

**Comments of Nottingham Local Access Forum on Nottingham City Local Plan Part 2  
Publication Version, January 2016**

1. The Nottingham Local Access Forum was set up under the Countryside and Rights of Way Act 2000. It advises the Council on the improvement of public rights of way and access to and through Nottingham. Aspects of the Forum's work include the Rights of Way Improvement Plan. Following extensive public consultation between 2013 and 2015, at its meeting on the 22<sup>nd</sup> September 2015 the City Councils Executive Board formally adopted Nottingham's second Rights of Way Improvement Plan (ROWIP2). This will help deliver improvements to the walking, cycling and riding network across Nottingham. The ROWIP2 should be referred to within the Local Plan document.

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2. The Forum does welcome most aspects of the Local Plan, including the changes made as a result of previous consultation. A key principle of the Council's Planning/Transport strategy, the ambition to link new developments to the existing walking and cycling networks, making improvements to those networks where necessary, is supported. Similarly, the Forum agrees that whilst all sites are expected to provide convenient and safe cycling and walking links, some sites have the potential to provide wider benefits with the creation of new links between communities or to strategic key cycle and walking routes (Transport Background Paper, para. 4.12)

**Role of the City, Town and District Centres**

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3. The Forum welcomes policy SH1 (c) whereby major retail and leisure developments within the city centre's primary shopping area will be required to provide major improvements to connectivity and the quality of public realm including through the creation of new and enhanced pedestrian and cycle routes, and public spaces. The need for such connectivity should also be included in policy SH4, in edge of centre, and out of centre locations.
  4. Within the regeneration section, the inclusion in policies RE2i, RE3g, RE4h and RE5i, that planning permission will be granted for development that is consistent with and does not undermine improving linkages (pedestrian, bus and cycle) is supported.

**Regeneration**

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5. Within the Canal Quarter, improving such linkages between the core of the City Centre and adjoining neighbourhoods including the Meadows, Trent Bridge and the Waterside area, the creation of a new east-west pedestrian link between Middle Hill and the Castle and further enhancement to canal side routes, are all seen as important. Policy RE2j, exploiting opportunities to create or enhance public spaces, is welcome.
  6. Within the Creative Quarter, improving linkages between the core of the City Centre and adjoining neighbourhoods including Sneinton and St. Ann's is supported, as set out in 3.164. Opportunities to link southwards to the Canal and Waterside quarters, with connections to canal side and riverside routes and the Sneinton Greenway, should also be included.
  7. Within the Castle Quarter improving the pedestrian and cycle connectivity of the area to the City Centre retail core and Lace Market is important. The aspirations and concerns expressed in paragraphs 3.169 and 3.170 about Maid Marian Way that cuts abruptly across the City's historic east-west streets and the further scope for improvement to

4608 repair those linkages, which should where possible be delivered as part of new development, is supported.

4609 8. Whilst the reinforcement and enhancement of a tourism route, stretching from the Lace Market to the Castle, is supported, the Plan should recognise the heritage value of the city centre network of historic public rights of way, alleyways and walkways. Where possible, the opportunity to improve these, as set out in the Council's City Centre Design Guide, should be taken.

4610 9. Whilst we support RE7a, f, g, and i, with regard to Stanton Tip, any development should recognise that the site has a number of well-worn desire lines indicating that the public have exercised a right of way across the site. These routes should be protected or improved wherever possible. At the very least, this should be inserted in 3.183.

4611 10. In the Waterside quarter Policy RE8 e and f is supported. These include (e) improving linkages between the area and the core of the City Centre and adjoining neighbourhoods (such as the Meadows, Trent Bridge, Colwick Park, the Canal Quarter, Sneinton and St. Ann's), and further improvements to canal side routes to provide a continuous footpath and cycleway along the north bank of the River Trent and the potential for improved/new cycle and pedestrian crossings over the River Trent; and (f) exploiting opportunities to create or enhance public spaces and green infrastructure provision, especially related to the River Trent and canal. The Forum welcomes the addition of the potential for improved/new cycle and pedestrian crossings over the River Trent to this policy.

4612 11. The Forum fully supports the comments of the Proposed Trent Lane to The Hook (Lady Bay) foot-cycle bridge Steering Group.

#### **Design and Enhancing Local Identity**

4613 12. DE2 on Context and Place making is generally welcomed, including ensuring streets are direct, integrated and safe, allowing for pedestrian and cyclist priority. We agree giving priority to pedestrians and cyclists will assist in creating an environment that is both attractive and safe for its intended users, and also helps to promote sustainable forms of development (4.88) and that the layout of development should enhance community safety (4.89)

13. The addition of paragraph 4.90, which clarifies that a separate legal process governs changes to the public rights of way network than that which relates to planning applications and the development management process, is supported.

4614 14. In DE3, the Forum welcomes the inclusion of (d) amongst the criteria against which applications within the City Centre Primary Shopping Area will be considered i.e. whether the proposal contributes towards the creation of an attractive, safe and inclusive pedestrian environment and wider public realm, that provides good accessibility, especially for people with disabilities, reinstating or introducing new pedestrian linkages where appropriate.

4615 15. Similarly, the complementary sentiment in DE4, that planning permission will not be granted for development in the City Centre which would prejudice the implementation of proposals to create new public open spaces/realm and enhance existing ones and the links between them is supported.

#### **The Historic Environment**

16. We reiterate the points made earlier about valuing the city's historic rights of way in paragraph 8 above.

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17. We welcome recognition of open spaces as heritage assets, as set out in paragraphs 4.128 and 4.129.

### **Managing Travel Demand**

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18. On parking and travel planning, the Forum supports the recognition of sustainable transport in TR1 (1) and paragraphs 4.187 and 4.192, including seeking planning obligations to support appropriate sustainable transport measures including walking and cycling, where necessary.

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19. Amongst the Transport Network schemes in TR2, the Forum supports in principle the City Centre Proposed Pedestrian Environment Improvements/Enhanced Pedestrian Connections.

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20. The Forum supports policy TR3, that the proposed cycle routes shown on the Policies Map and the continuity of existing cycle routes will be safeguarded, unless satisfactory provision is made for an alternative alignment. The Forum agrees with the justification for this policy set out in paragraphs 4.210 – 4.214 and the Transport Background paper.

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21. We do feel that a general reference should be provided to the need to provide cycling and walking routes which are clearly separated from vehicular routes where land availability allows, which are free from unnecessary street clutter, follow desire lines, offer the most direct route and are well signed and maintained. These routes should also accommodate mobility user where physically possible.

### **Green Infrastructure, Parks and Open Space**

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22. Paragraph 5.2 emphasises the importance of the Open Space Network in helping to promote healthy lifestyles and improve wellbeing by encouraging walking and cycling and encouraging people to go outdoors and be more active. We agree with this, and the desirability of establishing a linked network of a range of open spaces.

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23. The Forum supports EN5a with regard to development which is adjacent to, or contains, waterways, which will be expected to maintain, enhance or create suitable and safe public connections to, along and adjacent to waterway(s) for walking, cycling and maintenance.

### **Site Allocations**

The following are comments on the Development Principles on individual sites, excluding comments already made on certain sites within the text above, on recent planning applications or on supplementary planning guidance.

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PA1 Bestwood Road. Add that opportunity should be taken to create a link to the right of way to the east of the site.

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PA2 Blenheim Lane. Support inclusion of vehicular access from Firth Way, so that Blenheim Lane can be retained as a bridleway, with walking and cycling routes within the development linked to this.

- 4625** PA 16, 17 Woodhouse Way. The recognition of opportunities to improve cycling and walking connections in PA 16, is welcomed, but should be extended to PA 17. These sites are adjacent to a number of well used walking and cycling routes.
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- 4627** PA 22 Western Boulevard. The Forum agrees that Opportunities to provide a cycle/pedestrian link through the site from Western Boulevard to the riverside path should be explored.
- 4628** PA 23 Basford gas works. We agree the existing riverside cycle route and footpath should be extended through the site. Site is adjacent to the River Leen and this green corridor should be protected and enhanced. It is disappointing the opportunity to provide a new bridge over the Leen, to link to the proposed new path along the western side of the Leen, has not been taken.
- 4629** PA 27 Wilkinson Street. PA30 Bobber Mill Bridge.  
**4599** We welcome that opportunities to improve walking and cycling links through these site should be explored alongside opportunities for habitat enhancement.
- 4630** In PA 35 Woodyard Lane. Welcome inclusion of need for walking and cycling links to Woodyard Lane.
- 4631** PA 40 Daleside Road. Welcome recognition of need to protect cycle route to the front of the site.
- 4632** PA 51 Riverside Way. Links to the Big Track walking and cycling route should be included.
- 4633** PA 59 Farnborough Road. Support exploration of opportunity for improved pedestrian and cycle links between Clifton and the adjacent Clifton Pastures development (in Rushcliffe)
- 4634** PA 66 College Site. Sensitive redevelopment of the site provides opportunities to improve north/south and east/west pedestrian and cycle connections between the Canal Quarter, City Centre retail core and Lace Market, which we feel must be taken.
- 4635** PA 68,69, 76 – 79, 81 – 83, 85. All of these sites have canal or river frontages. For canal side sites we would welcome a consistent recognition that development or redevelopment should carefully consider the relationship between the sites and the canal towpath, exploit opportunities to create access and links between them and enhance the canal frontage. We agree that the design and layout of riverside sites should exploit riverside frontages with a continuous cycle and pedestrian path along the River Trent. Existing bank-side habitats should be retained and an accessible riverside green corridor created that provides wildlife and community value. The Forum requests that the design of the sites should ensure that the opportunity to create a new foot-cycle bridge over the Trent between the Hook (Lady Bay) and Daleside Road is not jeopardised.
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