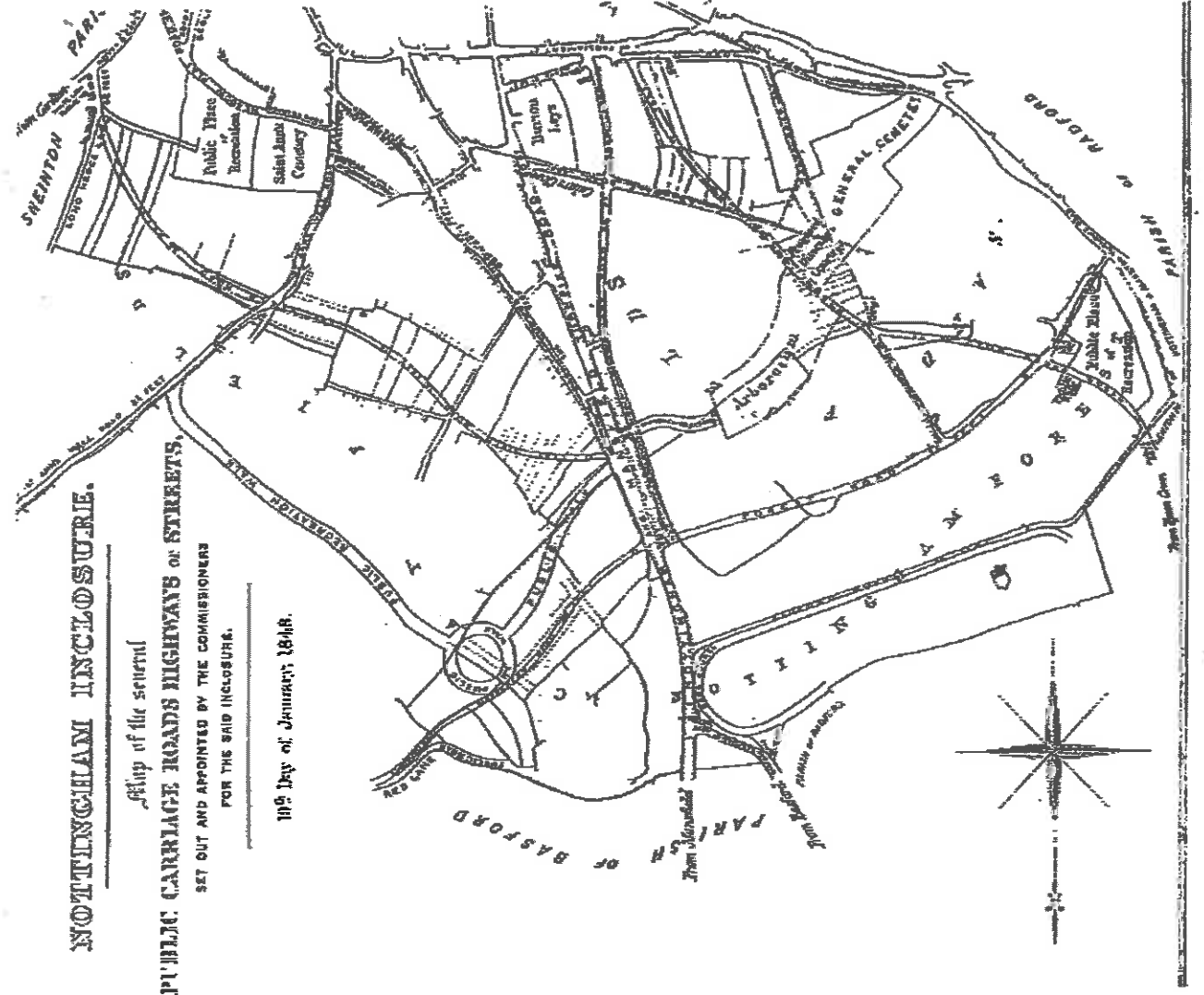
- (1) For further public engagement events to be considered and any suggestions passed to the Chair and John Lee.**

**96 SUGGESTIONS FOR FUTURE AGENDA ITEMS**

None.

**97 AOB**

None.



**NOTTINGHAM'S MEADOWS and FIELDS** of St. Mary's Parish were not inclosed until 1845. Parliament had just passed an Act allowing future inclosures to give around 10% of the open land to the inhabitants, who were losing their previous free access.

Because of this 122 acres of Public Walks and Recreation Grounds were created, and 8 acres were also given to two cemeteries, 4 for dissenters and 4 for C. of E. burials. These are the allotments for public recreation, 130 acres in all.

The Mayor, Aldermen and Burgesses seem to have set about their task with energy and enthusiasm, taking the maximum acreage allowed for this purpose, and doing all the work to a high standard, taking the best advice. The town took a pride in its new possession. It is now our heritage and we should be proud of it too.

The more formal parts were laid out and opened officially, but the facilities on the forest must have continued in use after 1845 much as they had before. This park, therefore, can be said to date from 1845.



**FRIENDS OF THE FOREST** are a group formed to protect the Forest Recreation Ground from further encroachment and to work for its improvement as an open space.

If you wish to join us, please send the following details: **NAME; ADDRESS; TELEPHONE NO; EMAIL ADDRESS** and £5 (cheque payable to Friends of the Forest) to: **M. Farrands, 128 Leslie Road Forest Fields, N'm, NG7 6PS**

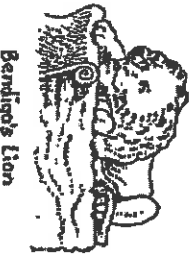
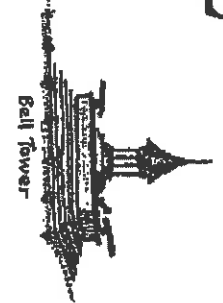
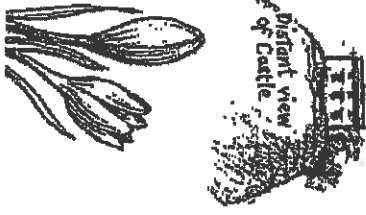
For more information please telephone 0115 960 9221

Published by Friends of the Forest.

111. And he it enacted, That the Commissioners shall allot, and award unto the Mayor, Aldermen, and Burgesses, and in such Sites as they the said Mayor, Aldermen, and Burgesses shall select, out of the Lands next following heretofore described, that is to say, the said Field, the *May Field*, the *Almonds*, and the *West Court Meadow*, or any of them, One or more Pieces of Land not less than Forty-five Acres nor more than Fifty Acres, the Sites beyond the Forty-five Acres to be determined by the Mayor, Aldermen, and Burgesses in Council assembled, who shall also determine how much of the Land so allotted shall be appropriated to and for public Walks round or about the Town of Nottingham, and shall appoint and determine the Direction and Extent of such public Walks, and shall, if they think fit, appropriate so much of the Land so allotted, not exceeding Five Acres, and in such Situations as they shall think best, for the Purpose of forming and setting down therein public Paths and Subdivisions and Gardens connected therewith, for the Use of the Inhabitants of the said Town of Nottingham for ever; and the said public Walks, Paths, and Gardens shall be under and subject to such Rules, Orders, and Regulations for the Management and Statutation thereof as the Mayor, Aldermen, and Burgesses in Council assembled shall from Time to Time think fit; and the Residue of the Land so allotted shall be used and appropriated as Places of public Recreation for the Inhabitants of the said Town in such and so many Places, and in such Proportions, and subject to such Rules and Regulations, from Time to Time, as the Mayor, Aldermen, and Burgesses shall appoint and determine; and the said Commissioners shall further allot and award unto the Mayor, Aldermen, and Burgesses, out of and from the said Common and Waste Lands called the *Forest* and *Merrydale Hill*, such further Pieces or Pieces of Land to the Extent of Fifty Acres or thereabouts as the said Mayor, Aldermen, and Burgesses shall select, the same or some Part thereof to comprise and include the present Lion Ground, Cricket Ground, and Military Training Ground situated on the said Forest; and the whole of the said Allotment or Pieces of Land containing Fifty Acres or thereabouts shall be appropriated as and for public Places of Recreation, and subject to such Rules and Regulations from Time to Time as the said Mayor, Aldermen, and Burgesses shall appoint and determine; and the said Mayor, Aldermen, and Burgesses shall be required and shall be bound to repair and maintain the same, and shall for ever hereafter be held by the said Mayor, Aldermen, and Burgesses.

114. Provided always, and he it enacted, That it shall be lawful for the Commissioners, if requested as to do by the Mayor, Aldermen, and Burgesses, to set out and allot to such Person or Persons and in such Manner as the Mayor, Aldermen, and Burgesses, and the Bishop of the Diocese, shall jointly direct, from and out of the Lands to be allotted to the Mayor, Aldermen, and Burgesses for public Walks and Places of Recreation, from and out of any other Lands to be allotted to them under this Act, partly from the one Source and partly from the other, (whichever the Mayor, Aldermen, and Burgesses shall think best) such other Pieces or Pieces of Land, containing in the whole not more than twelve Acres, to the

# TAKE a WALK around the UNIQUE and HISTORIC INCLOSURE LANDS of NOTTINGHAM



Church Spire

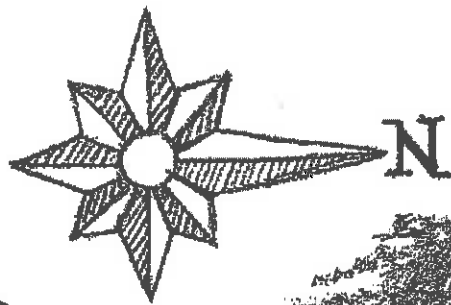
St. Mary's

Berrigo's Lion

Bell Tower

130 acres given to the inhabitants for public recreation by the 1845 Inclosure Act.

Take a bus to Wilford Bridge to start at ①. Follow the numbers and arrows on the map to ② Cross Mansfield Road to take a bus back to the City Centre. There are pubs and cafes in the City, and a cafe on the Forest.



1 QUEENS WALK, 90 feet wide, taking just over 6 acres, was laid out from here to Queens Road. The path's gravel surface was completed by early 1851, and it was opened on May 18<sup>th</sup> 1851. It is unfortunate that the northern end was removed to make way for Sheriffs Way, but a few remaining trees can still be seen on the west side.

1A Unfortunately, the tram was put down the middle in 2015, removing trees and pushing walkers aside.

2 QUEENS WALK RECREATION GROUND, originally known as Meadows Cricket Ground, was given 6 1/4 acres. It was described, by the Nottingham Review in Feb. 1848, as "a strip of land in the centre of the Meadows, including the most favoured locality of the crocuses." The Meadows were famous for the great expanse of crocuses, described in many letters and diaries.

St. Mary's Church is well worth a visit. It was the parish of this church which was inclosed, with such benefit to all.

9 THE GENERAL CEMETERY. 1836 4 acres of extra land, for burial of nonconformists, was added to the existing cemetery in 1845.

8 THE ARBORETUM. "promises to rival that in Derby." Nottingham Review. Feb 1848 It had just over 17 acres, including its approach. It was laid out to be "an ornamental pleasure garden," and opened with great ceremony 2 Aug. 1852. Charges for entry were made for half of the week. In 1857 the townspeople protested; counsel's opinion was sought; he said it was not legal to charge the inhabitants; the charges ceased. The bandstand, the aviary, Feargus O'Connor's statue, the Bell Tower, the Russian guns, all have a tale to tell from the 19<sup>th</sup> century.

10 WATERLOO PROMENADE. This is another of the public Walks, of just over 5 acres. It is bordered by both modest and grand dwellings, with service roads behind. By 1873 the main part was laid out, planted and fenced, and all was complete by 1876.

11 THE FOREST. The largest of the Inclosure parks, after several adjustments it contained 71 acres. It encompassed the already existing racecourse, cricket ground and militia training ground. In 1856 the road across it was closed and other ground given in exchange. Two lodges were built in 1857, and the pavilion in 1928

12 CHURCH CEMETERY. The Church of England bought land for a cemetery and 4 more acres were given, at the west end for the burial of C. of E. inhabitants.

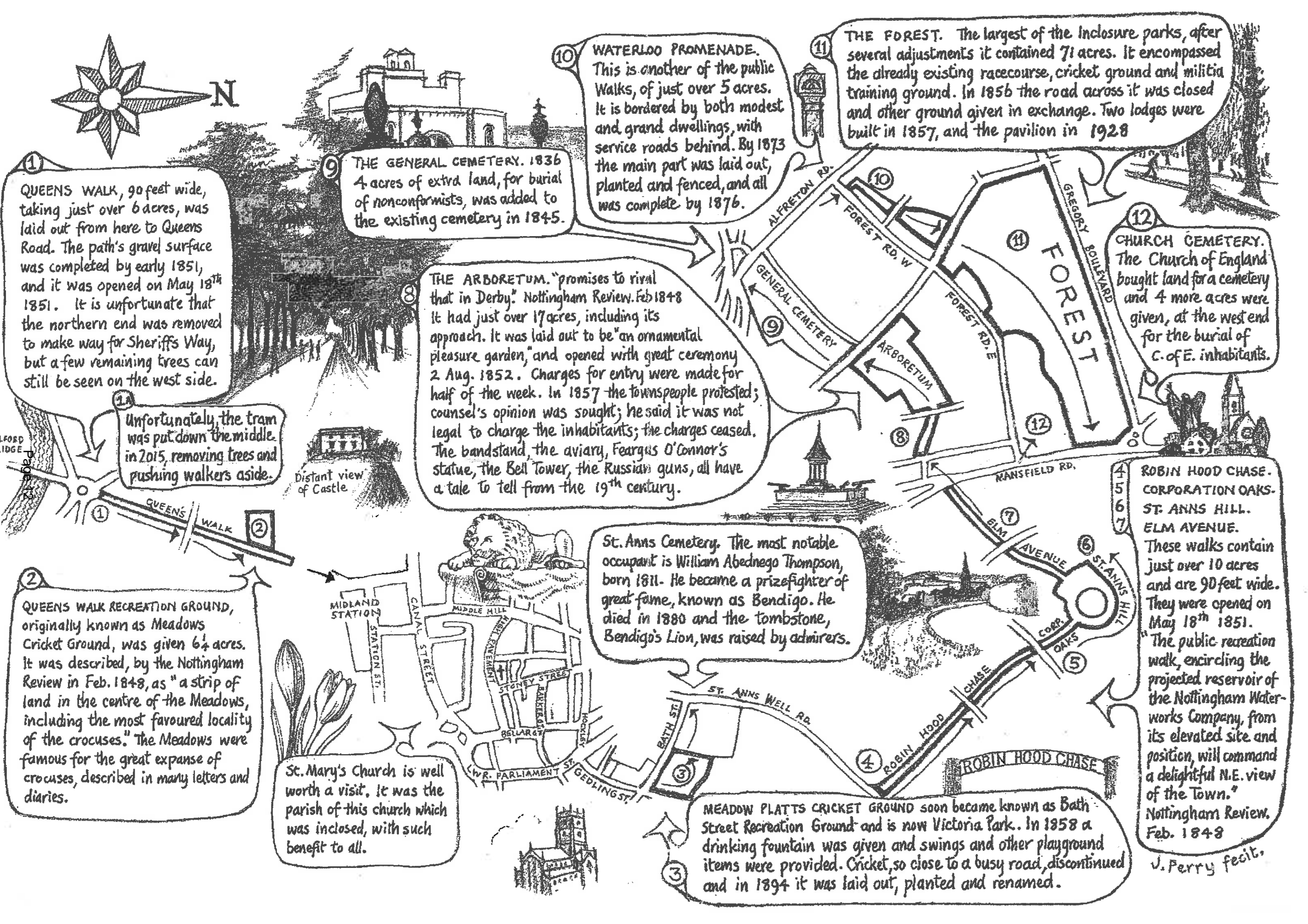
4 5 6 7 ROBIN HOOD CHASE. CORPORATION OAKS. ST. ANNS HILL. ELM AVENUE. These walks contain just over 10 acres and are 90 feet wide. They were opened on May 18<sup>th</sup> 1851. "The public recreation walk, encircling the projected reservoir of the Nottingham Waterworks Company, from its elevated site and position, will command a delightful N.E. view of the Town." Nottingham Review. Feb. 1848

St. Anns Cemetery. The most notable occupant is William Abednego Thompson, born 1811. He became a prizefighter of great fame, known as Bendigo. He died in 1880 and the tombstone, Bendigo's Lion, was raised by admirers.

3 MEADOW PLATTS CRICKET GROUND soon became known as Bath Street Recreation Ground and is now Victoria Park. In 1858 a drinking fountain was given and swings and other playground items were provided. Cricket, so close to a busy road, discontinued and in 1894 it was laid out, planted and renamed.

WILFORD BRIDGE

Distant view of Castle



J. Perry fecit.



# Nottingham City Council



## Statement of Policy for the use of Barriers on Rights of Way



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Appendix A “The Check List”

Front cover images: left image “A” frame barrier, centre image staggered (off set) barrier, right image “K” barrier

Last revision date: 24<sup>th</sup> January 2012

Revision 17

Date adopted: 2<sup>nd</sup> March 2012

## **PREFACE**

This Statement of Policy sets out Nottingham City Council's (referred to as 'the Council' in the remainder of this document) position on the use of safety barriers or other objects or structures on the local rights of way network within the Council's area.

This Statement of Policy includes the Policies to which the Council will have regard when undertaking its duties under the Highways Act 1980 and the Countryside and Rights of Way Act 2000.

## 1 INTRODUCTION

- 1.1 The Council is the Highway Authority for the purposes of the Highways Act 1980.
- 1.2 For the purpose of this Statement of Policy, the definition of the local rights of way network includes footpaths, cycle paths, cycleways, bridleways, riverside walkways, greenways, restricted byways, byways open to all traffic and any other path, track or way that the public have used “as of right<sup>1</sup>” for at least twenty years regardless of whether or not it is recorded in the Definitive Map and Statement. The Definitive Map and Statement is the Council’s legal register of all known public paths within its area. Vehicular carriageways including the footways (pavements) are not the subject of this Statement of Policy.
- 1.3 In Nottingham, like many other major cities, the local rights of way network suffers abuse from unauthorised mechanically propelled vehicles (mainly off-road motorcycles, quad bikes and mini-motos) which disrupt the community and cause safety concerns. In an attempt to address this problem, safety barriers or other objects or structures have been installed at a number of known “hot spots”.
- 1.4 The challenge for the Council is to identify a solution that will deter unauthorised mechanically propelled vehicles whilst maintaining adequate and safe access for legitimate users. Whilst the safety barriers or other objects or structures have been reasonably successful in deterring unauthorised users, they also compromise, and in some cases actually deter, users of mobility aids, pedal cycles, people who are of above average size and users of double buggy prams and push chairs. It is necessary to strike a balance between ensuring, for example, that disabled users have equal access whilst at the same time ensuring that their safety is not compromised. Balancing the competing interests of user groups therefore requires very careful consideration and the Council has been mindful of this in its approach to tackling the problem of

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<sup>1</sup> “As of right” means the use by the public must be without force, secrecy or permission



unauthorised users. Thus, adopting a course of action based on investigating problem sites and installing safety barriers or other objects or structures as and when appropriate can be an effective way of addressing the problem.

1.5 The Rights of Way Improvement Plan 2006/7 to 2010/11 (ROWIP) was approved by Full Council on the 15<sup>th</sup> October 2007. The ROWIP sets out the Council's actions for improving the local rights of way network. The ROWIP acknowledges the difficulty that some users face when trying to negotiate particular safety barriers or other objects or structures. This Statement of Policy provides the framework to progress the Statement of Actions for Policy ROWIP 13, Policy ROWIP 14, Policy ROWIP 15 and Policy ROWIP 17. These are:

1.5.1 ROWIP 13: *The City Council will prepare a new Guide for the control of unauthorised mechanically propelled vehicles on public paths and other public areas*

1.5.2 ROWIP 14: *The City Council will provide a safe and user friendly environment to encourage more people to walk to their destination and will continue to improve existing paths and create new paths wherever possible*

1.5.3 ROWIP 15: *The City Council will provide a safe and user friendly environment to encourage more people to cycle to their destination and will continue to improve existing paths and create new paths wherever possible*

1.5.4 ROWIP 17: *The City Council will continue to consult people with limited mobility the blind and partially sighted and where possible ensure all paths are accessible by all*

## **2 DUTY OF THE HIGHWAY AUTHORITY**

Section 130(1) of the Highways Act 1980 places a statutory duty on the Highway Authority to:-

- (a) assert and protect the rights of the public to the use and enjoyment of any highway for which they are the Highway Authority; and
- (b) prevent as far as possible the stopping up or obstruction of those highways

## **3 POWERS OF THE HIGHWAY AUTHORITY**

3.1 The Highways Act 1980 Act provides the Highway Authority with a number of discretionary powers to help them carry out their duty. These powers include:-

3.1.1 Section 62 empowers a Highway Authority with the “*general power of improvement*” and more specifically Section 62(3)(a) may be used for the “provision of subways, refuges, pillars, walls, barriers, rails, fences, or posts for the use or protection of persons using the highway.”

3.1.2 Section 66(3) covers “*safety provisions*” and provides that “a Highway Authority may provide and maintain in a highway maintainable at the public expense by them which consists of a footpath<sup>2</sup> such barriers, rails, fences as they think necessary for the purpose of safeguarding persons using the highway.”

## **4 PURPOSE OF THIS STATEMENT OF POLICY**

4.1 This Statement of Policy forms the basis of a consistent evidence based approach which considers, fully, the circumstances when a safety barrier or other object or structure is or is not the most appropriate action. It highlights the other measures that should be tried and tested, for example enforcement action, using available legislation (and shown to have failed) and

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<sup>2</sup>The Countryside and Rights of Way Act 2000 amends the Highways Act 1980 Section 66(3) and inserts “or bridleway”, after “footpath” and inserts “posts” after “barriers”.

who should be consulted before a safety barrier or other object or structure is authorised and installed. Finally, if the decision is to install a safety barrier or other object or structure, this Statement of Policy will help the Council determine the most appropriate type to use for a particular problem and location. In short, this Statement of Policy provides a consistent approach for dealing with unauthorised mechanically propelled vehicles on the local rights of way network.

4.2 The purpose of this policy is to:

- provide a clear basis for determining requests for safety barriers or other objects or structures
- to show that decisions are evidence based and take into account, amongst other factors, intelligence provided by the Crime and Drugs Partnership<sup>3</sup>
- provide a means of ensuring consultation with potentially affected parties is carried out and any responses are taken into account in decision making
- provide a framework for determining what other measures must be tried, tested and shown to have failed (for example using the least restrictive options set out at Policy BP1 first)
- ensure that the least restrictive option is used first
- help decide which is the most appropriate design of safety barriers or other objects or structures for a particular problem and location

4.3 Through this Statement of Policy the Council will establish an evidence based approach to the use of safety barriers or other objects or structures that is based on principles of fairness, reasonableness and proportionality. This will be achieved by:

- Carrying out a site based assessment of the problem;
- Using intelligence from the Crime and Drugs Partnership;

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<sup>3</sup> The Crime and Drugs Partnership facilitate meetings with representatives of the Council, the Police, the Probation Service, Nottingham City Homes, local NHS Trusts and the Fire and Rescue Service. The meetings discuss geographical “hot spots” of crime and anti-social behaviour on the basis of incident data on a regular basis.

- establishing and building upon best practice;
- engaging local citizens and relevant user groups before making a decision whether or not to install a safety barrier or other object or structure;
- reviewing the effectiveness of the safety barriers or other objects or structures;
- reviewing the effectiveness and relevance of this Statement of Policy on a three yearly basis

## **5 CONSULTATION IN THE PREPARATION OF THIS STATEMENT OF POLICY**

5.1 Following discussions with Transport Initiatives, as part of the Cycling England Professional Advice Programme to Local Authorities, a consultation event was held in October 2007. Different users including walkers, cyclists, users of pushchairs, less able/mobility aid users, the Nottingham Disability Advisory Group<sup>4</sup> and the Nottingham Local Access Forum<sup>5</sup> were invited to a consultation event and asked to try three different safety barriers and then share their experiences by completing a questionnaire.

5.2 The following documents and guidance notes have been considered in the preparation of this Statement of Policy:

Regulating the use of motor vehicles on public rights of way and off road. A Guide for Local Authorities, Police and Community Safety Partnerships Department for Environment Food and Rural Affairs December 2005.

Department for Environment Food and Rural Affairs tackling noise nuisance issues [www.defra.gov.uk/environment/noise/neighbour.htm](http://www.defra.gov.uk/environment/noise/neighbour.htm)

The Home Office Respect Task Force [www.respect.gov.uk](http://www.respect.gov.uk)

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<sup>4</sup>The Nottingham Disability Advisory Group is made up of representatives from various national disability organisations and independent individuals and advise the Council on disability access issues.

<sup>5</sup>The Nottingham Local Access Forum was formed as a result of the Countryside and Rights of Way Act 2000 section 90-95 and advises the Highway Authority and other agencies on strategic access and recreation issues.

The Home Office and the Department for Transport  
[www.respect.gov.uk/members/article.aspx?id=7684](http://www.respect.gov.uk/members/article.aspx?id=7684) and  
[www.dft.gov.uk/stellent/groups/dft\\_rdsafety/documents/page/dft\\_rdsafety\\_039126.hcsp](http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_039126.hcsp)

Misuse of Small Vehicles. Information for Members of Parliament. Department for Transport. January 2007

Structures on Rights of Way. Guidance for Local Authorities – including the implications for the Disability Discrimination Act 1995 (as amended) Version 1 Draft 1 (not released at time of writing) February 2009.

Cycling England Design Portfolio. B.08 Access and Speed Controls.  
<http://www.dft.gov.uk/cyclingengland/>

Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure. Department for Transport 2002 (and amendments)

Authorising Structures (Gaps, Gates & Stiles) on Rights of Way – Good Practice Guidance for Local Authorities on Compliance with the Equality Act 2010 (Department for Environment Food and Rural Affairs October 2010)

A Guide to Controlling Access on Paths – Sustrans January 2012  
<http://www.sustrans.org.uk/assets/files/design%20and%20construction/Access%20Control%20Guide%20Jan%202012.pdf>

## **6 EQUALITY AND DIVERSITY**

- 6.1 Delivery of this Policy will be in accordance with the Council's Equality and Diversity Policy and Equality scheme – 'Fair and Just Nottingham'. This Policy has been formulated with the benefit of an Equality Impact Assessment (see Section 5 above) which involved engaging representatives from the community which in turn informed the Policy. The Policy will be subject to on-going

monitoring and user / citizen / stakeholder consultation within the framework of its objectives. Relevant matters that come to light as a result of monitoring and consultation may result in changes to service delivery and, where necessary, may result in changes to this Policy.

6.2 All Council documents are available in alternative formats via the Language Solutions Team.

## **7 OFFICERS INVOLVED IN THE PREPARATION OF THIS STATEMENT OF POLICY**

The preparation of this Statement of Policy has involved the following:

Access Manager, Advice, Technical Excellence & Reactive Maintenance and Facilities Management

Access Officer, Building Control, Planning and Transport Strategy

Corporate Planning and Review Team

Equality and Community Relations Team

Strategy Manager, Crime & Drugs Partnership

Partnerships Team

Rights of Way Officer, Traffic Management

Solicitor for the Council

Team Leader, Traffic Management

Team for Visual Impairment

## **8 LINKS TO OTHER COUNCIL PLANS AND POLICIES**

8.1 This Statement of Policy will help the Council meet the objectives of the following Plans:

8.1.2 The Council Plan 2009 – 2012 is fully aligned with the Nottingham Plan to 2020 (Sustainable Community Strategy) and sets out six Strategic Priorities to achieve the type of City we are all proud of. These Strategic Priorities include

“World Class Nottingham” a key element of which is to improve accessibility to and across Nottingham; “Neighbourhood Nottingham within which key elements include improving both the attractiveness of housing offer, and physical access and infrastructure; “Safer Nottingham” to reduce crime, the fear of crime and anti-social behaviour; “Healthy Nottingham” to improve health and well being - This Statement of Policy will support these Strategic Priorities. It will also support the Nottingham Plan’s cross cutting themes, in particular green (being environmentally sustainable) and fairness (achieving fairness and equality of opportunity). The Local Transport Plan and Crime and Drugs Partnership Plan (see below) are integral to the Nottingham Plan to 2020.

8.1.3 The Council’s Local Transport Plan (LTP3) was published in April 2011 which sets out its programme to deliver improvements to the walking and cycling network up to 2026 - This Statement of Policy will help deliver these improvements.

8.1.4 The Rights of Way Improvement Plan (ROWIP) 2006/7 to 2010/11 (November 2007) includes a number of Policies and Statement of Actions (as described earlier in this Policy at paragraph 1.5). The ROWIP (ROWIP2) will be refreshed in 2012 so it’s fully aligned with priorities set out in The Nottingham Plan to 2020 (Sustainable Community Strategy) - This Statement of Policy will support ROWIP2.

8.1.5 Crime and Drugs Partnership Plan 2011/12 – 2013/14 includes a number of specific targets to reduce crime, disorder and anti-social behaviour across Nottingham by 2014 - This Statement of Policy will help meet these and future targets.

## 9 POLICY LISTING AND REASONING

### POLICY: BP1

The Council shall use the 'least restrictive option' as far as possible. The options (in order of the least restrictive option first) are:

- criminal prosecutions under road traffic legislation including warning notices issued by the Police and anti-social behaviour orders / abatement notices for statutory nuisance issued by the Council and other action by the Police Authority and / or other partner agencies including education / publicity campaigns. These options are the least restrictive in terms of the degree of access to the local rights of way network that will be reduced as a result of such measures being implemented. On the other hand, they are aimed at addressing the behaviour of the individuals responsible for the unauthorised use of mechanically propelled vehicles so that the impact on members of the public is to promote their safe and quiet enjoyment of the local rights of way network without compromising their level of access.
- single bollard or multiples thereof set at a distance of not less than 1.0 metre<sup>6</sup> (1000 mm) between the inside edge of each bollard (Inclusive Mobility: Department for Transport 2002 and amendments)
- staggered barriers set to a minimum of not less than 1.2 metres (1.5 metres preferred if on-site physical constraints permit) between each barrier and adjacent walls, structures etc (Inclusive Mobility: Department for Transport 2002 and amendments)
- motorcycle inhibitor barrier which is designed and installed specifically to deter motorcycles and quad bikes. This option is the most restrictive in terms of the degree of access that would result from their installation.

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<sup>6</sup>The prescribed measurement is subject to amendment by subsequent legalisation and /or guidance



- the Council may use powers under Section 92(1) of the Road Traffic Regulation Act 1984 to restrict unauthorised mechanically propelled vehicles using the local rights of way network through the introduction of a Traffic Regulation Order (TRO). The TRO may authorise such safety barriers or other objects or structures as the Council may consider appropriate for enforcing the restrictions. A TRO may also be introduced without safety barriers or other objects or structures. Therefore, a TRO may be both the least restrictive and the most restrictive option.

## **POLICY: BP2**

The Council shall first consider all other available options to address the problems arising from the unauthorised use of mechanically propelled vehicles before it decides upon the use of safety barriers or other objects or structures.

There are a number of legislative powers that may help to resolve the problems which are summarised in the Government Guidance issued by DEFRA referred to in section 5 above. These include the powers mentioned below (but it should be noted that this is not an exhaustive list):

- Police powers to prosecute under Section 34(1) of the Road Traffic Act 1988 which provides that anyone driving a mechanically propelled vehicle without lawful authority on land not forming part of a road or on a road that is a footpath, bridleway or restricted byway is guilty of an offence.
- The Road Traffic Act 1991 extended the scope of the main driving offences under Sections 1-3 of the Road Traffic Act 1988 to include acts of dangerous driving and careless and inconsiderate driving of a mechanically propelled vehicle in a public place. This has enabled prosecutions to be brought for offences committed whilst driving such vehicles in off-road areas to which the public have access.

- The Police have powers under Section 59 and Section 60 of the Police Reform Act 2002 where (a) such vehicles are being used in a manner which constitutes careless and inconsiderate driving or in breach of the prohibition against driving elsewhere than on roads, and (b) is causing or is likely to cause alarm, distress or annoyance to members of the public. These powers include the power to order the person driving the vehicle to stop, the power to seize and remove the vehicle, and powers regarding the release or disposal of such motor vehicles. The Police also have a power to issue a fixed sum penalty notice (£80.00 at the time of writing) for disorder and for behaviour likely to cause alarm, distress or harassment.
- Section 33 of the Road Traffic Act 1988 provides a person must not promote or take part in a trial of any description between motor vehicles on a footpath or bridleway unless such an event has been authorised by the Local Authority. It is an offence under Section 33 (3) to promote or take part in an unauthorised event or to contravene any conditions attached to an authorisation.
- Under the Criminal Damage Act 1971, it is an offence to damage any property belonging to another person. If the value of the damaged property is below £300.00 (at the time of writing), the Police have powers under the Criminal Justice and Police Act 2001 to issue a fixed sum penalty notice (£80.00 at the time of writing), for the criminal damage. In addition to the possibility of being prosecuted for the criminal offence, the landowners may also initiate civil proceedings in the County Court to recover the cost of repairs. For example, a school playing field may be damaged because of ruts left behind by riders of quad bikes and/or off road motorcycles.
- In addition to the Police powers under the road traffic legislation, the Council has powers of enforcement under Section 79 of the Environmental Protection Act 1990 where statutory nuisances have been committed. These include: (a) noise emitted from premises so as to be prejudicial to health ('premises' include land and so is not restricted to buildings or

structures); and (b) noise that is prejudicial to health or a nuisance which is emitted from or caused by a vehicle, machinery or equipment in a street. The Council may issue abatement notices once satisfied that a statutory nuisance exists or is likely to occur. It is an offence not to comply with an abatement notice which is punishable by a fine up to £5,000 (at the time of writing of this policy) together with a further fine of an amount equal to one-tenth of that fine for each day on which the offence continues after the conviction. The Council also has the power under Section 81 of the Environmental Protection Act 1990 to seize and remove any equipment used whilst committing noise nuisance.

Additional statutory measures are available:

- Anti Social Behaviour Orders -  
ASBOs under Section 1(C) of the Crime and Disorder Act 1998 can play a part in dealing with the issue of nuisance caused by the anti-social use of mechanically propelled vehicles. These may be particularly appropriate in cases of persistent offending where, for example, other measures such as the issue of warning notices by the Police under Section 59 of the Police Reform Act 2002 have not been effective in discouraging /preventing behaviour such as careless driving or causing alarm or distress or annoyance to members of the public.

**REASON:** to ensure compliance with the Council's duty to:

- assert and protect the rights of the public to the use and enjoyment of any highway for which they are the Highway Authority; and
- prevent as far as possible the stopping up or obstruction of those highways

**POLICY: BP3**

In relation to young offenders, before recommendations for criminal prosecutions are made, the Council shall have regard to the Code for Crown

Prosecutors. This applies to youths i.e. young people under the age of 18 as well as adults; additional considerations apply which recognise that a prosecution is a serious step to take against young people and should only be taken where the offence is serious or other measures are inappropriate. The Code contains guidance about the common factors to be considered when deciding if it is in the public interest to prosecute minors. In addition, the Council should have regard to the welfare and interests of young offenders. It is also important to assess the history / pattern of offending in order to determine if the young person is a persistent young offender.

**REASON:** to ensure compliance with the Code for Crown Prosecutors and to follow guidance on the appropriateness of pursuing the criminal justice system in the case of young persons.

**POLICY: BP4**

The Council recognises the importance of striking a balance between competing interests of access on the one hand, and safety of users on the other hand with regard to all sections of the community. Circumstances may arise where disabled persons may feel that their access is being restricted in favour of others. The Council will have regard to the needs of disabled persons when making decisions to place safety barriers or other objects or structures which may impede their mobility in accordance with Section 175A of the Highways Act 1980. The Council will also be mindful of its duties under the Equality Act 2010 to avoid discrimination and to make reasonable adjustments. The Council will have regard to the access and safety needs of all users so that any safety barriers or other objects or structures do not compromise the health and safety of any person (including disabled persons). The duties under the Equality Act 2010 will be exercised in conjunction with the Council's duties to ensure the safety of users (whether disabled or not) as required by Section 62(3) (a) and Section 66(3) of the Highways Act 1980.

The guiding principle in the Equality Act 2010 is whether the treatment [i.e. the action in question] is a proportionate means of achieving a legitimate aim. Advice from the Government Equalities Office states that the provisions of the Equality Act 2010 relating to indirect discrimination and discrimination arising from disability allow for objective justification. The effect of this principle is similar to the pre-Equality Act 2010 provision contained in Section 21D (4) (a) of the Disability Discrimination Act 2005 (now repealed) which stated that “the treatment, or non-compliance with the duty [i.e. the duty not to discriminate], is necessary in order not to endanger the health and safety of any person (which may include that of the disabled person”. Thus, for example, circumstances may arise where the Council has legitimately installed a safety barrier, object or other structure after having carried out an assessment of its impact on all users, because it is considered to be a proportionate means of achieving the legitimate aim of promoting and safeguarding the health and safety of the public (including disabled persons); and, whilst this may result in some restricted access to some users, it will not constitute discrimination. Each situation will be considered on its individual merits. However, the Council will make all reasonable efforts to understand where the balance of benefits lies and to reach a decision which contains the maximum benefits available to the widest range of citizens.

It should be noted that the definition of mechanically propelled vehicles in the context of the offences mentioned earlier in this Policy have specific exclusions in relation to vehicles used by disabled persons.

**REASON:** to comply with the Equality Act 2010 and Sections 62, 66 and 175A of the Highways Act 1980.

**POLICY: BP5**

All requests for a safety barrier or other object or structure shall be subject to the same ‘Check List’ assessment before a decision is made on whether or not to install a safety barrier or other object or structure. The ‘Check List’ is

attached to this Statement of Policy as Appendix A. Should the decision be to install a safety barrier or other object or structure, it must be monitored over a period of at least 12 months with recorded evidence to determine whether the safety barrier or other object or structure has helped to reduce the problem. It is important that local residents should formally report their concerns to the Police as this will assist them, in conjunction with the Council's Community Protection Service, to make a full and proper assessment possibly leading to the location becoming designated as a "hot spot" requiring appropriate measures to reduce crime and anti-social behaviour.

**REASON:** to establish whether or not there is an evidence based need for the safety barrier or other object or structure

**REASON:** to ensure that all decisions are consistent, fair and justified

**REASON:** to show what other measures have been tried and tested and failed to solve the problem before a safety barrier or other object or structure is installed

**REASON:** to provide an audit trail of who has been consulted leading to the decision on whether or not to install a safety barrier or other object or structure

**REASON:** to establish whether or not the safety barrier or other object or structure has been effective and reduced the problem

**POLICY: BP6**

All potentially affected parties shall be consulted and their views taken into account before a decision is taken on whether or not to install a safety barrier or other object or structure

**REASON:** to ensure the decision is informed by those who may be most affected by either the unauthorised mechanically propelled vehicle(s) or by the installation of a safety barrier or other object or structure

**POLICY: BP7**

Before a safety barrier or other object or structure is installed, authorisation must be obtained in writing from the proper authorising person

The request for authorisation must include:

- (1) details of the problems and evidence in support of the safety barrier or other object or structure; and
- (2) details of any other measures to resolve the problems that have been tried, tested and have failed; and
- (3) a clear description of the type of safety barrier or other object or structure to be authorised and installed; and
- (4) a plan showing the location of the proposed safety barrier or other object or structure.

**REASON:** to ensure there is an evidence based audit trail and that the safety barrier or other object or structure is deemed a lawful structure having been authorised by the proper authorising person

**POLICY: BP8**

An authorised safety barrier or other object or structure shall have the appropriate safety features and will include any or all of the following;

- (1) visibility strips
- (2) tactile treatments
- (3) any other safety features that are deemed appropriate for a particular location

**REASON:** to ensure that the safety of any persons with limited mobility or who are blind or partially sighted is promoted.

**MONITORING AND REVIEW**

This Policy will be formally reviewed every three years from its implementation. However, it will also be subject to ongoing monitoring and review and may be amended in the interim as and when considered appropriate. In preparing the succeeding Policy, regard will be had to data and information collated over the operating period of the current Policy together with trends and the outcome of related initiatives from both local sources and nationally issued information and guidance.



**APPENDIX A**

Who / why / what	Who / what	Tick <input checked="" type="checkbox"/>	Reason for no tick	Other comments
Who requested the safety barrier or other object or structure?	Police / Council's Community Protection Service  Local residents / community group  Local Councillors / Neighbourhood Management Team  User group(s) (please specify)  Other (please specify)			
Why is the safety barrier or other object or structure needed?	Public safety (incident not already occurred)  Public safety (incident already occurred)  Anti-social behaviour  Crime  Other (please specify)			

Who has been consulted?	Police / Council's Community Protection Service  Local residents / community group  Local Councillors / Neighbourhood Management Team  User groups(s) (please specify)  Other (please specify)			
What other measures to deal with the problem have been tried, tested and have failed?	Legal enforcement by Council (e.g. Notices)  Legal enforcement by Police / Council's Community Protection Service (e.g. Fixed Penalty Notice)  Publicity vehicle crushing campaign			
If the decision is to install a safety barrier or other object or structure, what is the most appropriate type /	A Frame  K barrier  Chicane / staggered			

design?	Bollard (multiple of)			
<p>Monitoring: It is necessary to carryout monitoring of the safety barrier or other object or structure to establish its effectiveness</p> <p>Include the results of the monitoring on a separate sheet and attach it to this Form</p>	<p>Other (please specify)</p> <p>Consultation with:</p> <p>the Police / Council's Community Protection Service</p> <p>Local residents / community group</p> <p>Local Councillors / Neighbourhood Management Team</p> <p>User groups(s) (please specify)</p> <p>Other (please specify)</p>			

ASSESSMENT AND CHECK LIST COMPLETED BY:

NAME.....

TITLE / POSITION.....

SIGNED.....DATE.....

ON BEHALF OF NOTTINGHAM CITY COUNCIL, TRAFFIC MANAGEMENT

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