

Local Transport Plan for Greater Nottingham
2006/7 to 2010/11

Rights of Way Improvement Plan

Nottingham City Council
November 2007



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Local Transport Plan for Greater Nottingham 2006/7 - 2010/11

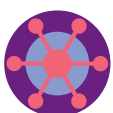
Rights of Way Improvement Plan

November 2007

Nottingham City Council

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Foreword

Improving our rights of way has risen up the political agenda in recent years and justifiably so. As members of the public we expect that our rights of way are not just protected but maintained adequately, enhanced and improved. The new statutory duty to produce a Rights of Way Improvement Plan is just the latest stage in the debate about conserving and developing the rights of way network.

It is a mistake to think that this is purely a rural phenomenon. Access to rights of way in urban areas are extremely highly regarded by users whether they use the facilities for walking, cycling or riding and are often seen as a greater necessity because of the otherwise developed and urbanised nature of the city environment.

I am a regular and ardent walker, having commuted to work on foot for the past twenty years, and I also walk for recreation. I place a great deal of value on the quality of the walking experience. The footways attached to the highways network (the core of the walking network) are valuably enhanced by rights of way which provide connections which would otherwise be impossible, and create a better environment when walking. These important connections also provide a better environment for riders and cyclists.

The Local Transport Plan and the Rights of Way Improvement Plan will complement each other in creating opportunities for sustainable transport alternatives. The ROWIP is intended to create a strategic framework for the future development of the network

I am looking forward to attending the meetings of the Nottingham Local Access Forum as part of my new role in the council's Executive. I know that members of the forum have been active in helping to draw up the plan and their commitment has helped drive forward this agenda as well as holding the council to account, and I know I will value the discussions on how we ensure that the strategic view in the plan becomes a reality on the ground.

I hope the plan will be seen as our commitment as a city, not just the council, to make the most of our valuable rights of way network.

Councillor Brian Parbutt

Executive Member for Transport, Economic Development and Skills



Executive Summary

The Countryside and Rights of Way (CROW) Act 2000 (Section 60) placed a duty on all Highway Authorities to prepare and publish a Rights of Way Improvement Plan (ROWIP) by November 2007. The ROWIP will set out the City Council's actions for improving, maintaining and promoting the "local rights of way" network which will be evaluated and reviewed every five years. The local rights of way network includes; footpaths, cycleways, bridleways, canal towpaths, riverside walkways, greenways and any other path or track that is an off road route and is not part of a vehicular carriageway.

Statutory guidance outlines what the ROWIP must assess. This includes;

- the extent to which local rights of way meet the present and likely future needs of the public;
- the opportunities provided by local rights of way for exercise and other forms of outdoor recreation and the enjoyment of the Authority's area;
- the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

Our Vision

The City Council's Vision is a safer, cleaner, ambitious Nottingham – A City we are all proud of.

Our Purpose

Our purpose is to provide leadership for our community, promote well being and to work in partnership to deliver high quality public services to the people of Nottingham.

Our Priorities

The City Council has four priorities which are supported by research and consultation which shows these priorities must be addressed to ensure people want to live, work and invest in the City.

1. People feeling safe in their communities
2. Improved educational attainment
3. More local people being economically active
4. A cleaner city.

The Corporate Plan

The Corporate Plan sets out five themes that reflect the priorities of the City Council and its partners. The themes are:-

1. Choose Nottingham

- Growing Nottingham's economy
- Strengthening the Nottingham offer
- Creating local jobs for local people
- Promoting Nottingham locally, nationally and internationally.

2. Respect for Nottingham

- Securing a safer Nottingham
- Delivering a cleaner, greener Nottingham
- Developing cohesive communities and a strong sense of citizenship.

3. Transforming Nottingham's Neighbourhoods

- Physical transformation of neighbourhoods
- Establishing Neighbourhood Management.

4. Supporting Nottingham People

- Improving services for children and young people
- Improving services for adults in need
- Improving services for vulnerable older people
- Increasing levels of activity and improved health in Nottingham.

5. Serving Nottingham Better

- Improving performance and customer focus.

Nottingham City Council through the preparation and implementation of the City's ROWIP will help meet the Corporate Plan themes for the benefit of all residents and visitors.

Nottingham City Council recognises;

- the importance of the City's local rights of way network for access to local amenities, services and to open and green space for recreation and leisure, for improving health and a persons quality of life
- the need to ensure an inclusive approach so that all interested parties may get involved and influence the ROWIP and benefit from improved access opportunities brought about by the Plan
- the relevance and importance of the ROWIP as a tool for helping to meet the aims and objectives of other Corporate strategies, plans and polices.

The ROWIP will;

- provide a means by which the City Council are able to consult the public, enabling them to comment on how the City Council intends to provide them with a good quality service
- provide a bidding document to access funds internally and externally to improve public access to and through the City
- provide the City Council's strategy and policy framework for the delivery of improvements to the local rights of way network
- through promotional material for public rights of way will help promote Nottingham locally and nationally
- by identifying where public rights of way are and what they may legally be used for, help the City Council to reduce antisocial behaviour and deliver a cleaner, greener Nottingham
- through recording public rights of way, help the City Council to match the level of funding to their highway assets and help the physical transformation of neighbourhoods
- by promoting and encouraging people to use public rights of way for access to local amenities and for recreation will increase levels of activity and improve health.

Chapter 1: Introductions and Setting the Scene

1.1 Highway Legislation

Section 60 of the Countryside and Rights of Way (CROW) Act 2000 places a duty on all local authorities to prepare and publish a ROWIP by November 2007.

The ROWIP is intended to provide a strategic plan for improving the local rights of way network taking into account the needs and aspirations of all types of users regardless of their mobility. It is not intended to make detailed solutions to every locality but to take a strategic approach to improving public access.

Therefore the plan should assess;

- the extent to which local rights of way meet the present and likely future needs of the public
- the opportunities provided by local rights of way for exercise and other forms of outdoor recreation and the enjoyment of the authority's area
- the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

1.2 Nottingham Local Access Forum

Section 90-95 of the CROW Act 2000 also placed a duty on Local Authorities to set up and coordinate a Local Access Forum (LAF).

The role of the LAF is to advise upon strategic access and recreation issues within the City. It acts as an advisory body for the Highway Authority and Natural England (formally the Countryside Agency) to assist in the improvement of public access to land for the purpose of open-air recreation and the enjoyment of the area.

The Nottingham LAF is consulted on two main topics;

- implementation and management of access to local amenities and services and to open spaces within and peripheral to the City
- development of the local rights of way network within the City of Nottingham through the preparation of the Rights of Way Improvement Plan.

Chapter 2: Description of the Plans Geographical Area

2.1. Demographics

The population of Nottingham City is approximately 274,000 and for Greater Nottingham the figure is 630,100. 45% of residents living in the City do not have access to a car. The City Council is questioning the accuracy of the 2001 Census data and believes the figure is an underestimation of the total population by around 9%.

Over a quarter of the City's population is aged under 20. The City has a higher than national average of 20-24 year olds which is 12.2% as opposed to the national average of 6.0% and is primarily due to the student population attending the two universities.

2.2 General Characteristics

Nottingham is a vibrant, modern City with a world renowned history and heritage which attracts many visitors from both inland and abroad. For the last six years the City has been ranked in the top five retail centres in the country. Over the last ten years retail floor space has increased by 40% to 287,000 sq metre and jobs located in the City centre have increased by 22% to 58,000.

A number of elements make up the fabric of the City. The City centre has many historic pathways and alleyways which offer a traffic free way of travelling around the many interesting sites of interest such as the Lace Market, the many caves and the Castle as well as the Council House and the historic buildings around Hockley.

Figure 1: Historic alleyway within the City centre, near to the Old Market Square. This alleyway runs between St Peters Gate and the Poultry and dates back to c 1850's.



Figure 2: The historic tunnel which runs between Derby Road and Tunnel Road. The tunnel was constructed to serve as a carriage road into the City. It was paid for by the Duke of Newcastle, completed in 1855 and then given over to the Town of Nottingham by the Duke. The path surface has recently been upgraded with materials that are in keeping with the sandstone.



2.3 Urban Environment

The City Council's administrative area (shown in figure 3 on page 5) is predominantly urban in character. The City centre is currently undergoing considerable change which many of the existing vehicular routes and streets turned into pedestrian and cycle only areas.

The larger suburbs of The Meadows and St Ann's have also undergone significant post war changes since construction in the 1930's and 40's. The City is also well endowed with easily accessible urban parks and open and green spaces, which benefit both people and wildlife.

2.4 Rural Environment

The City is surrounded by areas of open and green space and semi-rural areas such as parts of Clifton and Wilford to the south, Bulwell to the north, Bilborough and Strelley to the west and Colwick to the east. The local rights of way network provides a sustainable and safe way of accessing many of these open areas for recreation and exercise. These areas provide a rich mosaic of wildlife habitats and landscapes, much of which remains unchanged since the early 18th Century.

2.5 Corridors to the Countryside

The City has a number of linear routes which are defined as “routes which are over 500 metres in length” that link into the rural hinterland such as the linear routes and greenways along Hucknall Road and Sneinton Greenway disused railway corridors. The Fairham Brook, River Leen and the Trent Valley Way bridleways and footpaths offer a strategic link to access open space and the wider countryside for recreation, provide a means of accessing local amenities and offer a traffic free way of getting around the City.

2.6 The Wider Network

Nottingham City Council shares its administrative boundary with Nottinghamshire County Council which provides an excellent opportunity for identifying collective improvements, partnership working and sharing ideas. Many of the linear routes identified in paragraph 2.5 above link to the wider network of paths, river walks, canal towpaths and cycle routes in Greater Nottingham.

The City has a high number of unrecorded paths which are used by the public on a daily basis which are not formally recorded, maintained or protected. With suitable promotion and signage these routes may provide additional links to the wider network.



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Figure 3: The extent of the ROWIP Geographical Area – City of Nottingham and City Council’s Ward Boundaries

Chapter 3: Policy Context

3.1 Relevant Plans, Policies and Strategies

The ROWIP will support and complement a number of objectives and frameworks that are set out in a range of plans, policies and strategies.

3.2 The Local Transport Plan (LTP)

The Local Transport Plan (LTP) is a strategic document that sets out the way in which both Nottingham City and Nottinghamshire County Council's plan to spend government funding on transport infrastructure initiatives over a five year period, for Greater Nottingham. The first LTP covered the period 2001/2 to 2005/6 and the second LTP (LTP 2) covers the period 2006/7 to 2010/11.

It is the intention of Government for the ROWIP to link with the LTP 2 by 2010. In this context the ROWIP will act as a tool for identifying schemes that support the "Shared Priority for Transport" objectives of LTP 2 and for bidding for capital funds to implement the schemes. The objectives are;

- Cutting Congestion
- Improving Air Quality
- Safer Roads
- Better Accessibility
- Improving Quality of Life
- Regeneration and Neighbourhood Renewal
- Efficient Maintenance.

LTP 2 includes Smarter Travel Plan Choices which provide a range of travel demand and Work Place Travel Planning. These Plans aim to influence travel behaviour and reduce the number of cars used to access employment sites by encouraging more use of public transport, travel by foot, bike and car sharing. School Travel plans make a significant contribution to reducing congestion around peak travel times by encouraging more sustainable travel modes.

3.3 Transport Asset Management Plan (TAMP)

As part of the LTP 2 process, Government expects local Highway Authorities to produce Transport Asset Management Plans (TAMP). These plans will help the City Council to contribute to efficient public services and avoid the unproductive use of public funding and to make the best use of their property and assets. The TAMP will provide the City Council with a tool to;

- support the corporate provision of detailed information on the assets held by the whole City Council
- establish and communicate a clear relationship between the programme set out by the TAMP and the City Council 's LTP targets and objectives
- obtain and organise information to support the requirement for Whole Government Accounting (WGA)
- enable the value for money of local road maintenance to be considered more effectively against other local transport spending and eventually assist local transport strategy and plan production.

3.4 Nottingham Local Plan November 2005

This Local Plan was adopted by the City Council on 28th November 2005. It therefore became the Statutory Local Plan for the City of Nottingham and provides the basis for decisions related to land use planning in that area for the period 2005 - 2011.

The purpose of the Local Plan is to:

- provide a clear basis for determining planning applications
- allocate land for development to meet Structure Plan targets
- provide a clear framework for regeneration strategies, including the assembly of land for development
- support wider strategies of the City Council, particularly the Local Transport Plan, the Housing Investment Programme, and the Economic Development Strategy.

Cycling

- Policy T11: Planning permission will not be granted for development which would prejudice the implementation of the proposed cycle routes shown on the Proposals Map or the continuity of existing cycle routes unless satisfactory provision is made for an alternative alignment.

In Nottingham there has been an increase in cycle use with the expansion of the cycle network and parking facilities. The City Council intends to promote cycling by further expansion of the cycle network and safety measures. The cycle routes on the Proposals Map represent firm proposals. Development must make provision for these cycle routes or an appropriate alternative.

The proposed route along the River Trent between Trent Bridge and Colwick is particularly important as a strategic route as part of the overall cycle network. In considering proposals for comprehensive redevelopment of the Waterside area, the City Council will seek to include provision for the implementation of this cycleway. The City Council also supports the idea of providing new bridges for pedestrians and cyclists across the River Trent. Further investigation of the best location for these will be required. The City Council's overall approach to cycling is set out in the approved Nottingham Walking and Cycling Strategy and in the LTP.

Public Rights of Way

- Policy T12: Planning permission will not be granted for development which would obstruct or adversely affect a public right of way unless satisfactory provision is made for an alternative alignment.

The City Council considers that it is in the public interest to ensure that public rights of way are generally not lost as a result of development and will seek to ensure suitable alternative routes where loss is inevitable. Where development affecting a right of way does take place the procedures laid down in the Town and Country Planning Acts for the stopping up or diversion of the right of way must still be followed before the development can take place. An exception may be in designated areas where statistical evidence proves beyond all reasonable doubt that the public right of way is facilitating high levels of crime and anti-social behaviour in the localised area and where alternatives to closure have first been tried, tested and have failed.

3.5 Nottinghamshire and Nottingham Joint Structure Plan February 2006

The Joint Structure Plan sets out the strategic land use policies to guide the scale and location of development in the Plan Area for the period 2001- 2021. The Plan covers the scale and broad location of housing and employment land, the protection and enhancement of the environment, transport, recreation and tourism, and shopping. The Plan takes as a key objective the need to achieve sustainable development and includes the following policies which relate specifically to the local rights of way network.

- Policy 2/6 Wildlife Habitat Creation:
Where planning permission for new development is granted opportunities will be sought to:
- create and manage new wildlife habitats and enhance the nature conservation resource of the Plan Area;
- create corridors and linking features, both in urban and rural areas, that contribute to the targets set out in the Local Biodiversity Action Plan;
- where appropriate make provision for public access to, and recreation in, areas of nature conservation value; and
- make provision for long term management and monitoring.

- Policy 2/13 River Corridors: Local planning authorities will seek to maintain and enhance the multi-functional importance of the River Trent and its tributaries (including the Idle, Leen, Maun and Meden). The consideration of development proposals will have regard to the contribution that they would make to the improvement of biodiversity, landscape character, recreational opportunities and regeneration.
- Policy 5/4: Measures to Assist Cyclists, Pedestrians and People with Restricted Mobility:

Development will incorporate measures to encourage improved accessibility for people with restricted mobility and a higher proportion of journeys to be made by cyclists and pedestrians particularly for access to jobs, shopping, leisure, services and transport interchanges. Such measures will include developing new, and enhancing existing, cycle and pedestrian networks and provision of appropriate cycle and pedestrian facilities, and arrangements for ongoing management and maintenance of these facilities.

- Policy 5/5 Linear Routes: Where appropriate disused railway lines, canals and other linear features will be retained for new transport links. (or alternatively such routes may be suitable for recreational purposes for pedestrians, cyclists and horse riders, as set out in Policy 6/3 “Recreational Routes”).
- Policy 6/2 Open Spaces and Playing Fields: Local plans/development plan documents will propose and safeguard land for open spaces and playing fields following a local assessment of need. Applications involving the loss or partial loss of playing fields will not be permitted unless:
 - alternative provision of at least equivalent community benefit and accessibility is made available; or
 - it can be demonstrated that there is an excess of sports pitch provision and public open space in the area.

Development on public and private open space will only be permitted where it would not involve a loss in meeting recreation needs or loss of a valuable amenity area and the long term implications have been taken into account.

The provision of new areas of open space and playing fields to meet the needs of the current population or of new development will be in locations locally accessible to the communities to be served by the new facility, or accessible by a choice of means of transport.

- Policy 6/3 Recreational Routes: public rights of way and other recreational routes will be provided, maintained and wherever possible improved. Where such facilities are provided as a result of development the developers will be required to make provision for their ongoing maintenance. Where development results in the loss of a public right of way, an alternative route of an appropriate character will be required. Priority will be given to developing routes linking urban areas to the countryside and the reuse of former railway lines and other transport features such as canals.

3.6 Planning Policy Guidance Notes (PPG's)

Planning Policy Guidance Note 17 (PPG 17):
Planning for Open Space, Sport and Recreation

The planning system offers opportunities for improvements to the local rights of way network. For example, PPG 17 provides that in exercise of their statutory duties the Local Planning City Council can, by agreement, encourage the developer / applicant to provide specific benefits as part of a development. This agreement is made pursuant to section 106 of the Town and Country Planning Act 1990. There is therefore, an opportunity for the ROWIP to benefit from such agreements.

Public Rights of Way are specifically highlighted within PPG 17 as paragraph 32 shows;

“Rights of way are an important recreational facility, which local authorities should protect and enhance. Local authorities should seek opportunities to provide better facilities for walkers, cyclists and horse riders, for example by adding links to the existing rights of way network”.

Planning Policy Guidance Note 13 (PPG 13): Transport

A key aim of this guidance is to ensure that shopping, jobs, leisure facilities and services are accessible by public transport, walking and cycling.

“Well designed traffic management measures can contribute to planning objectives in a number of ways, includingpromoting safe walking, cycling and to give priority to public transport.....and should identify the potential for improved interchange between different transport services and between public transport and walking and cycling”.

As part of their walking and cycling strategies local authorities are encouraged to make more use of the local rights of way for local journeys and improve connectivity by helping to fill the gaps in the network.

Planning Policy Guidance Note 6 (PPG 6): Town Centres and Retail Development

Traffic management strategies for town centres should set out to improve access by cyclists, improve facilities for safer walking and cycling and meet the needs of disabled and the elderly.

Planning Policy Guidance Note 7 (PPG 7): Countryside

Bridleways, footpaths, cycleways and towpaths increase opportunities to enjoy open space. When considering planning and development proposals authorities should take full account of the affects of the development on the local rights of way network and developers should be made aware of the need to seek separate consent for closure and diversion of the way to accommodate the development.

3.7 Walking and Cycling Strategies

The Walking and Cycling Strategies for the City are reviewed and developed in parallel with the Local Transport Plan. These documents form a basis for the assessment of walking and cycling schemes, in terms of the principles to be applied in scheme development and in identifying the priority areas for works. These Strategies are for the on road and carriageway/footway network.

3.8 Primary Pedestrian Routes Strategy

The Primary Pedestrian Routes Strategy identifies the key walking links (along pavements) into the City Centre and surrounding district centres to provide a framework upon which investment into a core network of routes can be directed to improve walking as a viable alternative to the car and open up areas for redevelopment.

The strategy sets out the need for improving these routes through the provision of new and direct signalled crossing points, and new paving, lighting, signing, and street furniture, whilst ensuring greater pedestrian priority.

3.9 Open and Green Spaces Strategy “Breathing Space”

‘Breathing Space’ is the City Councils strategic framework for the future management of the City’s open and green spaces. ‘Breathing Space’ will form the basis of a ten-year plan which aims to; Provide city residents and visitors with accessible good quality open and green spaces, involve local people and communities, development and management of safe and accessible green spaces, protect open and green spaces now and into the future by raising environmental sustainability. There is good evidence that suggests good quality and safe public access to our open spaces is essential for all our physical and mental wellbeing and our quality of life.

3.10 Local Agenda 21 Changing Our City Changing Ourselves

The City’s Local Agenda 21 provides a vision for a sustainable Nottingham, a cleaner, greener, safer, healthier City where everyone can enjoy a better quality of life.

To achieve this vision the Agenda sets out a number of action points and priorities. In relation to the local rights of way network, the Agenda provides that the City will;

- continue to extend and enhance the cycle route network
- continue to extend the provision of drop kerbs
- seek to improve walking and cycling provision in new developments
- encourage employers to improve walking and cycling facilities at their sites
- incorporate cycling and walking policies into key statutory plans such as the Structure Plan and Local Plan.

3.11 Safe for Nottingham

The Nottingham City Crime, Drugs and Anti-social Behaviour Strategy 2005 - 2008

The City Council aims to; systematically reduce crime, problem drug use and anti-social behaviour to the average levels in our 'family' of comparable cities, and to make the City a safer place to live and work.

To do this we have adopted a series of stretching targets that fit into six overall objectives. These are:

- To reduce overall levels of crime, particularly drug related crime
- To reduce the harm caused by drugs and alcohol and to improve the health of users and drinkers
- To tackle anti-social behaviour and reduce fear of crime
- To increase 'Respect for Nottingham' and pride in the City
- To better support young people at risk and reduce the recidivism of young offenders
- To reduce repeat victimisation and better support witnesses.

3.12 Nottingham Road Safety Plan Consultation Draft: Nottingham City Council and Nottinghamshire County Council July 2005

Nationally each year 300,000 people are injured, including 3,500 killed and 40,000 seriously injured on the highway network and improving road safety remains a high priority for the Department of Transport. Statistics for the City of Nottingham in 2004 show there were 12 fatal, 169 serious and 1140 slight road casualties.

Safer Routes to School programmes are seen as key initiatives in the overall programme for reducing road casualties and the improvement to traffic free and off road routes are considered to be a key element to their success. In 2006 The City Council's Road Safety Team were awarded Beacon Status for Excellence in designing and implementing innovative schemes for reducing road casualties.

Chapter 4: Access Users and their Needs

4.1 Walkers



Within the urban environment walking is considered to be the most commonly used form of transport and is often used in conjunction with other forms of transport to reach a destination. For example people may choose to walk to the bus stop, train or tram as part of their wider journey. Walking also has health benefits and provides a low cost recreational pursuit that is available to almost everyone.

Walkers probably offer the single most diverse group of users of the Local Rights of Way Network, they may be young or old, male or female; they may walk for a variety of reasons including a means of accessing local amenities or a way of keeping fit and healthy. Walkers may also have a range of abilities for example the partially sighted or less able walkers. Walking in an urban area offers a multi-purpose mode of transport.

One of the objectives of LTP 2001/2 – 2005/6 was to encourage more walking for short journeys such as accessing schools, shops and other local facilities. In 2004 the City Council was successful in a LTP “Supplementary Bid”. This provided funding for improvements to the walking and cycling network to and through Clifton, Silverdale and Wilford. (Please see Case Study 2 on page 36).

Walkers are classified as ‘vulnerable’ road users and a traffic free and safe environment are their preferred options. The needs of walkers may be summarised as;

- safe traffic free routes
- safe crossing points on major roads
- pleasant environment
- feeling of personal safety
- adequate lighting
- well maintained
- level surfaces and low gradients
- clear directional and path status signage
- easy to use furniture (gates, bollards, stiles and barriers).

4.2 Cyclists



Being the historic home of Humber and Raleigh Cycles, Nottingham has a long association with cycling. Cycling proves popular with students accessing the City's two universities and various campuses. Cycling is considered to be a cost effective way of commuting to and through the City and surrounding areas, for accessing local amenities as well as providing a healthy recreational pastime.

The City has an extensive on-road cycling network, such as Hucknall Road and Castle Boulevard as well as on-footway/pavement network such as Clifton Boulevard and Queens Drive. Off road routes exist along the Trent Valley Way, Colwick Park and Fairham Brook as well as Beeston Canal and Nottingham Canal, which provide key arteries into the City centre.

Recent improvements to the cycling network in Clifton included creation of new off road routes, better signage, surface improvements and cycle storage facilities. Cycling organisations such as Pedals and the Cyclist's Touring Club play an important part in ensuring improvements reflect the needs of users.

Cyclists are also classified as 'vulnerable' network users and a traffic free and safe environment is their preferred option. Many of the cyclist's needs are not dissimilar to those of the pedestrian and may be summarised as;

- safe traffic free routes (circular routes for leisure rides)
- safe crossing points on major roads
- feeling of personal safety
- adequate lighting
- well maintained (cutting back vegetation)
- sufficient widths and quality surfaces
- level surfaces and low gradients
- clear directional and status signage showing distance
- cycle stands and other facilities at point of destination
- commuters require quick and direct routes
- easy to use furniture (gates, bollards, stiles and barriers).

4.3 Horse Riders



The City currently (2007) has a limited network (19 km) of bridleways which may be partly due to its predominantly urban character. Horses need adequate land for stabling and grazing which may also explain the comparatively low numbers of livery yards within the City. Although the City is home to many riders, due to the low availability of land and stabling they will most probably keep and exercise their horses out of the Plan area.

The City has two livery yards which are located along the Trent Valley Way at Clifton. The Parish of Barton in Fabis, which is located approximately two miles outside of the City's Plan area and to the south of the City boundary, also offers stabling facilities where many of its users can directly benefit from the Trent Valley Way. Other livery yards exist at Bestwood, Strelley and Bulwell but are not linked to the City's network of bridleways.

Improvement opportunities exist within the Plan area at Colwick Park, Bulwell Hall Park and Broxtowe Country Park, which potentially offer the rider safe traffic free circular routes and parking facilities for horse boxes.

Studies by the British Horse Society show that riders generally ride out around five times a week, generally start from the place where their horse is stabled and do not often have access to horse boxes or trailers. The need to exercise the horse requires regular outings using a variety of routes such as carriageways and verges, bridleways and other permissive paths.

Again horse riders are classified as 'vulnerable' network users and may be considered to be the most vulnerable user especially where the rider may need to interact with carriageway traffic to continue their journey or reach the next section of a traffic free route. A traffic free and safe environment is therefore their preferred option. The needs of the horse rider may be summarised as;

- safe, traffic free circular routes
- Pegasus Crossings on busy roads
- safe boxed-in crossing points or over-bridges for dual carriageways
- enough distance to properly exercise the horse
- well maintained network
- sufficient widths and quality surfaces
- clear directional and path status signage
- grassed areas / road verges free of discarded materials
- network in close proximity to where the horse is stabled.
- easy to use furniture (gates, bollards, stiles and barriers).

4.4 Mobility, Visually Impaired and Less Able Users

The Countryside and Rights of Way Act 2000 requires the City Council to take into account the needs of people who are less able and people with visual impairment. The Disability Discrimination Act 1995 states that;

“from 2004, service providers will have to take reasonable steps to remove, alter or provide reasonable means of avoiding physical features that make it impossible or reasonably difficult for disabled people to use a service”

Results of The Rights of Way Use and Demand Study (Entec: 2001) suggests that disabled users believe that much of the network available to them is merely a token gesture and purpose made routes should be given a higher priority wherever practically possible.

Within the urban environment regard should always be given to “Access for All” and the needs of the less able for example providing the shortest and most direct route to local amenities. In the more rural settings consideration should be given to creating new routes with suitable gradients, adequate signage and rest points.

Mobility issues are not just restricted to physical or visual abilities as they may also be encountered by users of pushchairs or when accompanied by young children as well as family and friends that accompany the less able.

4.5 Non Users

A key emphasis of the ROWIP are the needs and demands of current users of the local rights of way network, although statutory guidance also refers to the need to assess future needs and demands. As potential future users of the network, non users must be given equal consideration. The ROWIP will consider why people do not use the network and what improvements can be made to encourage people to use it?

Chapter 5: Use, Demand and Reasons for Access

5.1 Population and Pressure

Size, density and location of a population, relevant to the local rights of way network, will influence the overall demand for access and how frequently the network is used. In built up areas where there are generally more roads and heavier traffic, access to the network may be more difficult and may put potential users off.

5.2 Socio Economic Profiles

Research by the City Council has shown that there is a link between the deprivation of an area and the ability of that areas' population to access open space, for example having access to a car to reach the countryside. In the more urban areas, much of the population has reasonably good access to public transport which, generally, will allow them good access to open and green space such as public parks.

5.3 Recreation, Leisure and Tourism

Access to places for recreation and leisure may also be dependent on access to a vehicle or public transport. In this context, the urban fringe offers a large proportion of the population an opportunity to access and enjoy the benefits of open spaces. Cycling and walking also offer an affordable and healthy way of accessing open spaces.

5.4 Commuting and Access to Employment Sites

The bus is the preferred option for people travelling to work by public transport. The preferred travel modes to work are shown in figure 4.

Figure 4: Travel mode of people travelling from the Greater Nottingham area to the City centre and Nottingham City.

%	Work at home	Tram	Train	Bus	Motorcycle	Car	Taxi	Bicycle	On foot	Other
City centre	0.3	0.1	4.2	36.8	0.4	47.9	0.9	2.1	7.1	0.2
Nottingham City	3.9	0.1	1.6	20.3	1.0	60.5	0.4	3.1	8.9	0.2

(Source 2001 Census: Greater Nottingham Local Transport Plan 2006/7 to 2010/11)

5.5 Healthy Living and Quality of Life

It is well documented that walking and cycling improves health and well being and therefore quality of life. The City Council have worked with the Primary Care Trust to develop walks for the *Best Foot Forward* and *Walking the Way to Health* (Trent Tickers) initiatives which were supported by the British Heart Foundation and Natural England. These programmes recognise the importance of the local rights of way network for encouraging people to walk and exercise more often.

Chapter 6: Current Provision

6.1 History of the City's Definitive Map and Statement

The Definitive Map and Statement of public rights of way are public documents. Section 56 of the Wildlife and Countryside 1981 provided that the Map and Statement shall be conclusive evidence in law of the particulars they contain, this being the public's right to pass and re-pass along a highway of a particular type, as shown on the map and detailed in the statement.

Public rights of way are just like roads; they provide a means of travelling from one place to another and are protected by highway law and legislation. This means that if a path or way is recorded on the map and statement, they remain as public rights of way even if no physical evidence exists or they are unrecognisable on the ground.

Between the National Parks and Access to the Countryside Act of 1949 and the Wildlife and Countryside Act of 1981 the City was treated as an "excluded area". An "excluded area" meant that there was no statutory duty for a local Highway Authority to survey and record public paths in built up areas. This led to many paths within the City that should have been recorded and protected as public, being overlooked, left unrecorded and unprotected.

6.2 State of the Network

Due to the City being an "excluded area" the City Council inherited a poorly maintained network of unrecorded off road paths. Since 2002 progress has been made to improving the network, including creating approximately 10 km of new routes, upgrading approximately 30 km of crushed stone surfaces, renewing boundary fencing, refurbishing structures such as bridges, revetments and steps and replacing missing or vandalised signs.

6.3 Legally Defined

Section 53 of the Wildlife and Countryside Act 1981 placed a duty on the City Council to keep the Definitive Map and Statement under continuous review. Following unitary status in 1998, the City Council, as surveying and highway authority became responsible for public rights of way within the City. This duty includes the continuous review of the Definitive Map and Statement which means they must consider, fully, evidence that has been discovered or presented to them and, if necessary, add or delete, upgrade or downgrade, amend or re-classify public rights of way on the map and statement.

Section 53 to 56 of the CROW Act 2000 places a further duty on the City Council to extinguish public rights on all unrecorded ways that were created on or before 1st January 1949 if they are not recorded on the definitive map and statement by the 1st January 2026. This is to ensure that no claims for bridleways and footpaths can be made after the 2026 cut off date. The Lost Ways project is being developed by Natural England to survey and identify all pre 1949 paths with the intention of providing the evidence to enable the Authority to add the ways to the map and statement.

The recording of a path on the “adoption records” (List of Streets Maintainable at the Public Expense - Section 36 Highways Act 1980) is not sufficient for Section 53-56 of the CROW Act. The adoption records show what paths are maintained by the Councils Highway Authority, they are not a record of what legal rights exist over them. All paths that are recorded on the adoption records must also be recorded on the map and statement, to ensure they are fully protected.

The City has around 250 definitive footpaths and bridleways with a total length of approximately 60 km. Based on initial desk studies, the best estimate of unrecorded paths requiring survey/investigation to establish their status is around 2000. The distribution of the local rights of way network that has been identified and legally recorded on the City’s definitive map and statement is illustrated in figure 5.

If the status of an unrecorded way is believed to be public and the landowner can be established the City Council may seek an agreement for the owner to dedicate the way as public under the Highways Act 1980. If the landowner cannot be identified the City Council may seek to make a definitive map modification order under the Wildlife and Countryside Act 1981 to add the way to the definitive map and statement. If no evidence exists the authority may seek to use their discretionary powers and make a public path creation order under the Highways Act 1980.

If the way crosses land owned by the City Council the relevant Portfolio Holder for the Council with responsibility for the use of Council land will be asked to authorise the dedication of the strip of land as a public path by a process of “Deed of Dedication under Common Seal”. This process has already been used to record a number of unrecorded paths on the map and statement.

The City Council has developed a Geographical Information System (GIS) and a linked attribute table. The system has digitised all the definitive and proposed definitive paths and the attribute table includes details of the status of the path, where the path goes to and from, its length and width as well as the legislation used to record it on the map and statement.

An additional GIS based system needs developing which would capture all unrecorded routes that the public have access to on a daily basis, including all alleyways, un-metalled tracks and desire lines across open spaces. This data could then be used to identify and promote the best route for travel planning and accessibility purposes or for safer routes to school and defining the most appropriate route for pedestrians and cyclists.

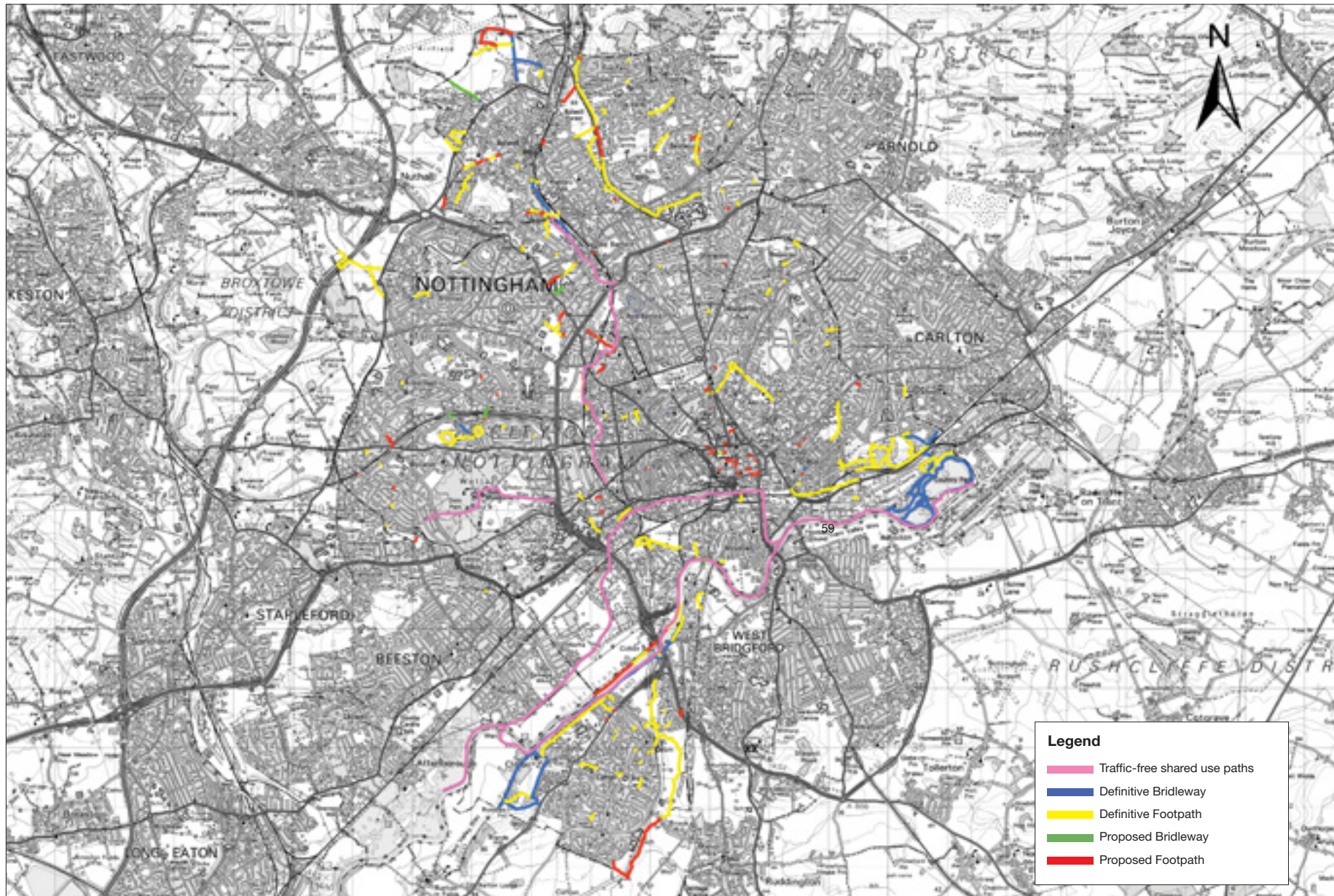


Figure 5: the distribution of the definitive path network and proposed paths as well as traffic free routes. A proposed footpath or bridleway is an unrecorded way that has either been identified by the Authority or claimed by the public as a public right of way. It shows that the overall distribution of the definitive path network is mainly concentrated in Colwick, Clifton and Bulwell. However, this distribution does not show a true picture of the overall network that is available to the public. Resources need to be focused on the investigation of the unrecorded routes, clarifying their status (public, permissive or private) and if a route is believed to be public the preparation of legal agreements or orders to record them as public paths on the definitive map and statement.

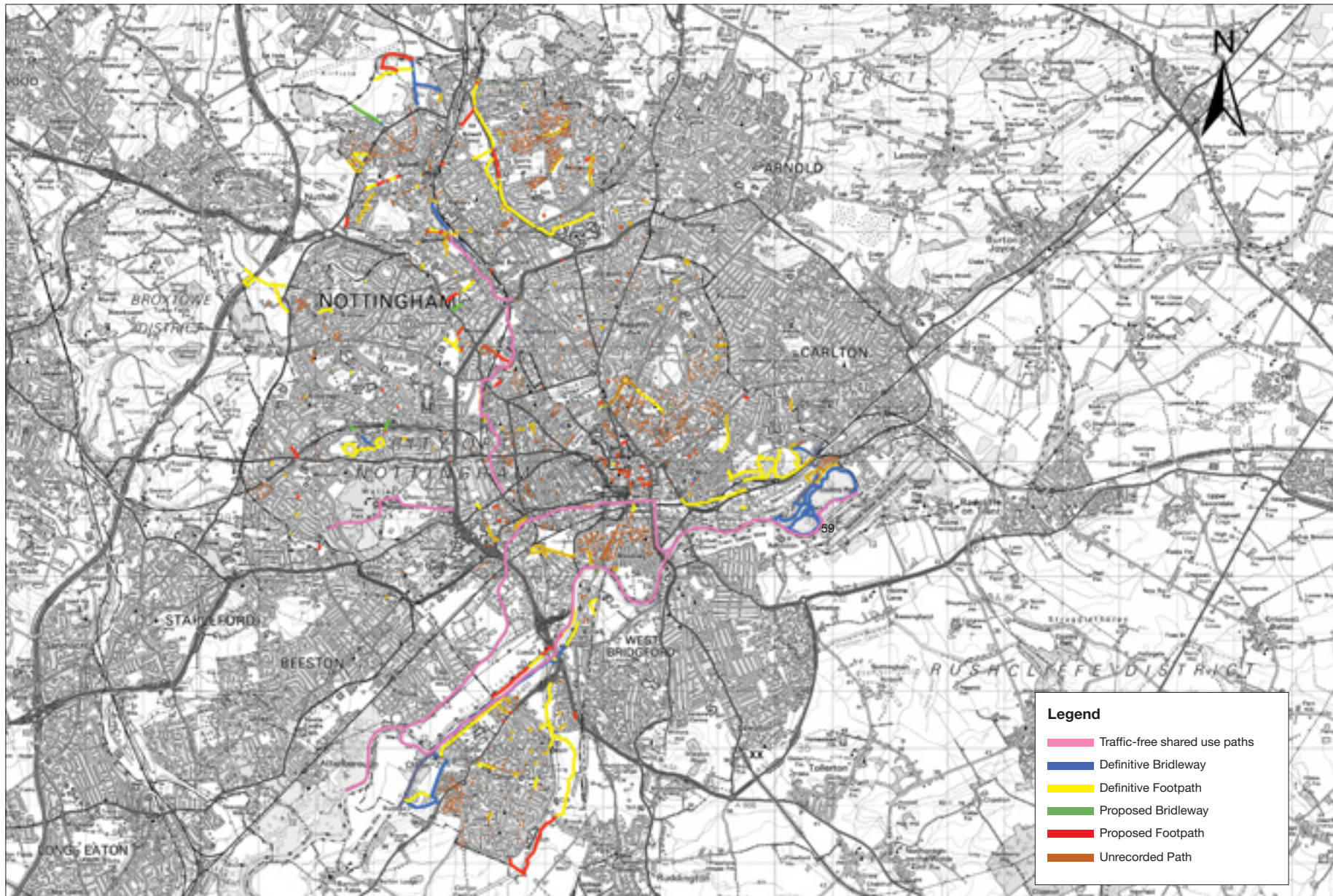
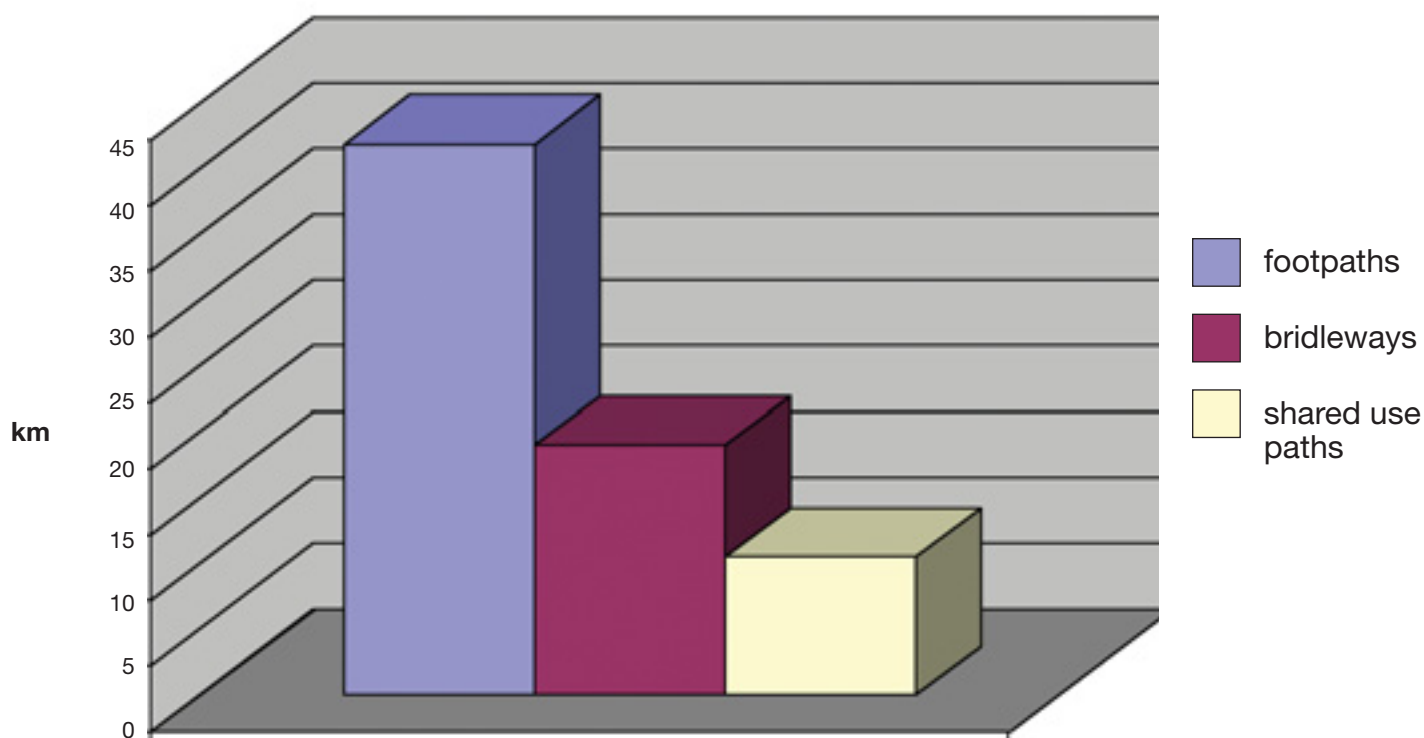


Figure 6: the distribution of the unrecorded paths (status unknown) as well as the recorded paths (status known). This provides a better indication of the overall availability of routes. All the paths coloured brown are unrecorded and need investigating, mapping and then recording on the definitive map and statement if they are believed to be public.

Figure 7: the available length in km of the local rights of way network and their classification.



6.4 Properly Maintained

The City Council undertakes 2 surveys annually of between 15-20% of the definitive network. This survey uses the Best Value Performance Indicator (BVPI) no. 178 methodology which is the percentage of definitive paths that are easy to use as a total of the network.

Figure 8: BVPI no 178 returns for the City since 1998

Year	KM of network	% of network surveyed	% ease of use
1998-2002	0.49	100	100
2002/2003	0.49	100	100
2003/2004	0.49	100	94 (one path had unauthorised obstruction)
2004/2005	34.5	9.38	100
2005/2006	42.83	17.5	100
2006/2007	54.49	25	100
2007/2008	60.12	26	100

The new set of national indicators for local authorities was announced as part of the Chancellor's Comprehensive Spending Review announcement on Tuesday 9 October 2007. The Local Government White Paper *Strong and Prosperous Communities* radically reduced the number of national indicators from around 1200 to 198. BVPI 178 has been removed as a national indicator. This has raised a number of concerns for users of the local rights of way network because there is no duty to record the "ease of use" of the network and therefore no benchmark for ensuring annual improvements.

6.5 Well Publicised

Section 27 of the Countryside Act 1968 places a duty on the City Council to clearly sign all public rights of way where they leave a metalled road and clearly way mark where the path either splits into two or deviates along its route. A City wide signing programme was commenced during 2006/07 financial year for all public paths. A GIS mapping system is used to store the location of the signs.

A public right of way is a way over which all members of the public have a right of passage from point A to point B by a defined route. The following sets out how the public may use a particular category of public right of way:-

Public Footpath = over which the right of way is on foot

Public Bridleway = over which the right of way is on foot, horse back, leading a horse, pedal cycle and in some instances to drive animals

Restricted Byway (formally Byway Open to All Traffic) = over which the right of way is on foot, on horse or leading a horse and a right of way in or on a vehicle, other than mechanically propelled, which includes pedal cycles and horse drawn carriages

Carriageway = over which the right of way is for mechanically propelled vehicles

Permissive right of way = over which the public have the permission of the landowner to use the way. The permission may withdrawn at anytime.

Figure 9: Public footpath sign on a path that runs along the disused rail corridor known as Sneinton Greenway between Race Course Road at Colwick and Manvers Street at Sneinton with links to Meadow Lane.



Figure 10: Three way bridleway sign along the Trent Valley Way. The signs replace the old cast iron finger post which does not show the legal status of the way and therefore does not satisfy the statutory requirements of Section 27 of the Countryside Act 1968 or the BVPI No 178 “Ease of Use” survey. The finger post was subsequently removed.



Figure 11: “Shared Use” sign for a path that may be used by both pedestrians and cyclists. Although this sign indicates that the public have a right to use the path the sign does not show its legal status. To address this, the ROWIP acknowledges that, on shared use paths, both a public footpath sign (shown in fig 9) and the shared use sign should be displayed wherever possible. The public footpath sign satisfies the statutory requirements of Section 27 of the Countryside Act 1968 and the BVPI No 178 “Ease of Use” survey and the shared use sign shows that cyclists also have a right to use the path.

Where a shared use path is wide enough (at least 3 metres) and does not have any structures that would inhibit equestrian use (for example steps, motorcycle barriers), another option to enable the Council to satisfy the statutory requirements and the BVPI while clearly indicating to users, and potential users, who may (or may not) lawfully use the path, would be to convert all existing shared use paths into bridleways through creation orders (Highways Act 1980 Section 26).

An online NOMAD (Nottingham Online Maps and Data) system provides the public with information on all known public paths and is available on the Councils web site. A dedicated site also provides information on public access in the City and provides contact details where problems encountered on the network can be reported and application forms for legal orders downloaded. Publicity material is also being produced for the larger recreational sites such as Colwick Wood and Park, Trent Valley Way, Bulwell Hall Park and strategic routes such as Hucknall Road disused rail corridor, Sneinton Greenway, Basford and Bulwell.

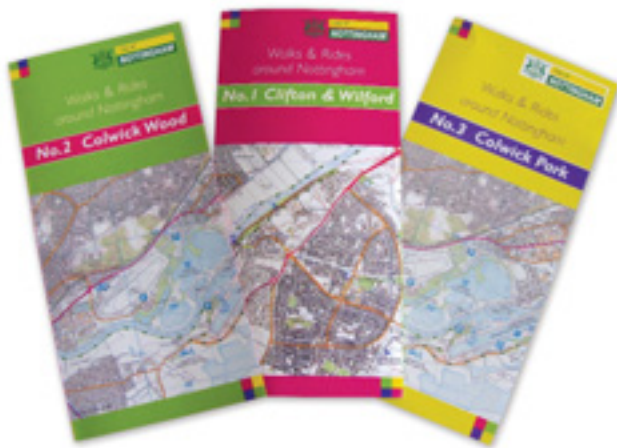


Figure 12: The current leaflets for “Walks and Rides around Nottingham” for Clifton and Wilford, Colwick Wood and Colwick Park, which were produced in 2001. The leaflets are due to be updated and new ones prepared for other City areas.



Figure 13: The current Nottingham North and Nottingham South Cycling Maps.

6.6 Public Transport Networks

Nottingham City has 69 km of A, 23.5 km of B and 41.9 C classified carriageways and 624.8 km of unclassified carriageways. The road network is a key element in the continuing delivery of essential services and products for both the local and national economy and contributes to the social, economic and environmental fabric and sustainability of the City.

The connectivity and accessibility from/to public transport nodes and new developments, especially major employment or housing sites, are important factors to take into account when considering the provision of new cycling and walking routes. Where possible and economically feasible, improvements and additions to the local rights of way network should complement the existing and future Nottingham Express Transport (tram) schemes.

6.7 Threats to the Network

Competition for quality land is highest in urban areas. Physical threats to the network may include new developments, planning and land use change. These may cause fragmentation to the network and impact on the availability and quality of the network in some areas.

Chapter 7: Assessment and Evaluation

7.1 The Need for Assessment and Evaluation

One of the key aims of the ROWIP is to act as a strategic tool to ensure the existing local rights of way network provides for the present and likely future needs of the public. It must also take account of the needs of those with limited mobility, the visually impaired and partially sighted. The assessment and evaluation is separated into;

- the distribution of the network
- what people use the network for
- the public's ease of access to the network
- its overall quality
- what improvements can be made.

A ROWIP user questionnaire was used to establish the current state of the network. A summary of the responses are included at paragraph 7.3 (see page 30) at the end of this chapter. The full results of the questionnaire are included at Annex A.

The users of the network are divided into three types; (1) walkers, (2) cyclists (3) horse riders. These are further divided by; those that use the network to access local amenities such as public transport, shops, schools or place of work and; those that use the network for recreation.

The types of path (which may also be indicative of their location) are divided into; utility paths which are generally used to access local amenities and; the recreational path.

Figure 14: The three main types of user, what they may use the network for and the typical location of the path

Type of user	What they use the network for	Typical location of the path
On Foot	Commuting and recreation	Mainly urban utility paths and rural recreational paths
On Cycle	Commuting and recreation	Mainly urban utility paths and rural recreational paths
On Horse	Recreation and leisure	Mainly rural / urban fringe

The assessment also takes into consideration how the network may help meet the LTP shared transport priority objectives.

The shared transport priority objectives are;

- Cutting Congestion
- Improving Air Quality
- Safer Roads
- Better Accessibility
- Improving Quality of Life
- Regeneration and Neighbourhood Renewal
- Efficient Maintenance

Examples of how the local rights of way network may help the Council meet the LTP objectives include;

- Cutting Congestion: urban utility paths - cut congestion by encouraging more people to consider leaving their car at home and travelling by foot or cycle, especially for shorter journeys
- Improving Air Quality: urban utility paths - cut congestion by encouraging people to consider leaving their car at home and travelling by foot or cycle, especially for shorter journeys and at peak travel times for example to access work or schools
- Safer Roads: recreational and utility paths - cut road casualties by providing safe alternative traffic free routes to reach school, place of work or other local amenities
- Better Accessibility: both recreational and utility paths - improve accessibility to local amenities and open spaces
- Improving Quality of Life: both leisure and utility paths - provide a traffic free environment that encourages more people to walk, cycle and ride and therefore promotes better physical health and wellbeing
- Neighbourhood Renewal: by clarifying the legal status of a path and what they may lawfully be used for will help the relevant authorities take enforcement action on unauthorised mechanically propelled vehicles
- Efficient Maintenance: by identifying the most popular and well used routes where people most like to walk, cycle and ride resources can be better focused.

Figure 15: By making improvements and encouraging more people to use the local rights of way network for commuting and recreation the ROWIP can help meet the LTP objectives.

Type of user	What the network is used for	Typical location of the path	LTP Objective
Foot	commuting and recreation	Urban utility paths	<ul style="list-style-type: none"> • Cutting congestion • Improve air quality • Safer roads • Improve quality of life
Cycle	commuting and recreation	Both urban utility and rural recreational paths	<ul style="list-style-type: none"> • Better accessibility • Neighbourhood renewal • Efficient maintenance

Focusing on the different types of user the assessment will evaluate the distribution of the network for the different users and identify any strengths, weaknesses, opportunities and threats for improving the network.

7.2 Distribution of the Network for Different Users

Walking

Nationally, the availability of land where people can legally walk has increased considerably over the last 3 years, mainly due to the introduction of Open Access Land brought in by the CROW Act 2000. The City of Nottingham has no Open Access Land.

The City has a good distribution of urban utility type paths serving major residential areas. The longer recreational routes that provide off road access to the larger areas of open space for walking are generally located at Bulwell Hall Park in the north, Clifton and Wilford along the Trent Valley Way in the south, Colwick Wood and Colwick Park in the east and Wollaton Park and Martins Pond LNR to the west.

Between 1995 and 1998 the Nottingham branch of the Ramblers Association undertook a survey of all unrecorded walkable routes within the Plan area. Although the survey covered less than 20% of the City, 300 routes were identified, with the majority being urban utility paths.

Currently, walkers have access to approximately 60 km of local rights of way that are recorded on the definitive map. Initial research would suggest that that this figure will reach over 500 km.

Figure 16: Summarises the potentials for the walking network

<p style="text-align: center;">Strengths</p> <ul style="list-style-type: none"> - meets the present likely needs of the public - supported by government legislation (CROW Act 2000) - cheap to do and most people can do it - walkers can use all the network - has pro-active organisations to support it - has links to improving health 	<p style="text-align: center;">Weaknesses</p> <ul style="list-style-type: none"> - recreational walking routes are limited to only a few sites
<p style="text-align: center;">Opportunities</p> <ul style="list-style-type: none"> - more routes could be easily created ensuring future needs of the public are met - funding streams favour health pursuits - Government and local authorities support walking schemes 	<p style="text-align: center;">Threats</p> <ul style="list-style-type: none"> - funding reduced / cut - change in government funding and priorities - loss of routes due to development - fragmentation of network due to development

Cycling

The provision of multi user routes for cycling and walking are encouraged by various Government papers and policy statements. The LTP 2 sets out that shared cycling and walking routes should be considered wherever feasible for both commuting and for accessing open space for recreation.

The City has approximately 80 km of off road cycling routes which either run along existing definitive bridleways or follow permissive routes along canals, which are generally in urban areas. The vision for cycling in Nottingham in accordance with the National Cycling Strategy Board for England’s Strategic Action Plan – is to get “More People Cycling, More Safely, More Often”.

The off road cycling network is well served by the wider network which is over 300 km and consists of 20 km of the National Cycle Route 6 which runs to the west of the City, 200 km of signed quiet routes, 50 km of on-road routes and 40 km of traffic free routes.

Figure 17: Summarises the potentials for the cycling network.

<p style="text-align: center;">Strengths</p> <ul style="list-style-type: none"> - Good distribution of 80 km of off road cycle routes – well connected to the wider cycling network - good stakeholder engagement GNTP, Cycling Touring Club, Pedals and Commuter Planners Club - well supported by government funding - Monitoring extensive monitoring since 1990’s - Geography is flat (particularly in the south and east) 	<p style="text-align: center;">Weaknesses</p> <ul style="list-style-type: none"> - inadequate signage - inadequate promotional material
<p style="text-align: center;">Opportunities</p> <ul style="list-style-type: none"> - more routes can be created 	<p style="text-align: center;">Threats</p> <ul style="list-style-type: none"> - reduced funding - lack of maintenance - some cyclist put off by motorcycle barriers

Horse Riding

Nationally, when compared to the increase of routes for walkers and cyclists the British Horse Society (BHS) believe there are few improvements being made for horse riders and that ramblers and cyclists are enjoying an unprecedented increase in their rights of access, whilst very little progress has been made in securing equestrian access.

The total length of bridleways (19 km at 2007) in the City as a percentage of the total length of definitive public rights of way is 32% which is above the national average. These figures however, are more a factor of the City currently only having approximately 60 km of legally recorded public paths of which 42 km (68%) are footpaths. Expansion of the bridleway network may be gained by upgrading existing footpaths to bridleways. The City's bridleways are generally isolated from livery yards or are fragmented by busy roads. Where over-bridges or subways are not feasible, the introduction of Pegasus crossings could improve connectivity of some livery yards to the bridleway network as well as improve rider safety.

Improvements can be made by creating new paths to link up large urban and residential areas to open spaces, which would be suitable for horse riding. Examples are Colwick Park, Bulwell Hall Park, Broxtowe Country Park and Bestwood Country Park. There are also several livery yards just outside the City at Barton-in-Fabis, Trowell Moor, Strelley, Nuthall, Bestwood and Colwick, that may benefit from better connectivity to the bridleway network in the City.

Initial research would suggest that that the total length of bridleways in the City could increase to 100 km. Researching documentary records to identify historic routes, making modification orders and creation orders and where possible securing permissive routes with landowners, would help improve equestrian access.

Figure 18: Summarises the potentials for the equestrian network

<p style="text-align: center;">Strengths</p> <ul style="list-style-type: none"> - meets the present and likely future needs of the public - above average length of network - pro-active local support from user organisations 	<p style="text-align: center;">Weaknesses</p> <ul style="list-style-type: none"> - limited government funding - limited local authority support - limited land/facilities for stabling - stabling not directly linked to network
<p style="text-align: center;">Opportunities</p> <ul style="list-style-type: none"> - more routes could be easily created ensuring future needs of the public are met - large sites already exist that could be used as riding centres 	<p style="text-align: center;">Threats</p> <ul style="list-style-type: none"> - lack of interest from government and local authority (mainly due to Plan area being predominantly urban)

Mobility, Visually Impaired and Less Able Users

This group may wish to enjoy many of the pursuits enjoyed by other users of the local rights of way network. However, problems of obstruction may occur where Motorcycle Inhibitor Barriers have been installed to stop motorcycles or quad bikes from using a path. These barriers may restrict the free passage of the legitimate users who rely on mobility scooters to access parts of the City or who may be blind or partially sighted.

There are currently no dedicated supervised sites for blind, partially sighted people or people with limited mobility to enjoy outdoor pursuits such as horse riding. This group may benefit from supervised events at Colwick Park, Bulwell Hall Park and Broxtowe Country Park.

A dedicated linear route exists along the Trent Valley Way between Wilford and Clifton. Due to the abuse of this area by unauthorised vehicles barriers have been installed at either entrance which may restrict the free passage of some legitimate mobility users. Although the barriers have been designed to allow the free passage of standard mobility scooters, some modified scooters may be excluded.

Figure 19: Summarises the potential for the network used by mobility, visually impaired and less able users

Strengths	Weaknesses
- support from Government policy (i.e. DDA)	- cost of upgrading existing routes may be prohibitive
Opportunities	Threats
- sites exist that could be developed to cater for this user group	- reduced funding / interest from government - barriers to reduce unauthorised vehicles may restrict this user group

7.3 Summary of Responses from ROWIP User Questionnaire

2000 questionnaire were sent out and 300 completed questionnaire (15%) were returned. The results from this survey provide an up to date view of the state of the network, who uses it, how often, for what purpose, what puts people off using it and how and what improvements can be made. The results of the questionnaire are included in Annex A.

It is difficult to know exactly how many of the responses were actually related to the “local rights of way network”. This problem is in part due to the general perception that public rights of way only occur in rural areas and urban areas only have pavements and footpaths along side the carriageway.

A definition of “off road” routes, tracks and paths was given at the front of the questionnaire to help respondents concentrate on the types of routes the survey was interested in. However, a number of comments were made in the questionnaires that were directly related to pavements or on road cycle routes as opposed to “off road” routes.

General assumptions may be made from the results of the User Questionnaire. For example, most people who use the network use it for walking, they use it daily and they like to visit places like the Canal, the City centre, Wollaton Park and nearby Local Nature Reserve and the Riverside Embankment. Most people use the network for health and exercise and to access local amenities such as shops and public transport.

52% of respondents indicated that they were either always or sometimes put off using the network by the fear of crime or antisocial behaviour. 36% were put off by a lack of network. 55% of people put off by a lack of network are walkers, 34% cyclists, 6% equestrians and 5% other users (including mobility users, skate boarders and roller bladers).

4 % of respondents do not use the network at all. Comments such as “they didn’t know there was a network” and “didn’t know anything about it” were given on more than one occasion, as a reason for not using it.

Question 6 asked what would make people use the network more often. 32% indicated better cleansing, 25% indicated better maintenance, 23% more network and 20% better signage. Cleansing and maintenance would appear to be significant factors.

When asked where the Council should spend money on improvements 44% of respondents said we should improve the existing paths, 29% said we should create new paths and 27% thought we should do a bit of both. Of the respondents who want to see improvements to the existing paths 17% thought we should improve cleansing, 14% want to see more barriers to stop unauthorised vehicles, 13% want to see improved surfaces and further 13% better lighting.

When asked where we should provide new paths the majority want to see either safer routes to school or paths to access open space which are circular and suitable for walking and cycling and ideally should be located along rivers and canals.

When asked whether large scale development (such as housing or industrial) make a positive or negative contribution to the network 43% thought negative, 34% positive and 23% were undecided.

57% of respondents thought the City Council were doing well in improving the network, 32% not very well and 11% were undecided.

16% of respondents were male aged 60 or over, a further 16% were male aged between 50 and 59. 15% were females aged between 40 and 49. The lowest response was from both females and males aged twenty or under who collectively accounted for 4%.

91% of respondents were white British, 3% other British and 2% white Irish with Chinese, black Caribbean, Indian and Pakistani accounting for 4% of all respondents.

Chapter 8: How Improvements can be made

8.0 CASE STUDIES

CASE STUDY 1: The Big Track - The following case study provides an idea of the type of improvements that can be made.

This scheme created a 1 km section of shared use path along an existing desire line, which forms part of the Trent Valley Way, north side of the River Trent. The route crosses land owned by the University of Nottingham and formed part of a wider project incorporating the River Trent, Beeston Canal and Nottingham Canal. The wider project is promoted as “The Big Track” and provides a 10 km “traffic free” route which takes users through some of the most scenic and interesting parts of Nottingham. Project partners included British Waterways, Nottinghamshire County Council, The Big Wheel and Broxtowe Borough Council. It was funded through East Midland Development Agency, Greater Nottingham Partnership, The Big Wheel and the Local Transport Plan.

Other elements of the scheme included 3 seating areas, enhancement works to the path entrance, signage and knee rail fencing. The fencing was installed along the length of the path which would help users keep to the path and not stray onto private land. The university had indicated that users had previously strayed onto their playing fields because the path did not have a clearly defined boundary.



Figure 20: Promotion of the route has been produced in partnership with The Big Wheel and marketed as The Big Track. The Big Wheel has been instrumental in promoting the Nottingham City and Greater Nottingham public transport options, bringing together all the different transport modes including walking, cycling, bus, tram, car and taxi. This provides people with greater transport choice and the ability to work out their journeys better and helps toward reducing congestion.

Figure 21: The path before the scheme



The worn desire line between the signs and trees shown in Figure 21 illustrates that the path was well used even though it was generally muddy. The entrance did not give the impression of a public route and did not therefore encourage people to use it.

Figure 22: The path after completion of the scheme.



Figure 22 shows a view of the completed scheme and the entrance to the path and one of the three seating areas. The knee rail fencing in the foreground (cutting across the right hand corner of figure 22) was installed along the boundary of the access road into the university site. The fencing acted as a safety precaution because the access road narrows at this point and vehicles may have been tempted to use the seating area as a passing point or as a parking area.

CASE STUDY 2: “Getting around Clifton”: Fairham Brook - Clifton to Silverdale

The following provides another example of how improvements can be made to the walking and cycling network. During 2001/2002 a Multi Modal Study was undertaken on behalf of the Highways Agency and looked into traffic congestion on the A453 Trunk road between Clifton and Silverdale. The study concluded that localised traffic added to the congestion and small scale walking and cycling schemes should be considered which may reduce private car use especially for short journeys.

Following a successful “Supplementary Bid” which the City Council made to central Government for additional LTP funding, small scale improvements were made to the network in the Clifton, Silverdale and Wilford areas during 2004 and 2005. The aim of the improvements were to encourage more people, through providing a more pleasant environment, to walk or cycle more often especially for local journeys or for part of their journey into the City centre, for example where they may wish to walk to the bus stop.

Figure 23: The well used desire line across an area adjacent to Fairham Brook which runs between Clifton and Silverdale . The “Getting around Clifton” project identified this as a key off road artery between the two areas.



Figure 24: The same location following completion of the scheme.



CASE STUDY 3: controlling unauthorised vehicles – the following case study focuses on the problems with off road motorcycles and quad bikes using public paths and public places and some of the measures to try and control them.

Like many large cities, Nottingham has its fair share of antisocial behaviour caused by motorbikes and quad bikes. The City Council deals with dozens of complaints each year from frustrated residents who suffer daily the problems and dangers caused by these machines. Most problems occur on either large housing estates that are traversed by footpaths and cycle paths or on open spaces. The latter is compounded by the close proximity of a large housing area to the open space, which gives easy access to motorcycles or quad bikes. To try and address these problems the City Council have installed Motorcycles Inhibitors Barriers (MIB) at identified hot spots across the City.

Before a MIB is installed public consultation takes place to ensure all path users support the idea. Consultation notices, showing a picture of the MIB and its design specification, are placed on site. Properties nearest the proposed location are also asked to comment on the proposals. This process helps to explain to people why the City Council are proposing to install the MIB and offers people who may feel that the MIB would restrict their access the chance to comment and raise their views.

Problems may occur with the barriers because some of the larger mobility scooters may not be able pass through them. Cyclists have also raised concerns that they have to dismount which they say gets frustrating if there are a number of barriers along a particular route. The consultation process allows these issues to be raised, and where practical, the MIB can then be modified to suit local conditions and local use.

Figure 25: Motorcycle Inhibitor Barrier on a “shared use” pedestrian and cycle path in an urban setting.



Figure 26: Motorcycle Inhibitor Barrier on a bridleway in a rural setting along with a boxed horse stile on the left of the picture



The ROWIP acknowledges that; although addressing the problems with unauthorised vehicles, the MIB may create problems for some legitimate path users. To limit the negative impact on users, the Council are working with the Nottingham Disability Advisory Group, Cycling England and the Nottingham Local Access Forum to prepare a new Guide for the use of barriers and other structures on public paths. Preparation of the Guide includes involving users in a trial demonstration to identify the least restrictive type of barrier which may then be used in known hot spots, when other measures (enforcement action and notices and publicity campaigns) have been tried, tested and have failed.



Figure 27: Enforcement Notice “you are driving this community crazy” was used in conjunction with a “crushing” publicity campaign and increased police activity at known hot spots

Chapter 9: Statement of Actions

The following sets out the Councils proposed actions to improve the local rights of way network between 2007 and 2011. It provides a timescale for achieving the actions which covers the life of the ROWIP and LTP 2. Each section includes a Policy which will help provide the framework for meeting the targets.

Rights of Way Improvement Plan

<p>Policy ROWIP 1</p> <p>The City Council will publish the Rights of Way Improvement Plan (ROWIP) in November 2007. The objectives of the ROWIP will be linked to the objectives of the Local Transport Plan (LTP 2).</p>	
ACTION	When
Approval of Draft ROWIP by Portfolio Holder	April 2007
Draft ROWIP placed on 12 week deposit / consultation	May – July 2007
Draft amended (if necessary)	August 2007
Approval of ROWIP by Full Council	October/November 2007
Draft amended (if necessary)	October/November 2007
Final ROWIP published	November 2007
ROWIP reviewed and ROWIP(2) prepared	January 2011

Public Rights of Way, Planning, Development and Land Use Change

<p>Policy ROWIP 2</p> <p>The City Council will prepare a new Guide to Public Rights of Way, Planning, Development and Land Use Change</p>	
<p>Policy ROWIP 3</p> <p>The City Council will take all necessary steps to reduce any negative impacts on the public path network from proposed developments and land use change</p>	
<p>Policy ROWIP 4</p> <p>The City Council will not approve the loss of a public path unless Policy T11 and T12 of the Local Plan is satisfied</p>	
ACTION	When
Agree the content of the new Guide taking account of Policy ROWIP 3 and ROWIP 4	2007 - 2009
Finalise and distribute Guide	2009 - 2011

Legally Defined

Policy ROWIP 5

The City Council will continue to meet all statutory obligations for signing and waymarking

Policy ROWIP 6

The City Council will continue to survey and identify all unrecorded ways and record them on the definitive map and statement where evidence shows they are public rights of way

ACTION	When
Use statutory and discretionary powers to keep definitive map and statement under continuous review	2011
City wide signing and way marking programme -	2007 - 2008: Phase 1 off road paths 2007 - 2009: Phase 2 urban paths (where a user cannot see from one end to the other) 2009 -201: Phase 3 all remaining urban paths
Develop GIS data base for sign locations	2011
Develop GIS mapping system to capture/record all unrecorded paths	2011

Properly Maintained

Policy ROWIP 7

The City Council will continue to undertake inspection and maintenance of all adopted urban public paths

Policy ROWIP 8

The City Council will seek to formalise an inspection and maintenance programme for all off road public paths

Policy ROWIP 9

The City Council will seek to formalise an inspection and maintenance programme for all permissive paths

ACTION	When
Undertake BVPI 178 surveys and maintain 100% ease of use	2007 - 2011
Inspect and maintain all adopted public paths	2007 - 2011
Agree and implement inspection and maintenance programme for off road public paths	2007 - 2011
Formalise inspection and maintenance programme for all permissive paths	2007 - 2011

Well Publicised

Policy ROWIP 10

The City Council will promote both public and permissive paths through corporate publications and other media and continue to sign and way mark all public paths in accordance with Policy ROWIP 5

ACTION	When
Publish definitive map on Councils web site	2008
City Cycling maps	2007
Publish walking and riding guides for recreational routes	2011

Crime, Disorder and Antisocial Behaviour

Policy ROWIP 11

The City Council will take into account the potential affect of any proposed Rights of Way Improvement Schemes on the crime, disorder or antisocial behaviour in the area

Policy ROWIP 12

The City Council will only consider making an order to gate, close or divert a public right of way to reduce crime, disorder or antisocial behaviour if the evidence supports it and the statutory tests can be fully satisfied

Policy 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

ACTION	When
For walking and cycling schemes consult residents, police, neighbourhood wardens, Area Committee before schemes finalised	2007 - 2011
Prepare Position Statement to, gate close or divert public paths to reduce crime, disorder and ASB	March 2008
Prepare and adopt Guide for controlling mechanically propelled vehicles on public paths and other public areas	2007-2011

Walking Network

Policy 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

ACTION	When
Develop new schemes in line with the LTP objectives	2007 - 2011

Cycling Network

Policy 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	
ACTION	When
Develop new schemes in line with the LTP	2007 - 2011

Horse Riding Network

Policy ROWIP 16 The City Council will provide a safe and user friendly environment so people can enjoy horse riding and will continue to improve existing paths and create new paths wherever possible	
ACTION	When
Develop new schemes in line with the LTP objectives	2007 - 2011

People with limited mobility, the blind and visually impaired

Policy 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	
ACTION	When
Develop new schemes in line with the LTP	2007 - 2011

Non Users

Policy ROWIP 18 The City Council will continue to consult non users through future ROWIP and will seek to improve the path network to encourage greater use	
ACTION	When
Develop new schemes in line with the LTP	2007 - 2011

Improving Health and Quality of Life

Policy ROWIP 19

The City Council will support the work of the Primary Care Trust and other partners to develop health walks and other health initiatives using the path network

ACTION	When
Develop new schemes in line with the LTP objectives	2007 - 2011

Chapter 10: Policy Listing

Policy ROWIP 1

The City Council will publish the Rights of Way Improvement Plan (ROWIP) in November 2007. The objectives of the ROWIP will be linked to the objectives of the Local Transport Plan (LTP 2).

Policy ROWIP 2

The City Council will prepare a new Guide to Public Rights of Way, Planning, Development and Land Use Change.

Policy ROWIP 3

The City Council will take all necessary steps to reduce any negative impacts on the public path network from proposed developments and land use change.

Policy ROWIP 4

The City Council will not approve the loss of a public path unless Policy T11 and T12 of the Local Plan is satisfied.

Policy ROWIP 5

The City Council will continue to meet all statutory obligations for signing and waymarking.

Policy ROWIP 6

The City Council will continue to survey and identify all unrecorded paths and record them on the definitive map and statement where evidence shows they are public rights of way.

Policy ROWIP 7

The City Council will continue to undertake inspection and maintenance of all adopted urban public paths.

Policy ROWIP 8

The City Council will seek to formalise an inspection and maintenance programme for all off road public paths.

Policy ROWIP 9

The City Council will seek to formalise an inspection and maintenance programme for all permissive paths.

Policy ROWIP 10

The City Council will promote both public and permissive paths through corporate publications and other media and continue to sign and way mark all public paths in accordance with Policy ROWIP 5.

Policy ROWIP 11

The City Council will take into account the potential affect of any proposed Rights of Way Improvement schemes on the crime, disorder or antisocial behaviour in the area.

Policy ROWIP 12

The City Council will only consider making an order to gate, close or divert a public right of way to reduce crime, disorder or antisocial behaviour if the evidence supports it and the statutory tests can be fully satisfied.

Policy 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.

Policy 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.

Policy 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.

Policy ROWIP 16

The City Council will provide a safe and user friendly environment so people can enjoy horse riding and will continue to improve existing paths and create new paths wherever possible.

Policy 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.

Policy ROWIP 18

The City Council will continue to consult non users through future ROWIP and will seek to improve the path network to encourage greater use.

Policy ROWIP 19

The City Council will support the work of the Primary Care Trust and other partners to develop health walks and other health initiatives using the path network.

Annex A: Results of ROWIP User Questionnaire

- A1** 2000 ROWIP questionnaires were sent out with reply envelopes to all libraries, doctor's surgeries, leisure centres and other public information points within the City boundaries. 300 (15%) questionnaires were returned. A promotional poster was placed in each location to bring the public's attention to the questionnaire. All key users groups, interested parties individuals and anyone who asked for a copy were sent one. The questionnaire could also be down loaded from the Councils web site.
- A2** A face to face survey was also undertaken which concentrated on some of the historic alleyways and the cycling and outdoor pursuit retailers in the City centre and the Forest Recreation Ground Park and Ride site. If respondents were busy shopping and could not complete the questionnaire at the time they were asked to take it home and return it in the pre-paid envelope.
- A3** The results from the survey would provide an up to date view from users on;
- the state of the network
 - who uses it
 - how often people use it
 - for what purpose do people use it
 - what puts people off from using it
 - what improvements can be made
 - what actions and polices are needed to achieve the improvements

A4 Section 1 of the questionnaire is concerned with people using the network.

A5 Question 1 of the questionnaire asked how people make use of the network. The responses would help us understand the most popular mode of travel when using the network and would help direct resources to improve the paths that most people use. It would also help to find out how many people do not use the network.

Figure AF1: the results from Question 1 and how people make use of the network

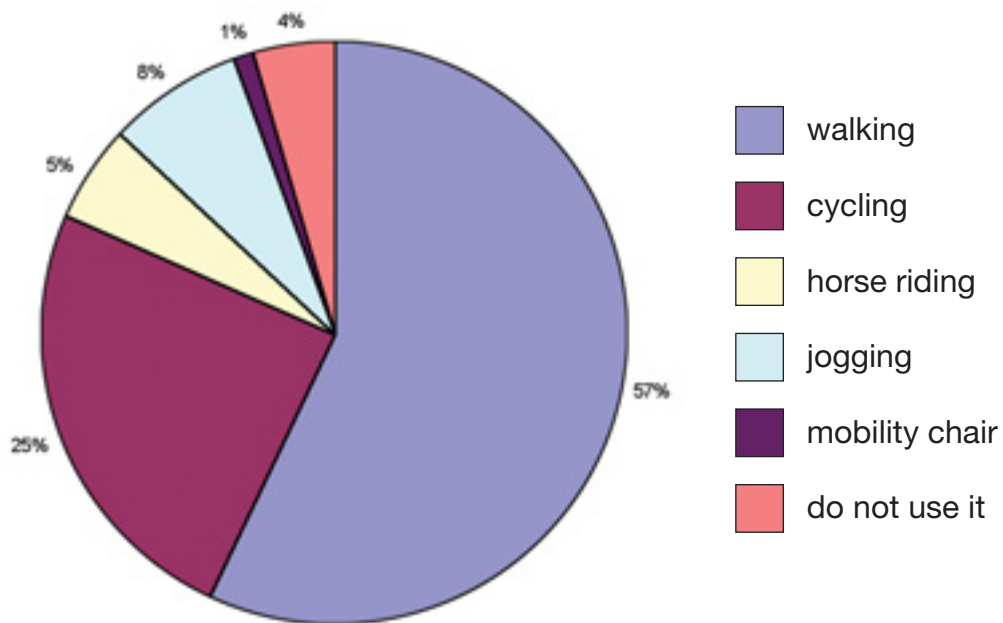


Figure AF2: the results to Question 2 and how people make use of the network

Type of Use	% of people
Walking	57
Cycling	25
Jogging	8
Horse Riding	5
Mobility use	1
Do not use it	4

A6 **Question 2** asked how often people use the network. From the results it may be inferred that most people use the network daily and combining the response from question 1, they are most probably walkers and cyclists.

Figure AF3: the results from Question 2 and how often people use the network

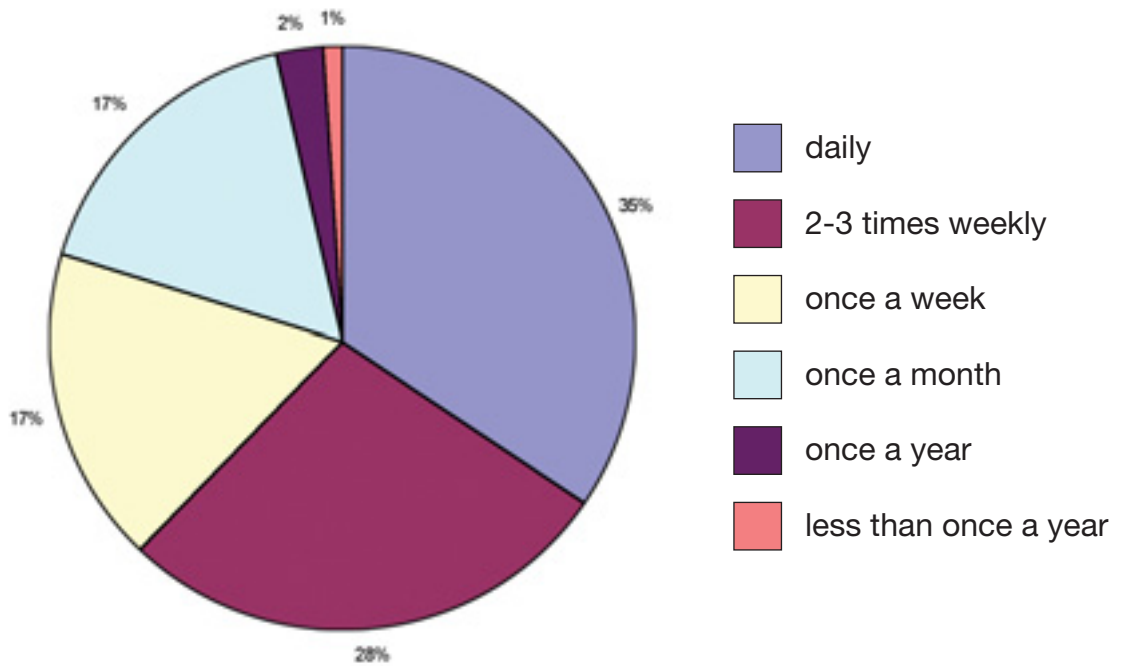


Table AF4: the results from Question 3 and how often people use the network

Frequency of use	% of people
Daily	35
2-3 times a week	26
Once a week	17
Once a month	17
Once a year	2
Less than once a year	1

A7 **Question 3** asked where people particularly like to visit when using the network. The responses to this would help assess where we could provide additional routes to favourite destinations, where we could improve the network to help people reach their destination more quickly and safely and where we could prioritise maintenance budgets to ensure the routes are well maintained and pleasant to use.

Figure AF5: where most people particularly like to visit within the City

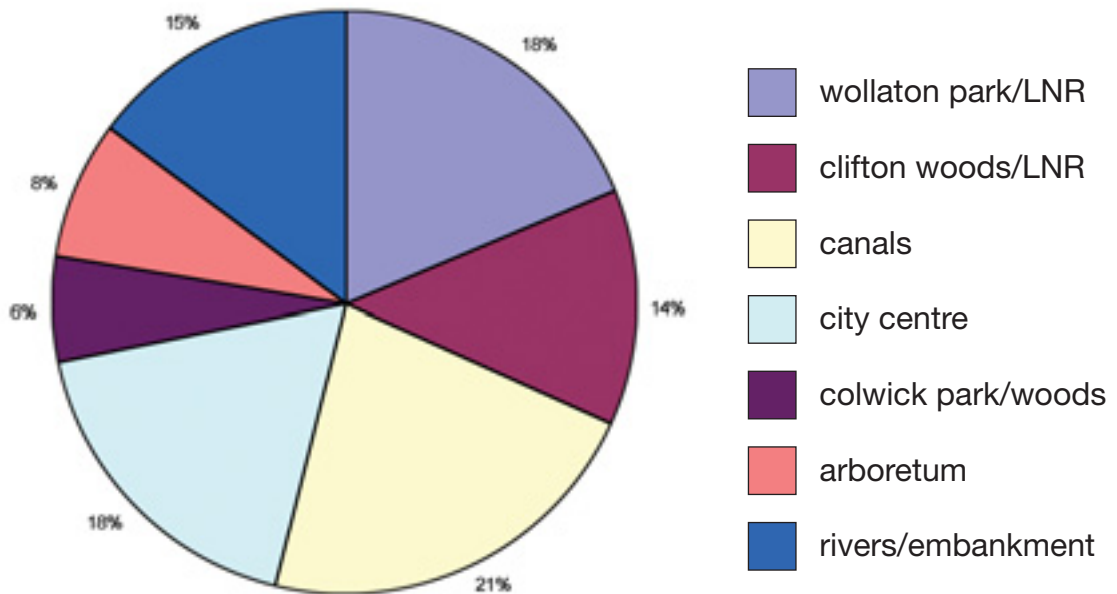


Figure AF6: the results to Question 3 and where people particularly like to visit when using the network

Favourite place to visit	% of people
Wollaton Park / LNR	18
Clifton Woods/LNR	14
Canals	21
City Centre	18
Colwick Park / Woods	6
Arboretum	8
Rivers/Embankment	15

A8 Question 4 asked respondents what are their main reasons for using the network.

Figure AF7: the main reasons why people use the network

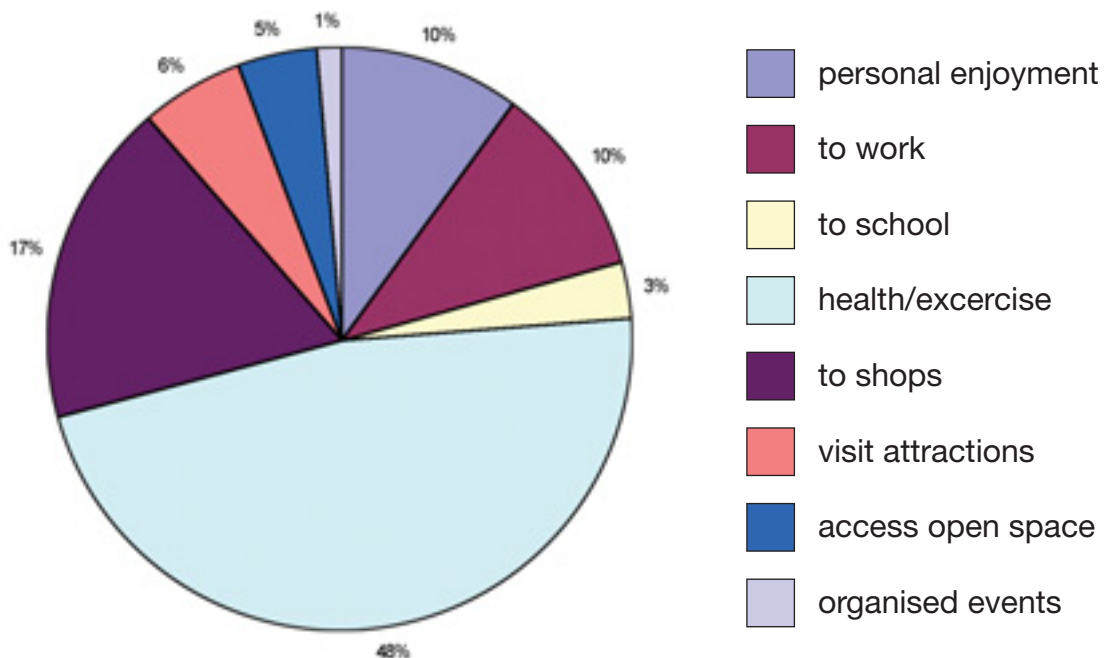


Figure AF8: the results from question 4 and the main reasons why people use the network

Reason for using the network	% of people
Health/exercise	48
Access shops	17
Go to work	10
Personal enjoyment	10
Visit attractions	6
Access open space	5
Go to school	3
Organised events	1

A9 **Question 5** asked respondents to expand on their answer to Question 1 and the reasons why they do not use the network. Respondents were asked to indicate what puts them off using the network. By cross referencing the area where people live (by their postcode) this information may help to highlight particular areas where there may be a problem.

Figure AF9: what puts people off using the network

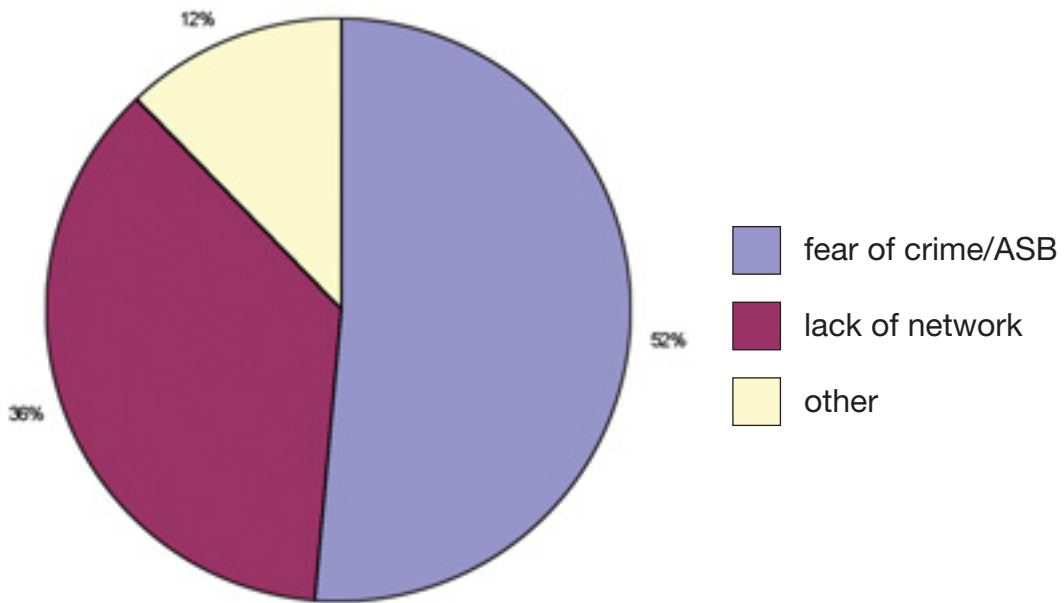


Figure AF10: the results to Question 5 and what puts people off using the network

What puts people off	% of people
Fear of crime/ASB	52
Lack of network	36
Other (lack of maintenance, unsafe crossing points, fragmentation by busy roads, unauthorised vehicles)	12

Figure AF11: where people live (by their post code) that indicated that they are put off by a fear of crime

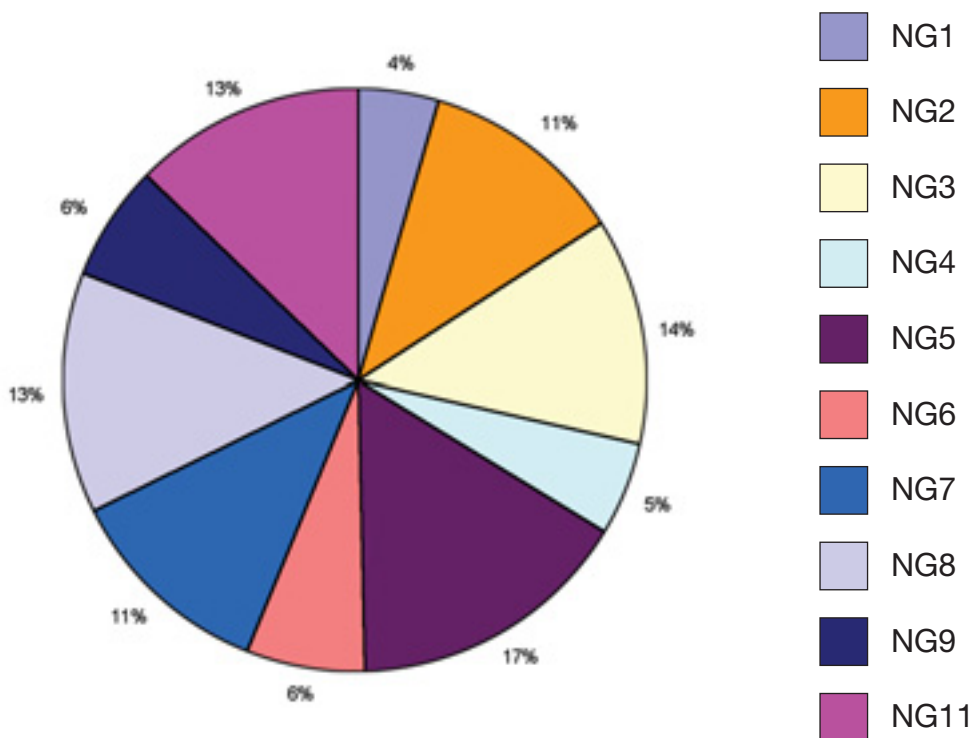


Figure AF12: the results to question 5 which are shown in Figure BF11 and where respondents live (by their postcode) in relation to them being put off from using the network by a fear of crime

Post Code / Area	(%) of people
NG1 (City Centre)	4%
NG2 (Meadows, Sneinton)	11%
NG3 (Mapperley, St Anns)	14%
NG4 (Colwick)	5%
NG5 (Sherwood, Bestwood, Rise Park)	17%
NG6 (Bulwell, Basford)	6%
NG7 (Dunkirk, Radford)	11%
NG8 (Wollaton, Aspley)	13%
NG9 (Lenton)	6%
NG11 (Clifton, Silverdale)	13%

Figure AF13: the results to Question 5 and the four main areas where people live (by their postcode) who indicated that a lack of network in their area puts them off.

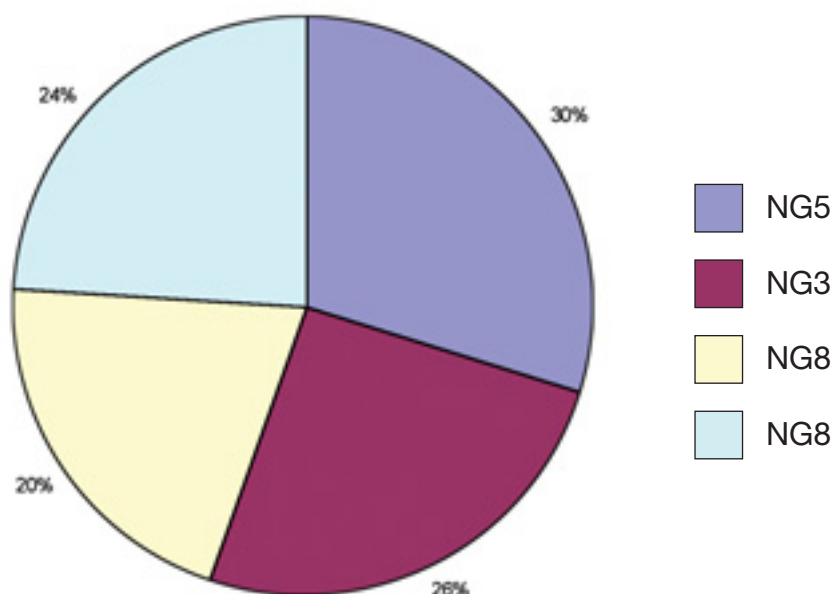


Figure AF14: the results from Question 5 and Figure BF13 which includes the 4 main areas where respondents live (by their postcode) who indicated that a lack of network in their area puts them off.

Post Code / Area	(%) of people
NG5 (Sherwood, Bestwood, Rise Park)	30
NG3 (Mapperley, St Anns)	26
NG8 (Wollaton, Aspley)	20
NG11 (Clifton, Silverdale)	24

Figure AF15: which type of users are put of the most by a lack of network in their area

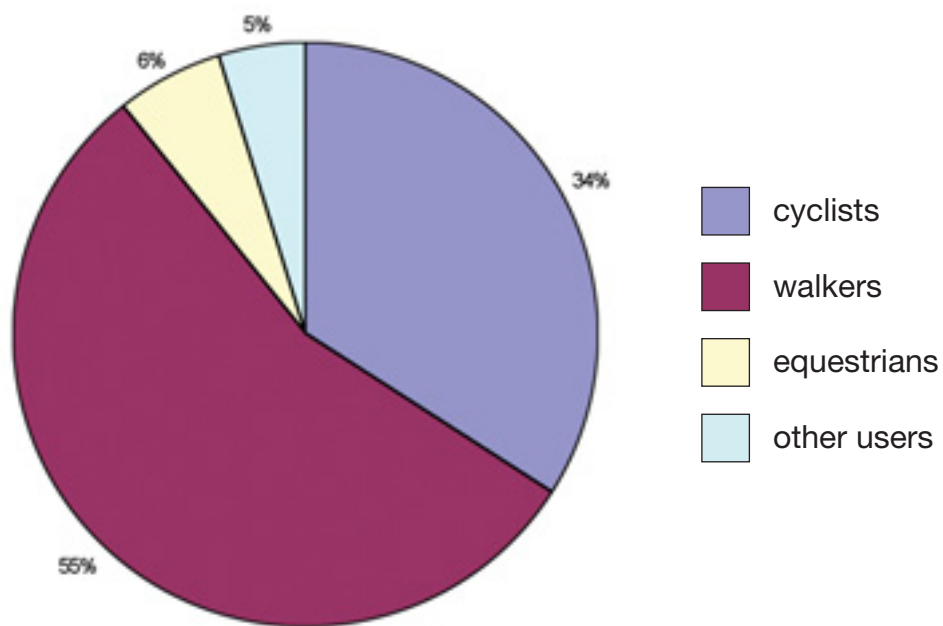


Figure AF16: the results to Question 5 and BF15 and which type of user is put off the most by a lack of network

Type of user	% of people
Walkers	55
Cyclists	34
Equestrians	6
Other users (including mobility users, skate boarders, roller bladders)	5

A10 **Question 6** asked respondents that had indicated in Question 1 that they do not use the network what would be their priority to make them use the network more often. Respondents were asked to tick each box that applied to them.

Figure AF17: what non users think would make them use the network

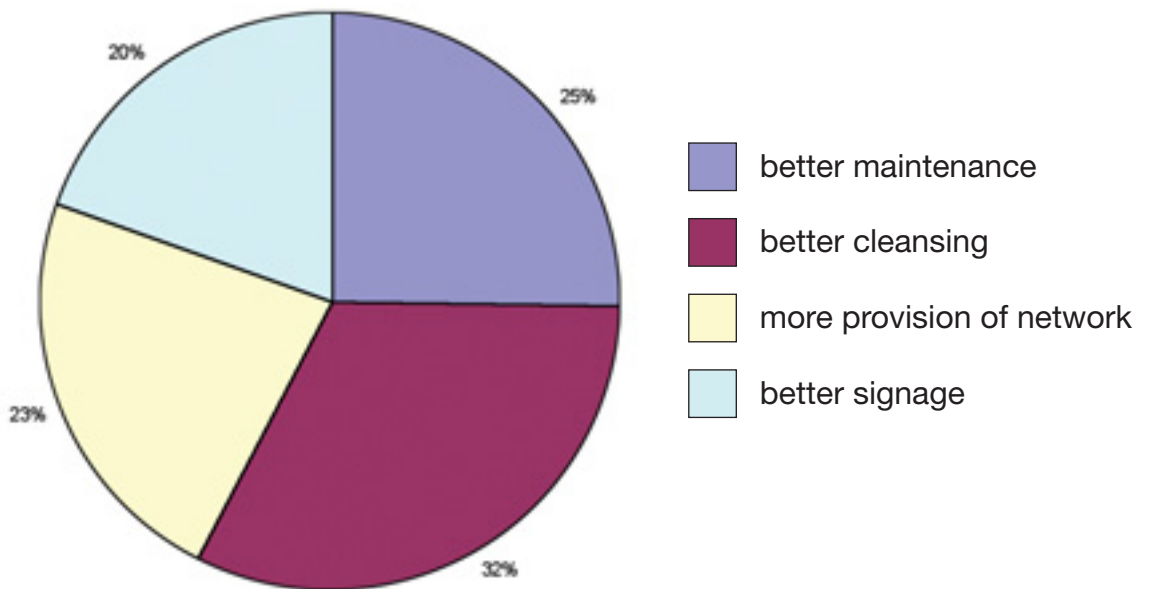


Figure AF18: the results to Question 6 and what would make people use the network more often

What would make people use the network	% of people
Better cleansing	32
Better maintenance	25
More network	23
Better signage	20

A11 **Section Two** of the questionnaire is concerned with improving the network and asked people how they think the City Council could improve the network, where and what type of new paths should be created and where resources should be directed. The responses to this would help programme and prioritise future improvements and maximise resources.

A12 **Question 7** asked whether the Authority should (1) spend money on improving the existing network or (2) creating new paths or (3) both.

Figure AF19: the results from Question 7 and where people think the priority should be for improving the network

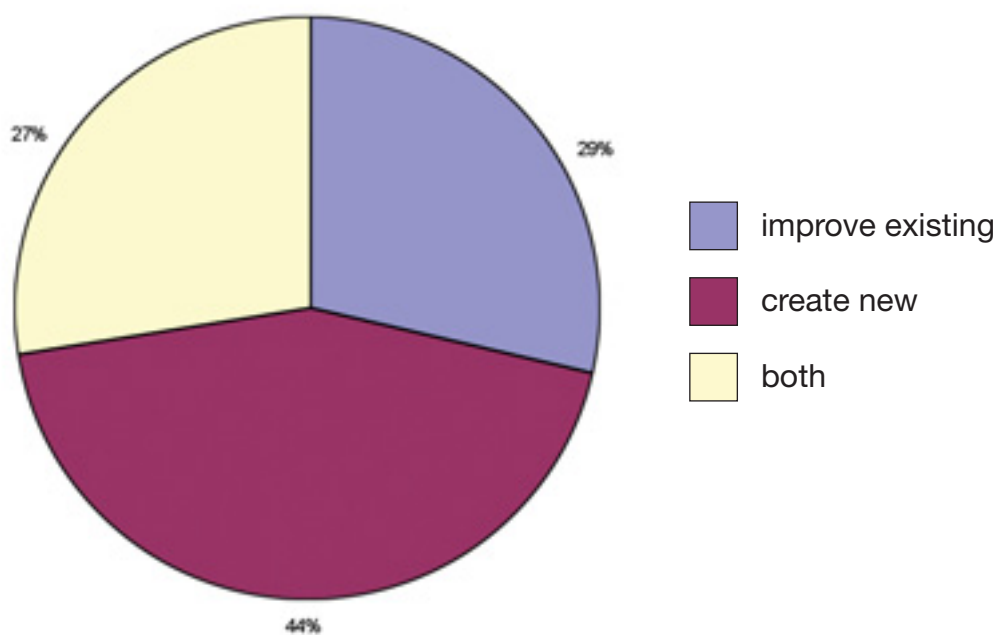


Figure AF20: the results to Question 7 and what people think the priority for improvement should be out of the 3 options

Priority for improving the network	% of people
Improve existing network	29
Create new paths/routes	44
Both the above	27

A13 **Question 8** asked respondents to expand on their response to question 7 and to indicate what they think the specific priorities should be in terms of improving the existing network.

Figure AF21: where people think improvements could be made to the existing network

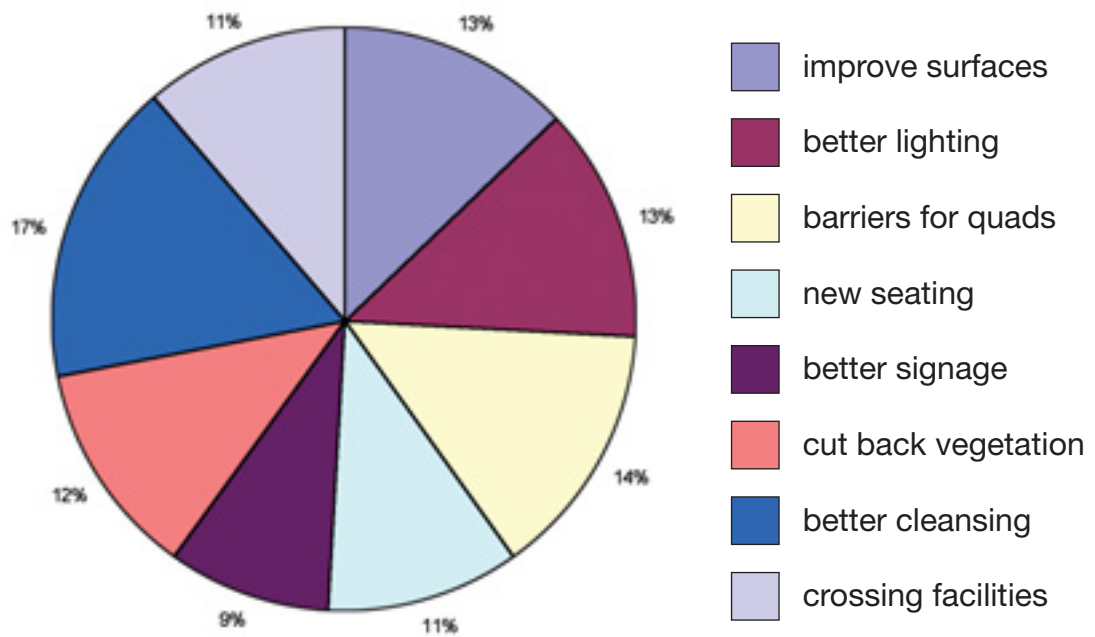


Figure AF22: the results to Question 8 and where improvements could be made to the existing network

What would make people use the network	% of people
Improve surfaces	13
Better lighting	13
Barriers to stop motorbikes/quads	14
New seating	11
Better signage	9
Cut back vegetation	12
Better cleansing	17
Crossing facilities	11

A14 **Question 9** asked respondents to expand on their responses given in question 7 when creating new paths/routes. They were asked to indicate where the new paths/routes should be located.

Figure AF23: where respondents would like to see new paths/routes located.

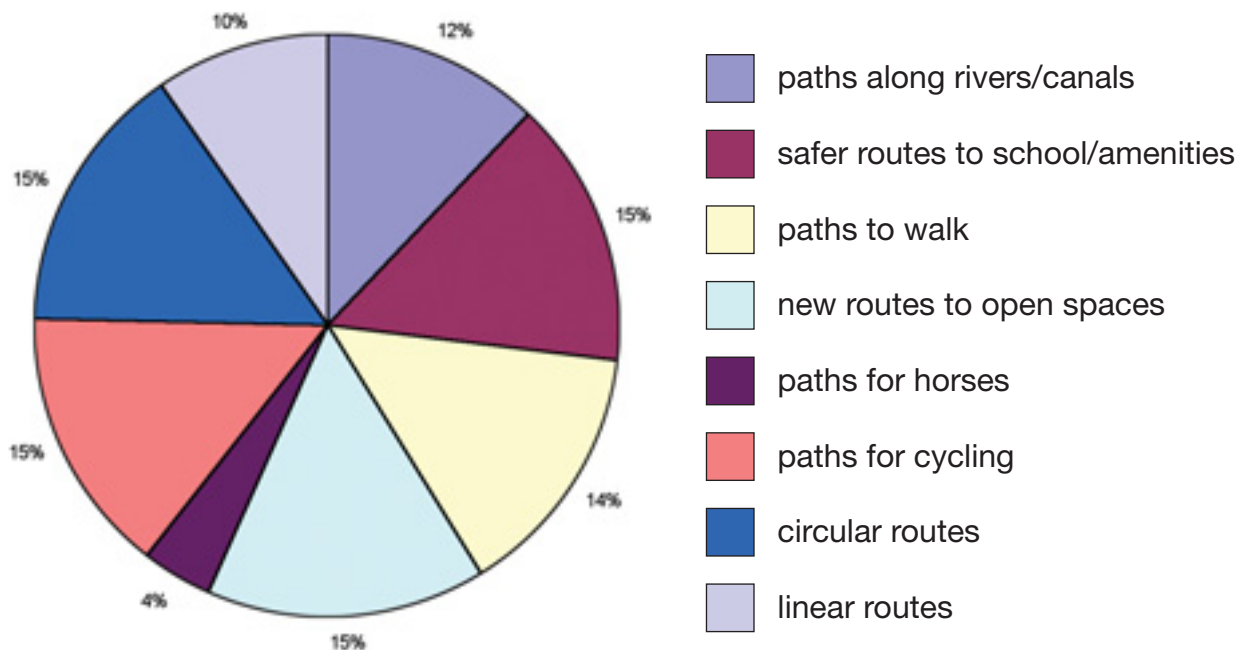


Figure AF24: the results to Question 9 and where people think we should provide new paths/routes

Where should new paths/ routes be located	% of people
Along rivers/canals	12
Safer routes to school	15
Path to walk	14
Routes to open space	15
Paths for horses	4
Paths for cycling	15
Circular routes	15
Linear routes	10

A15 **Question 10** asked respondents to indicate whether or not they think large scale developments (such as housing or industrial) made a positive or negative contribution to the network.

Figure AF25: what people generally think about the effect of large scale developments on the network

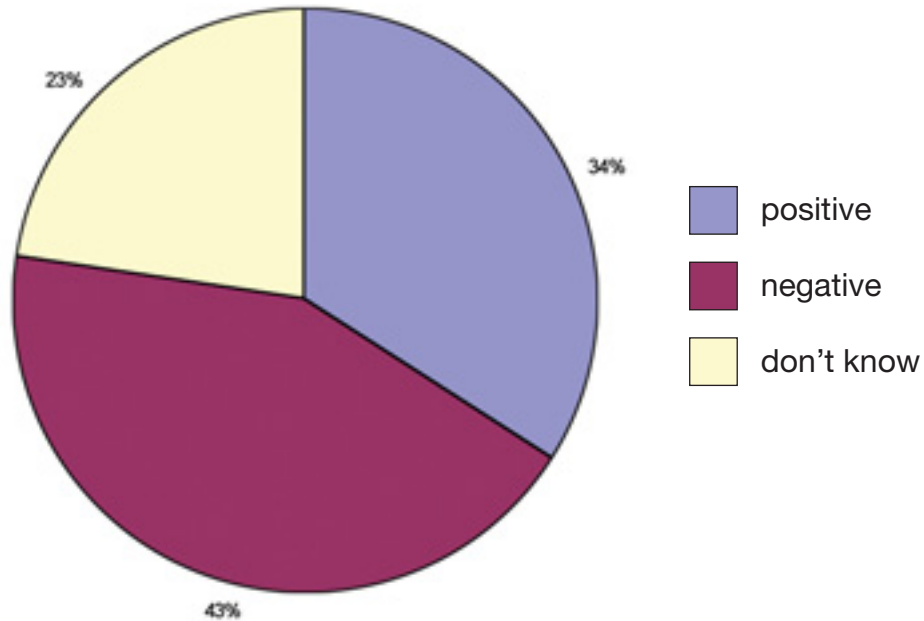


Figure AF26: the result of Question 10 and what people think the effect of large scale developments have on the network

Contribution	% of people
Positive	34
Negative	43
Don't know	23

A16 **Question 11** asked how well people think Nottingham City Council is doing in improving the network. The responses would provide an overall indication of the Council’s performance and a benchmark for assessing improvement on subsequent surveys.

Figure AF27: how well people think the Council are doing.

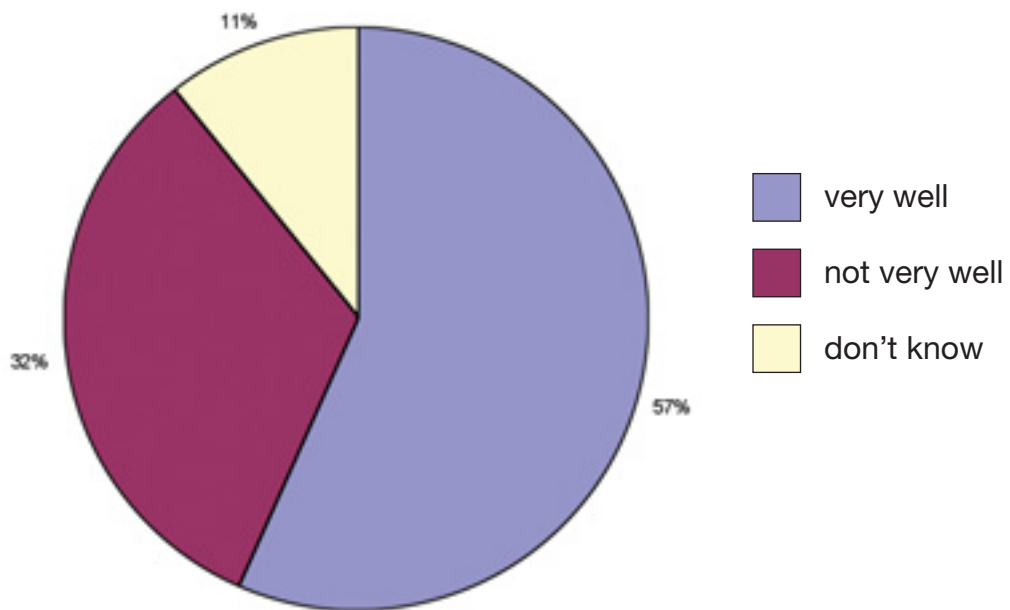


Figure AF28: the results to Question 11 and how well people think the City Council are doing in improving the network

How well	% of people
Very well	57
Not very well	32
Don't know	11

A17 Section Three of the questionnaire is interested in the types of people (gender, age, and ethnicity) who had responded to the survey.

A18 Question 12 and 13 asked about the respondent’s gender and age group.

Figure AF29: the age and gender of respondents

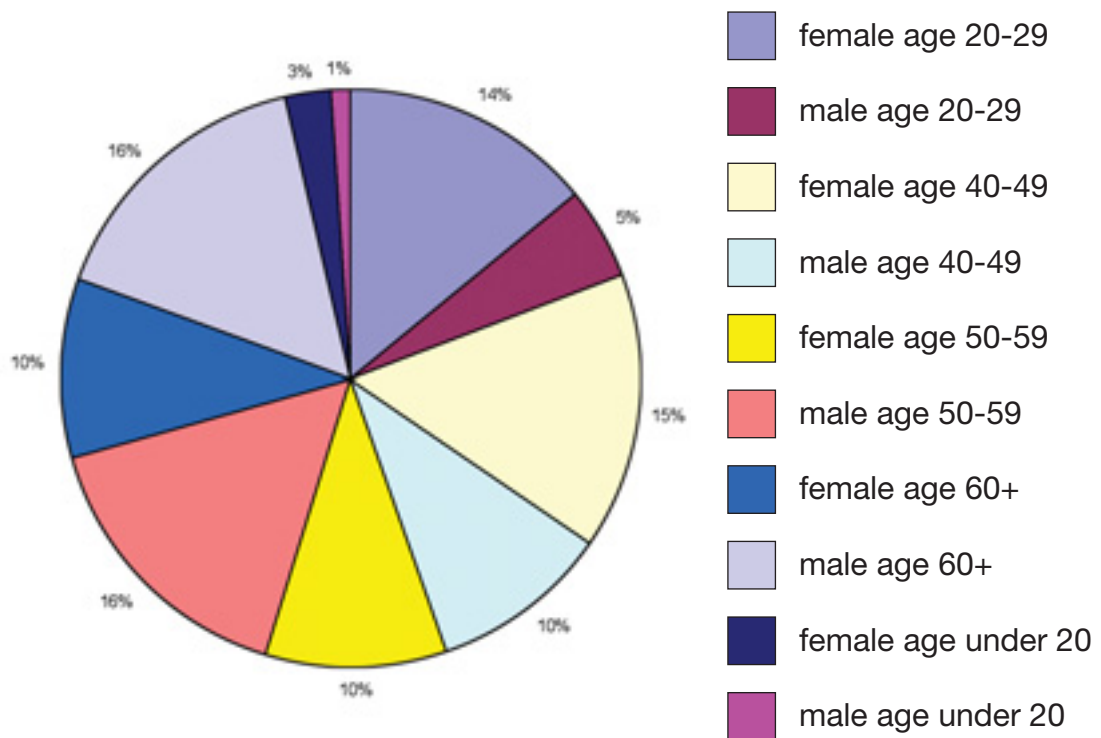
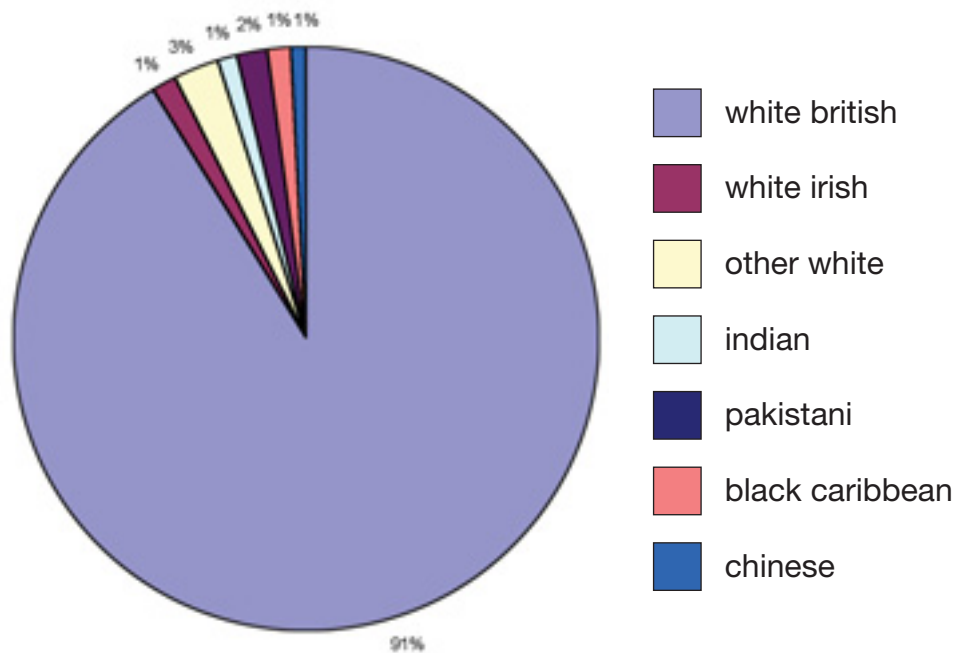


Figure AF30: the results of Question 12 and 13 for the age and gender of respondents

Gender	Age Group	% Respondents
Female	Under 20	3
Male	Under 20	1
Female	20 – 29	5
Male	20 – 29	14
Female	40 – 49	15
Male	40 – 49	10
Female	50 – 59	10
Male	50 – 59	16
Female	60 +	10
Male	60 +	16

A19 Question 14 asked respondents to indicate their racial/ethnic origin. This would help establish the main users and non users of the network within the community of Nottingham City.

Figure AF31: the racial / ethnic origin of respondents



A20 For the full list of racial/ethnic categories please see the ROWIP Questionnaire at Annex A. Where a result of 0% was recorded for the category they have not been included in the final data or represented in the chart and summary table.

Figure AF32: the results to Question 14 and the racial/ethnic origin of respondents

Racial / Ethnic Origin	% of People
White British	91
White Irish	1
Other White	3
Indian	1
Pakistani	2
Black Caribbean	1
Chinese	1

