

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

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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.

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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.