# Nottingham Rights of Way Improvement Plan (ROWIP2)









## Consultation Draft 2015

the big wheel
turning transport around

Nottingham City Council

# NOTTINGHAM RIGHTS OF WAY IMPROVEMENT PLAN (ROWIP2)

# CONSULTATION DRAFT 2015

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# NOTTINGHAM RIGHTS OF WAY IMPROVEMENT PLAN (ROWIP2) CONSULTATION DRAFT 2015


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**Front cover images**

Top left Holgate, Clifton Village, top right "The Big Track", bottom left Clumber Street (City centre) and bottom right Fairham Brook, Silverdale

# Chapter 1: Setting the Scene

## 1.1 Introduction

Section 60 of the Countryside and Rights of Way (CROW) Act 2000 placed a duty on the City Council to prepare and publish a Rights of Way Improvement Plan (ROWIP1[1]) which was published November 2007. Since that time, there have been a number of changes to public rights of way legislation and the City Council's strategic priorities. ROWIP2 now reflects these changes and support the priorities of the current Local Transport Plan (LTP)[2], the Council Plan 2012 – 2015[3] and The Nottingham Plan to 2020 (Sustainable Communities Strategy)[4]. Additionally, ROWIP2 includes a number of improvements made during ROWIP1.

The geographical area of ROWIP2 is shown at Figure 1 on page 2. Figure 1 also shows the City Council's 8 Area Committees, their Locality and Wards. Being a strategic document, the ROWIP does not make detailed appraisals of each route. It provides a framework to work with the Area Committees, Neighbourhood Management Teams, the Nottingham Local Access Forum (see below), local citizens and users of the network. The Plan will:-

- Take a holistic approach to improve the network; and
- Investigate site specific problems and identify practical solutions

## 1.2 Statutory Requirements

The relevant legislative provisions require the City Council to assess the following:-

- The extent to which local rights of way meets the present and likely future needs of citizens
- The opportunities provided by local rights of way for exercise, recreation, day to day commuting and travel and the enjoyment of Nottingham
- The accessibility of local rights of way for citizens who are blind, partially sighted or have mobility problems

## 1.3 The Nottingham Local Access Forum (NLAF)

The NLAF[5] was set up under Sections 94 - 95 of the CROW Act 2000. The Forum was instrumental in helping deliver ROWIP1 and has continued to monitor its progress, and where necessary hold the City Council to account on its performance. Throughout ROWIP2 reference will be made to the contribution from the NLAF where appropriate. Figure 2 on page 3 shows the relationship between the NLAF and the development of ROWIP2. Specific comments are included in the "Input from the NLAF".

[1] www.nottinghamcity.gov.uk/rightsofway
[2] www.nottinghaminsight.org.uk/d/94332
[3] www.nottinghaminsight.org.uk/insight/search/unified_search.aspx?q=big wheel
[4] www.nottinghaminsight.org.uk/insight/search/unified_search.aspx?q=big wheel
[5] www.nottinghamcity.gov.uk/localaccessforum

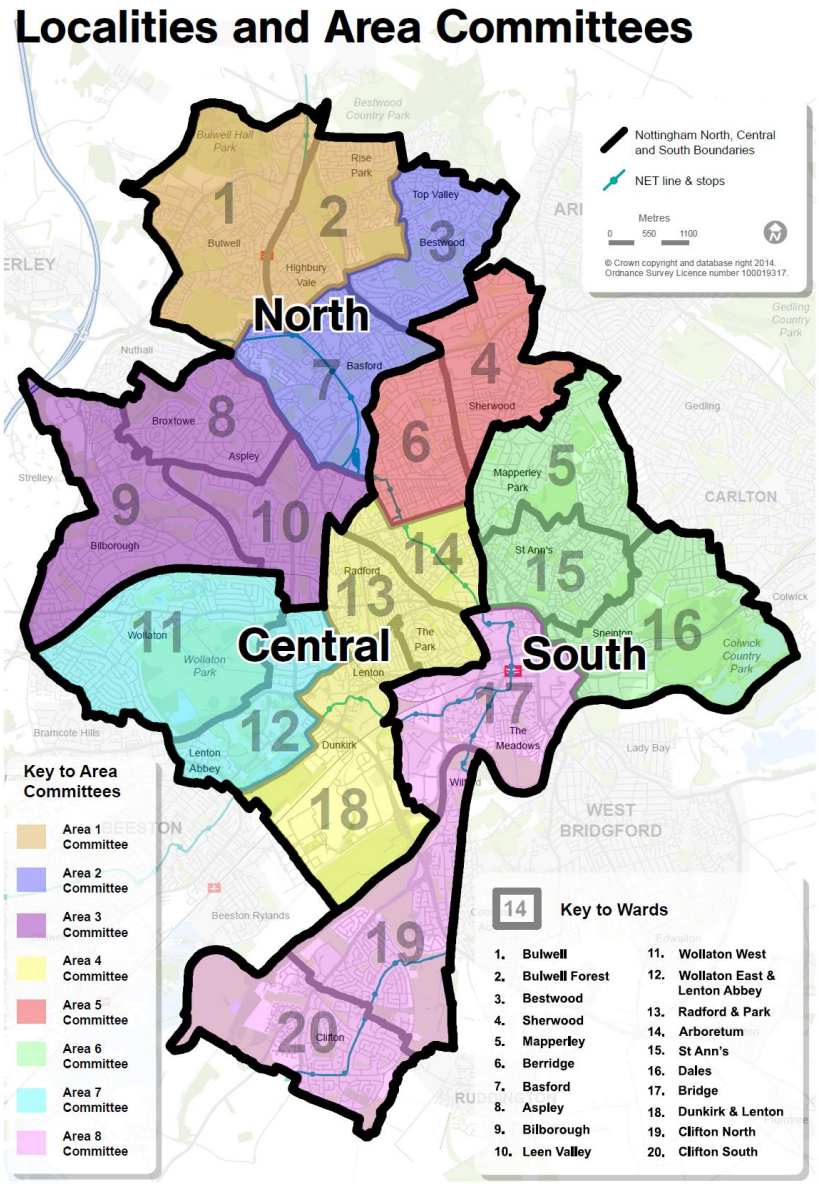



Figure 1: Geographical Area of ROWIP2 and the City Council's 8 Area Committees, their Locality and Wards

<u>North Locality:</u>

- Bulwell and Bulwell Forest
- Basford and Bestwood
- West Area Committee (Leen Valley, Aspley and Bilborough)

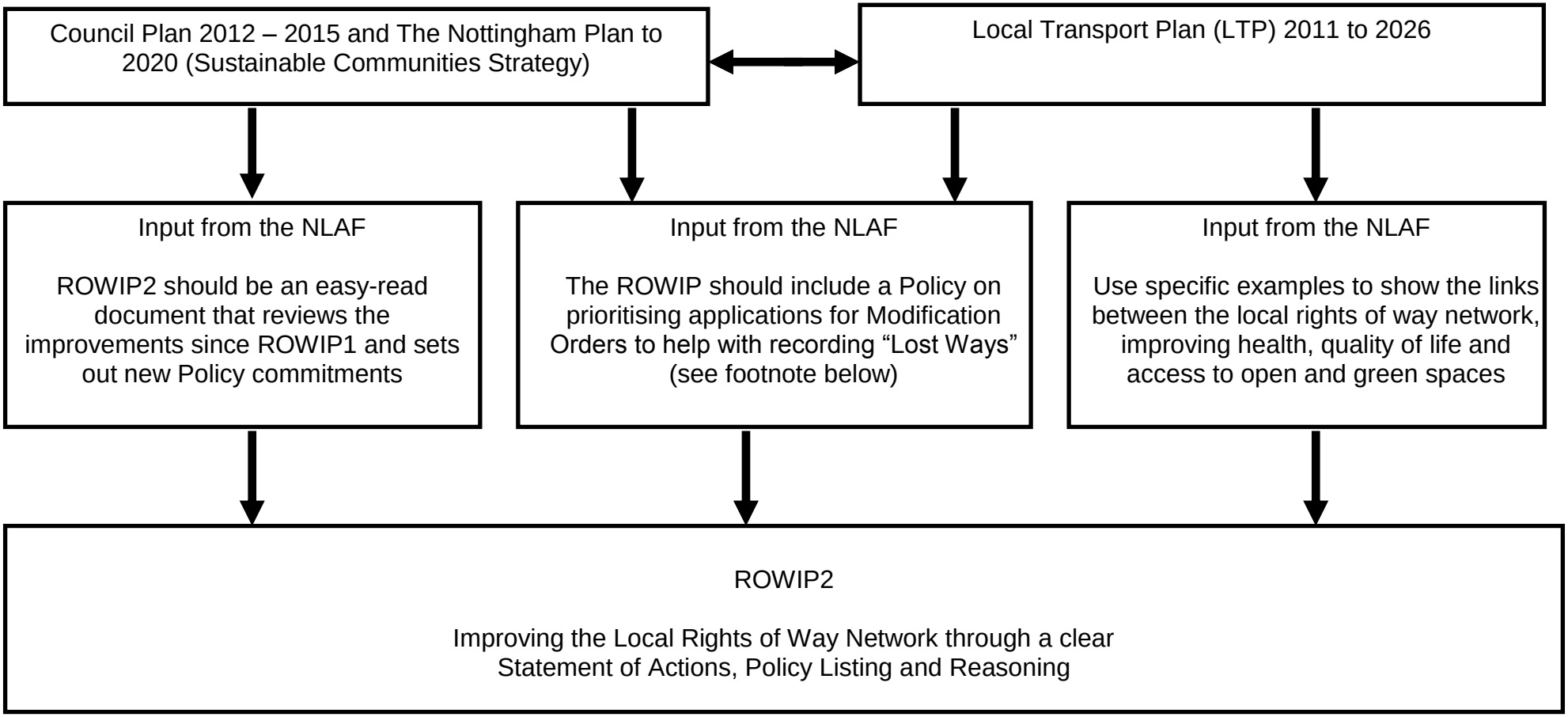
<u>Central Locality:</u>

- Berridge and Sherwood
- Arboretum, Dunkirk and Lenton, Radford and Park
- Wollaton East & West and Lenton Abbey

<u>South Locality:</u>

- Area Committee East (ACE) Dales, Mapperley and St Ann's
- Area 8 Committee (Bridge, Clifton North and South)

Figure 2: Informing and developing ROWIP2




"Lost Ways" - the incompleteness of the legal record of public rights of way has been a contentious subject for many years and the CROW Act 2000 sought to address this. It provided a 'cut-off date' of 1st January 2026, so that unrecorded pre-1949 public rights of way known as "lost ways", if claimed on documentary evidence alone, would cease to exist if not recorded on the Definitive Map and Statement by this date.

# Chapter 2: Improvements during ROWIP1

## 2.1 What we achieved during ROWIP1

Table 1 summarises the policies which helped deliver the improvements during ROWIP1. Although ROWIP2 sets out further Policy commitments (see Chapter 7, page 31 below) ROWIP1 policies are still applicable and are therefore carried forward.

Table 1

| **ROWIP1 Policy No.** | **Summary of Policy / improvements** | **Action(s) completed** |
|---|---|---|
| ROWIP 1 | Publish ROWIP1 during November 2007 | √ |
| ROWIP 2, 3, 4 | Public rights of way, planning and development | √ |
| ROWIP 5, 6 | Legally defined (recorded in the Definitive Map and Statement) | √ |
| ROWIP 7, 8, 9 | Properly maintained | √ |
| ROWIP 10 | Promotion and publicity | √ |
| ROWIP 11, 12, 13 | Crime, disorder and anti-social behaviour | √ |
| ROWIP 14, 15, 16, 17 | Walking, cycling, horse riding and mobility access | √ |
| ROWIP 18 | Citizens who do not use the network | √ |
| ROWIP 19 | Health, well being and quality of life | √ |

## 2.2 Improvements schemes during ROWIP1

The following provides details of a number of improvements made during ROWIP1.

### 2.2.1 Hucknall Road (disused rail corridor)

This scheme upgraded around 1000 metres of path, which was previously a muddy un-surfaced route. This route offers an “off-road” alternative to Hucknall Road and provides users with an opportunity to enjoy the wildlife and

open space aspects along this Local Nature Reserve. All main access points have been signed.



Figure 3: part of the surface improvements along the disused rail corridor

### 2.2.2 Colwick Woods

The entrance to the woods from the Colwick Road footpath is extremely steep and the wrought iron gate (see figures 4 and 5 below) was difficult to use due to eroded mud collecting around the bottom of the gate. These two factors discouraged potential users accessing the woods at this point. The aim of the improvement scheme was to make this entrance more attractive and easy to use which would encourage more citizens to visit the site from this side of Sneinton.

The site periodically suffers from motorcycles and quad bikes and following discussions with the Friends of Colwick Wood, the City Council's Parks Development Team and the local Police a motorcycle barrier was installed which would deter these vehicles. The following Figures show the entrance before and after the improvements.




Figure 4: (before) mud washed down hill during heavy rain and collects around the gate making it virtually impossible to open. Users then had to climb up the stone wall on the left hand side




Figure 5: (after) the gate has been removed. To make access for motorcycles and quad bikes more difficult, a motorcycle barrier “A Frame” has been installed



Figure 6: (after) handrail and sleeper steps have been installed along the steepest section. This has improved the overall accessibility of the path and reduced runoff and erosion

Unfortunately, even with the improvements, due to the very steep gradients the footpath is unsuitable for prams, push chairs and mobility scooters.

### 2.2.3 Colwick Country Park Footbridge

During 2010, the NLAF investigated small scale schemes to improve links to open and green spaces. This resulted in the footbridge which crosses a stream called “The Loop” and connects Colwick Country Park to Gedling Borough. The scheme was completed in 2014.

Figure 7: footbridge at Colwick Country Park



### 2.2.4 River Leen Access and Biodiversity Study: (Basford to Bulwell)

The River Leen runs through the City Council's Wards of Bulwell, Basford, Radford and Lenton (see figure 1 page 2). In 2010 the City Council commissioned a study to improve access and biodiversity along the corridor which set out a strategy for this underused asset. It was apparent that, in order to successfully and sustainably improve public access, enhancement and protection of wildlife habitat and biodiversity must also be a priority.

Based on this study, the City Council and other neighbouring Council's made a successful bid for Growth Point (Green Infrastructure)[6] funding which helped create a traffic free route from Nottingham (in the south) to Kirkby in Ashfield (in the north). Working with Nottinghamshire Wildlife Trust, the scheme in Nottingham included:-

- Constructing 350 metres of crushed stone path along a well used muddy desire line which links to an existing bridleway and forms part of National Cycle Network (NCN) 6
- Habitat and biodiversity improvements to benefit the Leen's wildlife population
- Reinstating an overgrown section of "cinder" footpath
- Installing signage to and from Bulwell and Basford including access to the nearby Tram stops

The location of the River Leen scheme is shown on Figures 8 and 9 below.

[6] www.nottinghamcity.gov.uk/index.aspx?articleid=5768




Figure 8: section of new bridleway created along the River Leen which forms part of National Cycle Route 6. This new section was then added to the Definitive Map and Statement. This new route bypasses a number of Motorcycle Inhibitor Barriers and horse stiles, making the route more attractive and accessible

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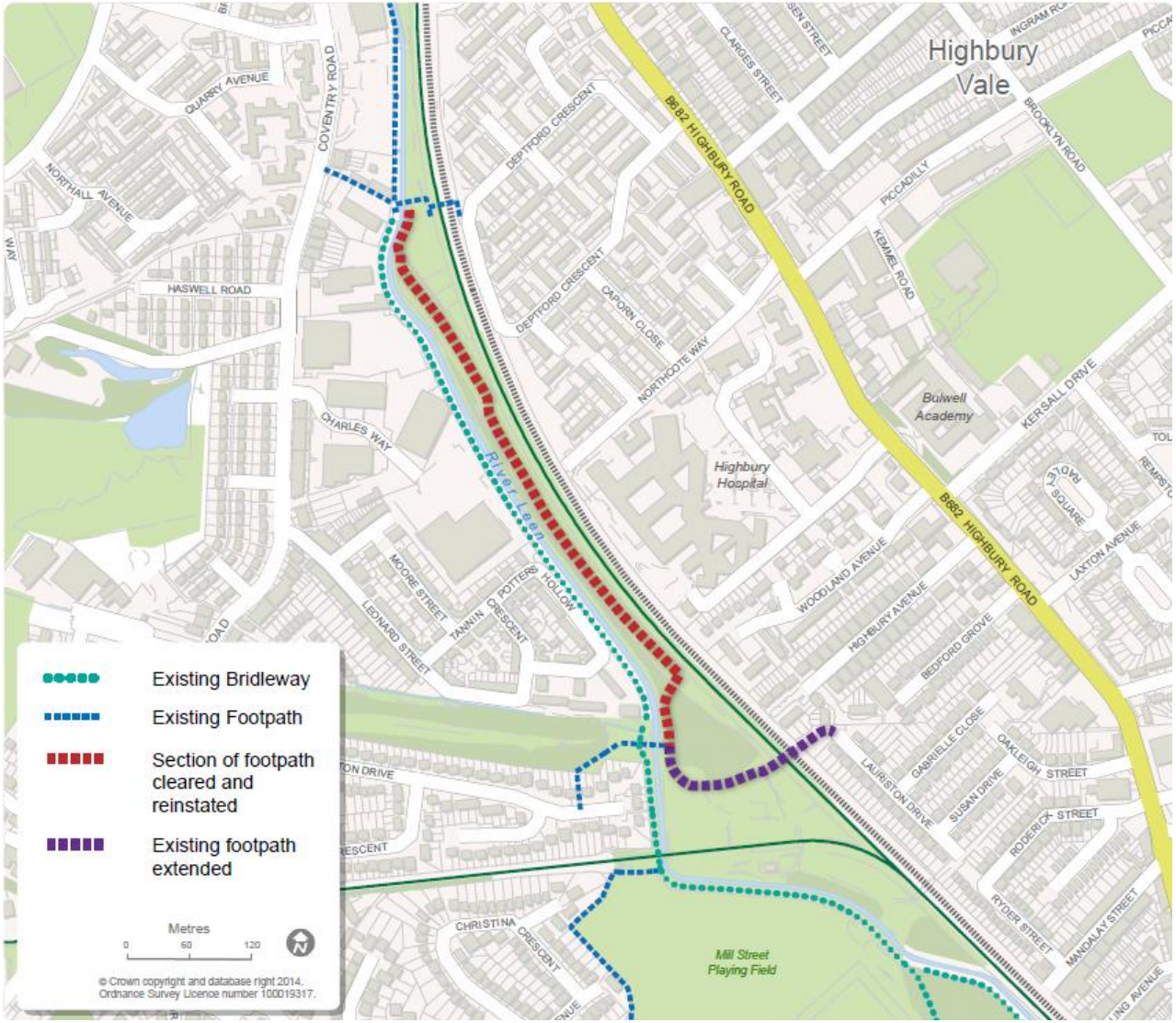



Figure 9: section of “cinder” path cleared and reinstated. This section extended an existing footpath which was then added to the Definitive Map and Statement

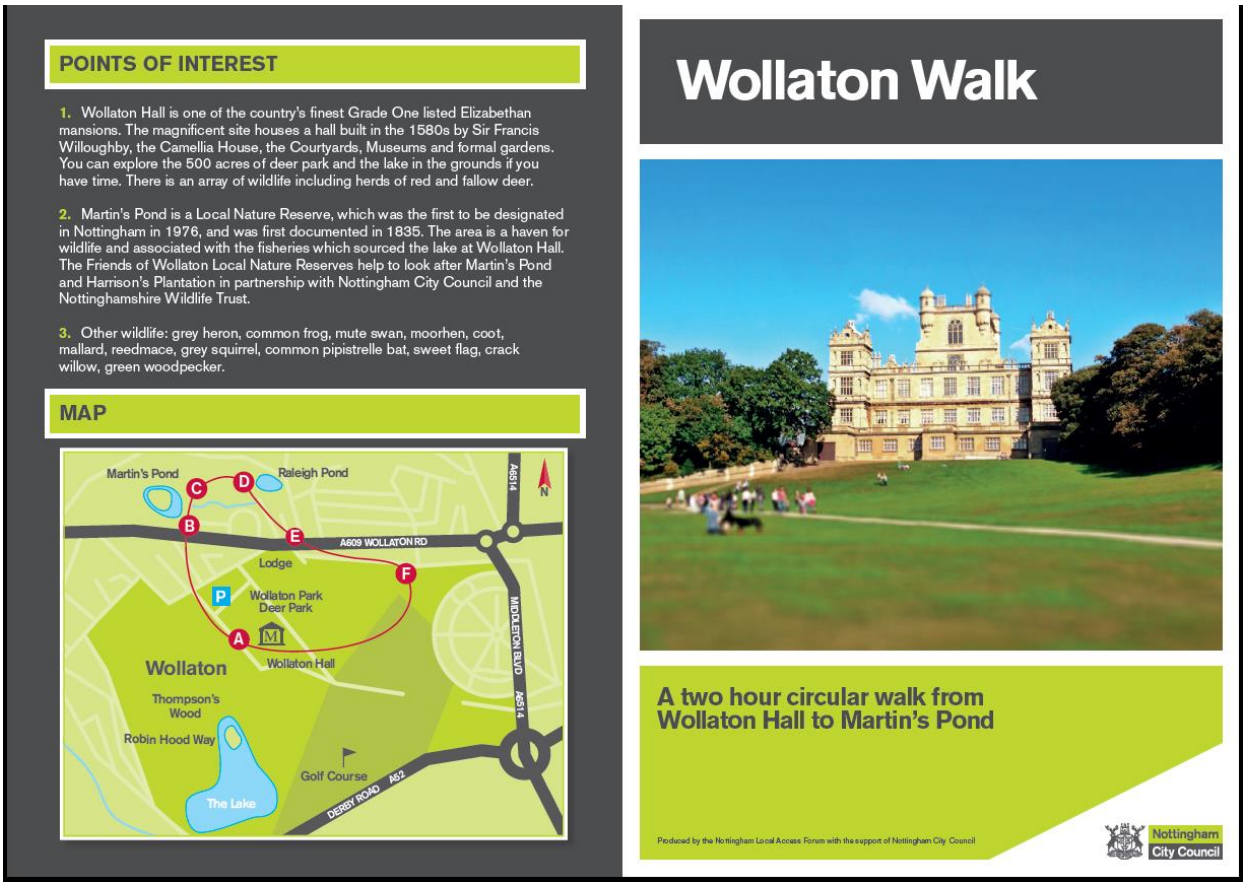
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## 2.2.5 Wollaton Hall to Martins Pond Local Nature Reserve: Self-Guided Walking Leaflet

Two of the priorities within the Council Plan 2012 – 2015 and The Nottingham Plan to 2020 is a “Healthy Nottingham” and to improve the quality of life of Nottingham’s citizens. The ROWIP1 survey during 2006 identified Wollaton Park and Martin’s Pond Local Nature Reserve as the top two sites which citizens like to visit when using the local rights of way network. In response to this, during 2013 the NLAF commenced a project to produce a self-guided walking leaflet linking these two key destination sites. The Wollaton Leaflet is shown below at Figure 10.

The Forum intends to produce similar leaflets for all City Council Wards (see figure 1, page 2), including sites in Clifton (incorporating Trent Valley Way and the Local Nature Reserve) Silverdale (incorporating Fairham Brook) and Sneinton (incorporating Colwick Woods). Due to the locality and proximity of the Wards, each Leaflet may cover more than one Ward. The Leaflets will be available on the City Council’s Web Site and will encourage more people to get and about in Nottingham while promoting the local rights of way network and the work of the Forum.

Figures 10: Wollaton Self Guided-Walk Leaflet produced by the Nottingham Local Access Forum (showing front and back cover).



# Chapter 3: ROWIP2 policy context

## 3.1 *Safe, Clean, Ambitious, Proud*

In 2009 ROWIP1[7] received a National Award from Natural England for its integration with the Local Transport Plan and is cited in their Good Practice Note[8]. This chapter sets out how ROWIP2, through working with Area Committees[9], Neighbourhood Management Teams, the Nottingham Local Access Forum, local citizens and other partners, will help achieve the 2030 Vision to make Nottingham *safe, clean, ambitious and proud*. The 8 Area Committees, which are shown at Figure 1 page 2, will help identify local priorities.

## 3.2 Council Plan 2012 – 2015 and The Nottingham Plan to 2020

The six priority headings within the Council Plan 2012 – 2015 are fully aligned with the Strategic Priorities within The Nottingham Plan to 2020 (Sustainable Communities Strategy). Our priority headings for the 2030 Vision are:-

- World Class Nottingham
- Work in Nottingham
- Safer Nottingham
- Neighbourhood Nottingham
- Family Nottingham
- Healthy Nottingham

ROWIP2 will help deliver these priorities.

## 3.3 Links between ROWIP2 and the Local Transport Plan

The current Local Transport Plan covers the period 2011 to 2026[10] and has five broad objectives; these are:-

- Deliver a **world-class sustainable transport system** which supports a thriving economy and enables growth
- Create a **low carbon transport system** and a resilient transport network
- Improve **access to key services**, employment and training including creation of local employment and training opportunities
- Improve the **quality of citizens' lives** and transform neighbourhoods
- Support citizens to live **safe, independent and active healthy lifestyles**

[7] www.nottinghamcity.gov.uk/transportstrategies
[8] LTP and ROWIP Integration Good Practice Note Natural England 2009 www.naturalengland.org.uk/publications
[9] The City Council is split into 3 Localities (North, Central and South) and has 8 Area Committees covering 20 Wards.
[10] www.nottinghamcity.gov.uk/transportstrategies

There are clear links between the local rights of way network and the LTP objectives. ROWIP2 has the potential to play its part in helping to deliver a sustainable transport system, improve access to key services and support citizens to live active lifestyles which in turn will improve their health, well being and quality of life. For example, by making the local rights of way more attractive and accessible it will encourage sustainable and active travel options such as walking and cycling for access to:-

- Existing and new housing areas
- Open and green spaces and the wider countryside
- Local amenities, shops, public transport, health services
- Commercial / industrial developments
- Key employment sites
- Schools, colleges and training facilities

Based on the results of the User Questionnaire (see Chapter 6 below) ROWIP2 has reviewed user behaviour and specifically; whether citizens walk, cycle or ride a horse, the type of environment they prefer, what puts them off using the network and where improvements should be made to encourage more use. The Plan will therefore:-

- Encourage citizens to take up outdoor recreational pursuits such as walking, cycling and/or horse riding
- Encourage more walking and cycling for commuting and day to day travel
- Encourage more citizens to enjoy Nottingham's open and green space network; and
- Reduce carbon emissions and improve air quality; which in turn will
- Contribute to better health and well being and therefore improve the quality of life of Nottingham's citizens

Table 2 on page 14 includes examples of ROWIP schemes which support the LTP objectives.

Table 2: Examples of ROWIP2 schemes to support LTP

| LTP OBJECTIVES | RIGHTS OF WAY NETWORK | EXAMPLE OF ROWIP2 SCHEME |
|---|---|---|
| **Reducing carbon emissions** | Support active travel solutions by encouraging more people to cycle and walk especially for local journeys | Create new links to the existing network improve entrance points, signage and publicity which in turn will increase a person's willingness and confidence to walk and cycle more often |
| **Supporting economic growth** | Improve sustainable access options to new / existing housing areas, key employment sites, public transport nodes, schools, colleges etc | Work with large employers such as the University of Nottingham to deliver access improvements to and through their sites, for example Grove Farm (the Big Track[11]) |
| **Promoting equality of opportunity** | When dealing with unauthorised mechanically propelled vehicles on the local rights of way network, supporting the principles of 'access for all' and the "least restrictive option"[12] | Review all existing motorcycle barriers and remove them if no longer required or replace them with the "least restrictive option" |
| **Contributing to better safety, security and health** | Increase the options for citizens to access health and social care which in turn will influence healthy life style choices | Create safe / improve existing off-road routes to encourage first time walkers, cyclists and horse riders to promote healthy lifestyle choices |
| **Improving quality of life and a healthy natural environment** | A well maintained and signed network will improve access to open and green spaces and the wider countryside | Create more circular routes to link to open and green spaces, for example linking the River Trent to the River Leen and Fairham Brook |

[11] The Big Track is a 10 mile traffic free circular route incorporating parts of the River Trent and Nottingham and Beeston Canal www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=44230&p=0

[12] Please refer to the City Council's Statement of Policy for the use of Barriers on Rights of Way http://www.nottinghamcity.gov.uk/index.aspx?articleid=929

## 3.4 Health, Wellbeing and Quality of Life Benefits

A key priority of the City Council is to improve the health, wellbeing and quality of life of Nottingham's citizens which is reflected throughout the current LTP. Research by the Department of Health[13] suggests that Britain will become a mainly obese nation by 2050, unless there are significant changes in nutrition and physical activity. 50% of Nottingham's population is currently classified overweight with almost 20% categorised as clinically obese. There is a multitude of research which highlights the health and quality of life benefits of walking and cycling but, until more recently, there was very little research on the benefits of horse riding. The following summarises the benefits of these three physical activities.

### 3.4.1 Walking

Regular walking, like all aerobic exercise, can have a dramatic effect on cardio respiratory fitness. Walking, particularly in pleasant surroundings, has been shown to improve self esteem, relieve symptoms of depression and anxiety, and improve mood. Many General Practitioners are now prescribing gentle walking for people suffering from a range of physical and mental health conditions. Please see www.ramblers.org.uk/info/everyone/health.html

Figure 11: City centre ancient alleyway



### 3.4.2 Cycling

Cycling offers enormous potential to help improve public health. As well as improving physical health, cycling has a positive affect on emotional health, improving levels of well-being while reducing a range of medical symptoms on a daily basis. Providing there are the right facilities in the right places, cycling can become part of everyday activity, rather than having to find additional time for exercise. Please see www.dft.gov.uk/cyclingengland/health-fitness/health-benefits-of-cycling/ and Dr Adrian Davis NHS Bristol and Bristol City Council: Research Report 5 Updated March 2010

Figure 12 Shared use route



[13] www.gov.uk/government/publications/uk-physical-activity-guidelines

### 3.4.3 Horse riding

Horse riding has both physical and psychological benefits. For example, catching horses in the field, mucking out, tacking up and then riding encourages physical activity and contact with horses has a calming and positive psychological effect which creates a sense of well being. These benefits are recognised by the Riding for the Disabled Association (RDA). Many physiotherapists recommend regular sessions of gentle movement on horseback in place of conventional physical therapy sessions to provide valuable muscle stimulation. For further information please see www.bhs.org.uk

Figure 13: Clifton Grove



# 4.0 Chapter 4: Current Provision

## 4.1 The Definitive Map and Statement

In order that everyone, including walkers, riders and landowners alike, know which ways are public rights of way, Parliament has required local authorities, known as surveying authorities, to record those rights on special maps and statements, known as Definitive Maps and Statements. All known public footpaths, bridleways and byways should, by law, be recorded on the Map and Statement. The inclusion of a public right of way on the Map and Statement is a record only of the existence of those rights. Other rights may exist (e.g. private rights) but may not be recorded. The Map and Statement is therefore conclusive evidence in law only of the public rights shown and of no other rights.

## 4.2 Classification of public rights of way

A public right of way is a way over which the public have a legal right to pass and re-pass at all times of the day and night in perpetuity, and includes the following classifications:-

- Public footpath - a way over which the right of way is on foot
- Public bridleway - a way over which the right of way is on foot, horse back, leading a horse, pedal cycle and in some instances to drive animals
- Byway open to all traffic (BOAT) - is a carriageway and therefore a right of way for vehicles, but one used mainly for the purposes for which footpaths and bridleways are used
- Restricted byway - a way over which the right of way is on foot, on horse or leading a horse and on a vehicle (other than mechanically propelled) including pedal cycles and horse drawn carriages

Additionally, due to the importance of providing useful links to the public rights of way network (i.e. paths recorded in the Map and Statement) the following permissive routes (which are open to the public with the permission of the landowner) are considered as part of the local rights of way network:-

- Canal towpaths (e.g. Nottingham and Beeston Canal)
- Routes across formal public parks and open spaces which are open to the public during the day and closed at night (e.g. Wollaton Park)

## 4.3 Public rights of way and the local rights of way network

In the context of ROWIP2, it may help at this stage to explain the differences and similarities between the “public rights of way” network and the “local rights of way” network.

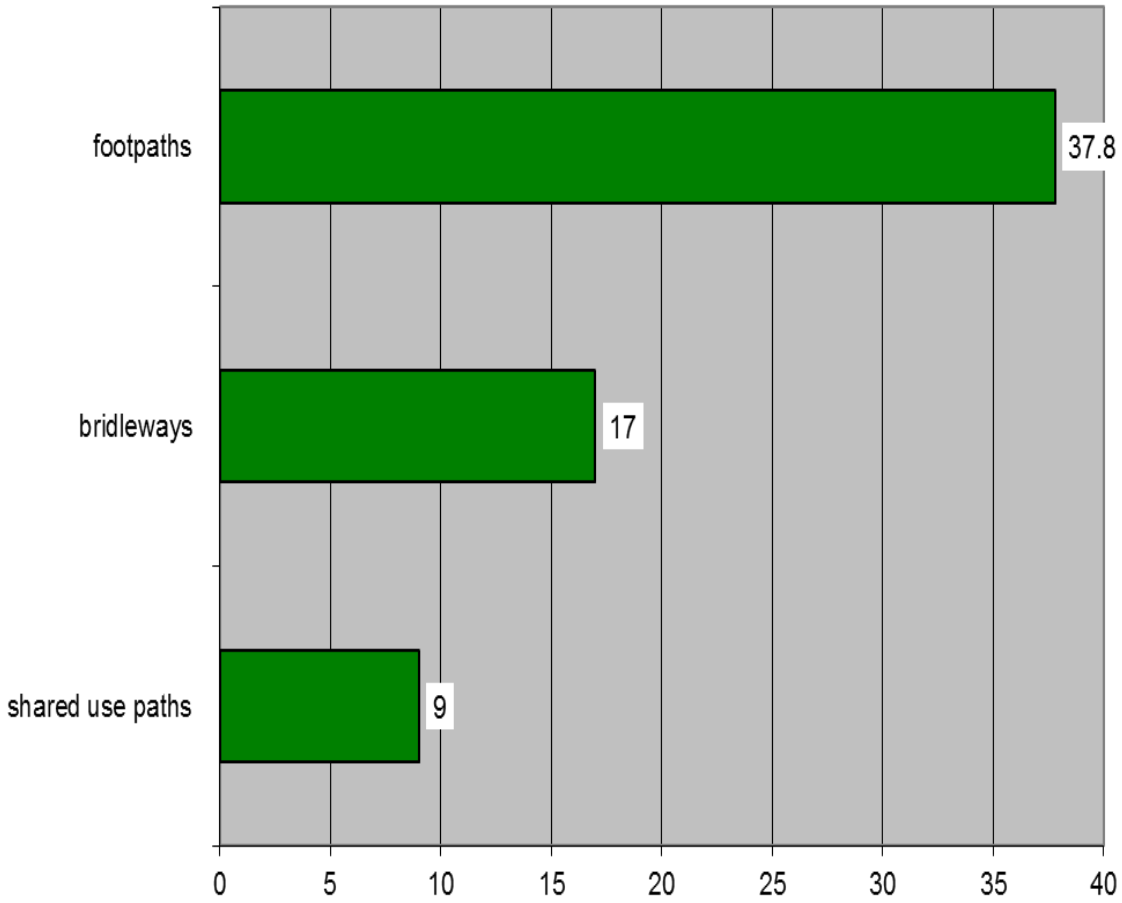
- Public rights of way (footpaths, bridleways and byways) are (or ought to be) recorded on the Definitive Map and Statement.

- ❖ The local rights of way network includes public rights of way as well as other routes to which the public have access (e.g. permissive routes), not recorded in the Map and Statement.

## 4.4 Available length of local rights of way

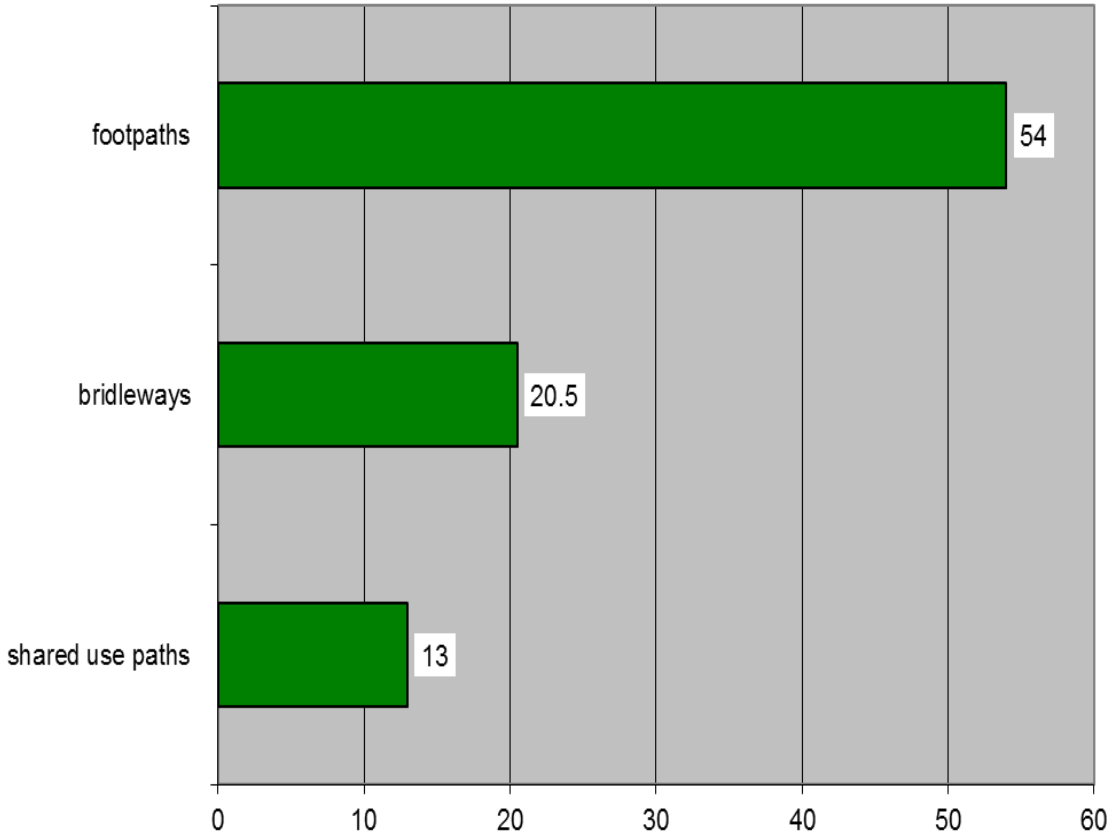
ROWIP1[14] included details of the total length in kilometres of local rights of way in 2007 and their respective classifications. This included all routes recorded on the Map and Statement along with "off-road" shared use paths (i.e. not including routes along the carriageway and footways/pavements).

Figure 14: Total length (km) of local rights of way in 2007




[14] ROWIP 2006/7 to 2010/11 Chapter 6 Current Provision Page 2
http://www.nottinghamcity.gov.uk/transportstrategies

Figure 15: Total length (km) of local rights of way in 2015




Figures 14 and 15 above show that since 2007 the footpath network has increased by 16.2km, bridleways by 3.5km and shared use paths by 4km.

## 4.5 Legally defined

The incompleteness of the legal record of public rights of way (the Definitive Map and Statement) nationally has been a contentious subject for many years. The Statement of Actions (see Chapter 7 below) includes a commitment to add public ways to the Map and Statement which will ensure they are identified, legally recorded and protected for future generations to enjoy. This will enable the City Council to work towards the 2026 statutory cut-off date introduced by Section 53 of the CROW Act 2000. This prevents any claim from being successfully made to add a pre-1949 public right of way to the Map and Statement after 1st January 2026, if the claim is based solely on documentary evidence. If this is not addressed unrecorded public rights of way that form part of Nottingham's historic network may be lost to the public forever. Additionally, this commitment will focus resources on fulfilling the Council's duty under Section 53 of the Wildlife and Countryside Act 1981 to keep the Definitive Map and Statement under continuous review.

## 4.6 Well publicised

ROWIP1 included a commitment to correctly sign and waymark the public rights of way network. ROWIP2 will continue to meet these obligations and this commitment is therefore carried over to ROWIP2.

## 4.7 Properly maintained

ROWIP1 included a commitment to formalise an inspection and maintenance programme for remote[15] "off road" routes recorded on the Definitive Map and Statement. During 2013 a methodology was agreed to create a Condition Register of all structures to include concrete and wooden steps, hand rails, short span bridges (not more than 20 metres in length), horse stiles and hand gates. To create the Register the following actions were carried out:-

- Carry out a desk based assessment to identify the type of structure and their locations
- Undertake site visits to determine whether the structure is safe and fit for purpose. (photographs of the structure are catalogued against the date of the assessment)
- Any concerns reported to the City Council's Bridges and Structures team, and repairs carried out as required
- Based on the above, prepare a Register of structures

[15] The term "remote" refers to paths that are located away from built up areas and are more rural in characteristic and includes routes such as the Trent Valley Way, Colwick Wood, Fairham Brook, River Leen and parts of the "Big Track"

# Chapter 5: Consultation for ROWIP2 - Responses to the User Questionnaire

## 5.1 Public consultation and data collection for ROWIP2

In order that the Statement of Actions (see Chapter 8 below) reflects the aspirations of current and future users of the network, during 2013 a User Questionnaire was available on-line via the Consultation web site (Nottingham Insight www.nottinghaminsight.org.uk/). To bring this to the attention of users, with the help of the NLAF and the Council's Park Rangers, ROWIP2 Posters were placed along primary walking, cycling and riding routes, along with libraries, health centres and information points providing details of where the questionnaire could be viewed and completed. In response 339 questionnaires were completed. This is a relatively small sample size and the results therefore should be treated with some caution.

Other information which has been taken into account in the preparation of ROWIP2 includes:-

- Applications for Modification Orders and Public Path Orders
- Requests for improvements from the City Council's Area Committees, user groups and individuals
- Other key Plans and Strategies including Council Plan 2012 – 2015, The Nottingham Plan to 2020 (Sustainable Communities Strategy) and LTP

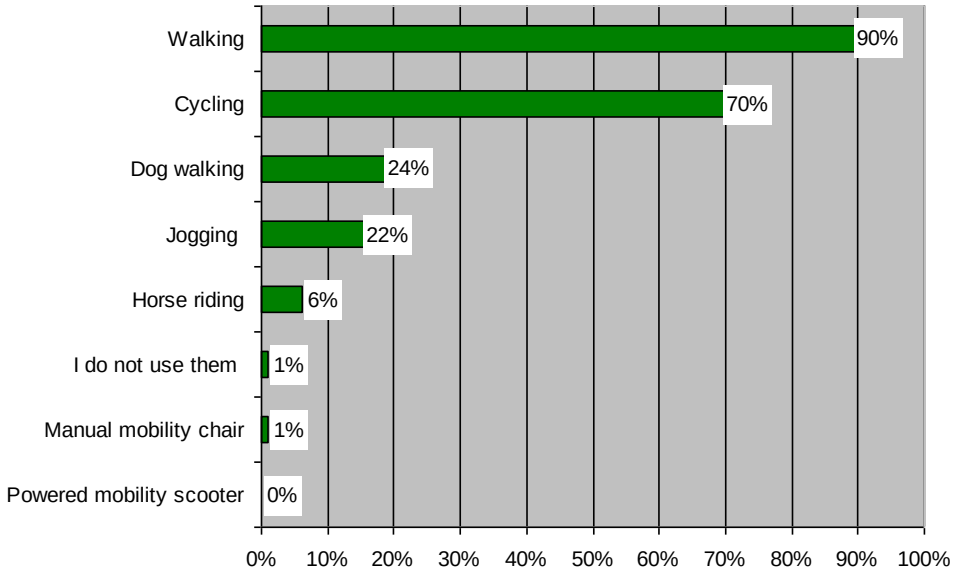
## 5.2 Responses to the ROWIP2 User Questionnaire

This information helped provide a "snap shot" of how Nottingham's citizens make use of the network (walk, cycle or ride), how often they use the network (daily, weekly, or very rarely), where they tend to use the network (location, particular landscape, destination site) and what improvements they think the City Council should make to the network (better maintenance, cleansing, signage and location and type of new routes). The survey also identified the reasons why citizens do not use the network and what improvements, if any, would reverse this trend.

The majority of the questions were multiple choice and the following are the key findings which informed the Statement of Actions for ROWIP2. At the end of this chapter there is a summary of these findings.

**Question 1: How do you currently use Nottingham's public rights of way?**

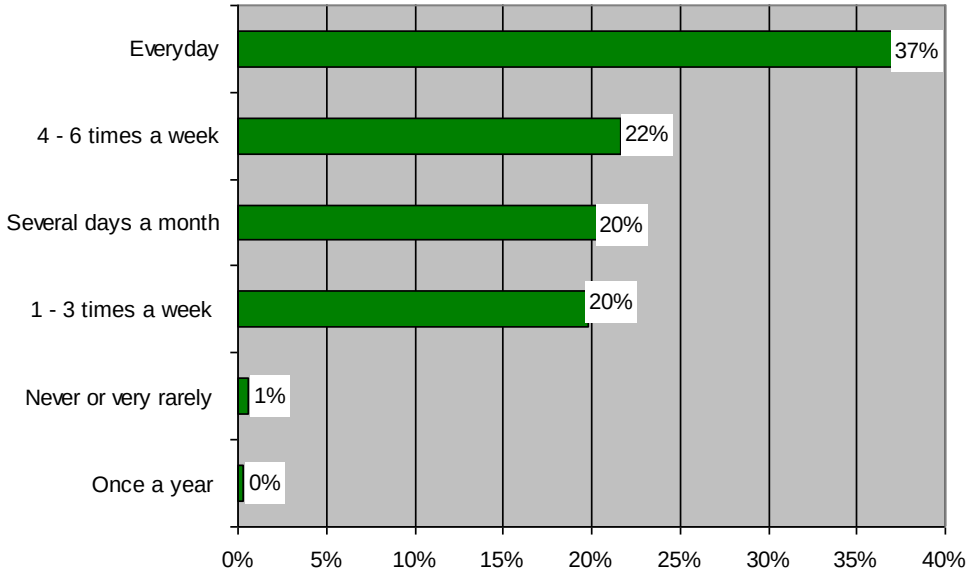
Figure 16




From the responses, 90% use the network on foot (with 22% jogging) 70% cycle, 6% ride a horse, 1% use a manual mobility chair and 1% do not use the network. 24% of users are accompanied by a dog which may be related to why 43% of respondents indicated (see figure 19 below) they are put off using certain routes due to dog fouling.

**Question 2: How often do you use Nottingham's public rights of way?**

Figure 17



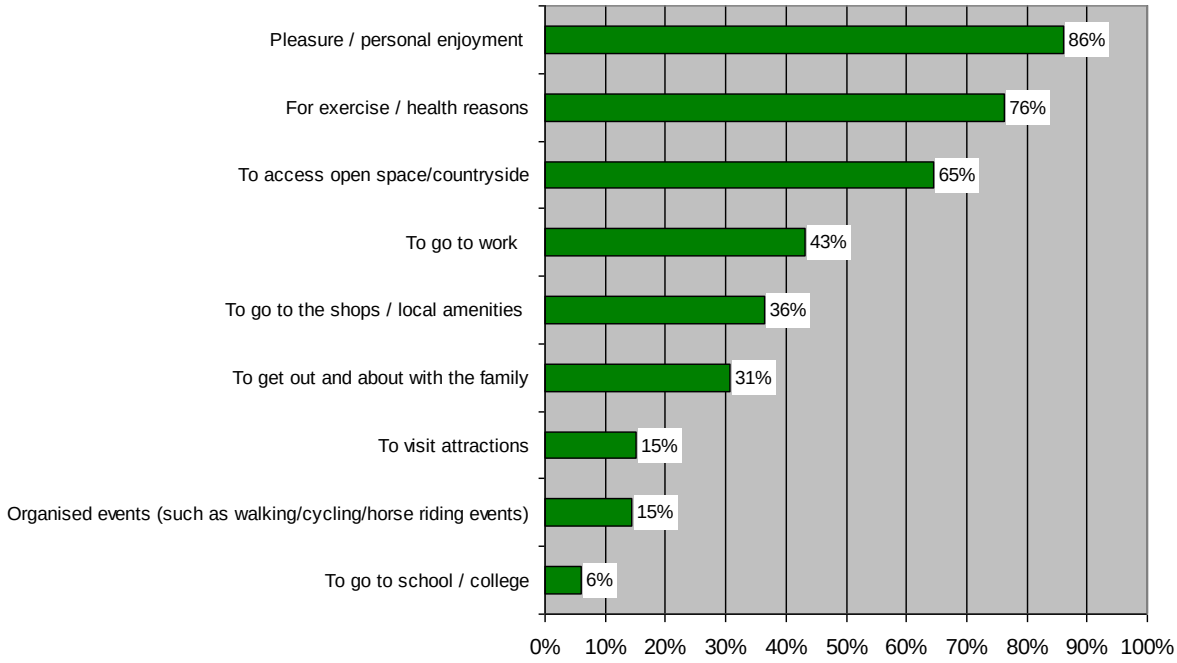

This shows that 37% of respondents use the network everyday, 22% use it 4 - 6 times a week, 20% 1 - 3 times a week, and a further 20% use it several days a week. 1% of respondents never or very rarely use the network.

**Question 3: Please tell us which public rights of way in Nottingham you use.**

The responses show the following recreational and commuter routes are used the most; “The Big Track” (Nottingham and Beeston Canal), River Leen (Bulwell and Basford) and Trent Valley Way (Clifton and Wilford). The following recreational sites were used the most; Bulwell Hall Park, Colwick Park and Martin’s Pond Local Nature Reserve, Wollaton.

**Question 4: What are your main reasons for using Nottingham’s public rights of way?**

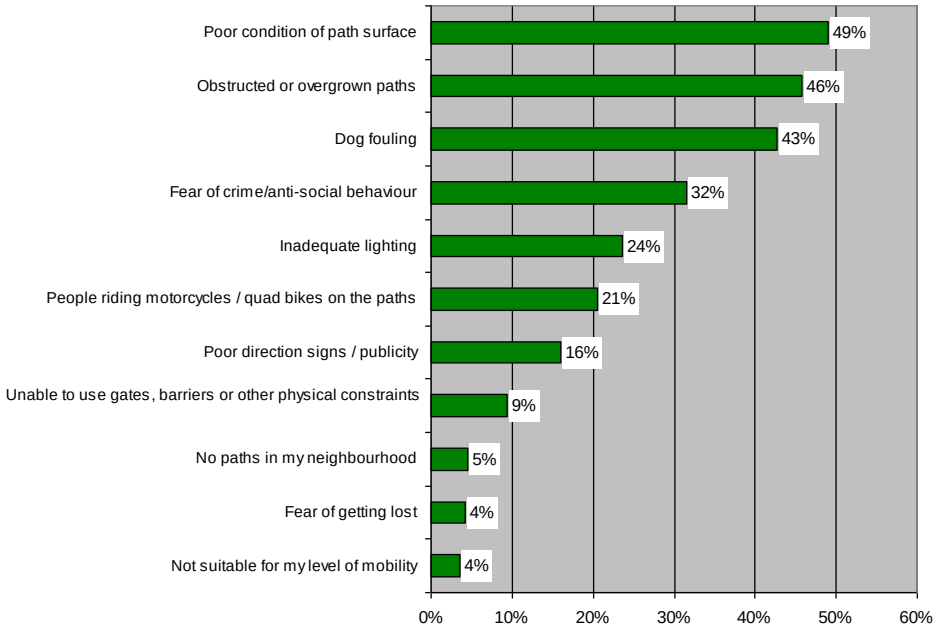
Figure 18




The responses show that 86% use the network for pleasure / personal enjoyment, 76% use it for exercise / health reasons, 65% to access open spaces / countryside and 43% to travel to work.

**Question 5: Does anything put you off using Nottingham's public rights of way?**

Figure 19




In response to what puts citizens off using the network, the top 4 reasons are; poor condition of path surfaces 49%, obstructed or overgrown paths 46%, dog fouling 43% and fear of crime and anti-social behaviour 32%.

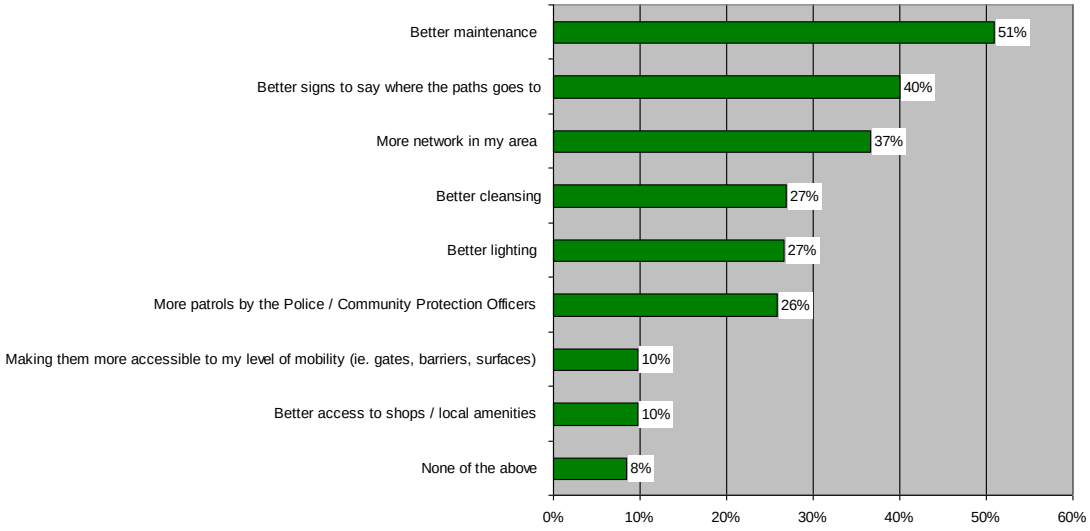
**Question 6: Please provide details for your answer to Q5.** For example, if you ticked "poor signage" or "motorcycles and quad bikes" please describe where the path is, using street names, house numbers or Ordnance Survey grid reference points.

The following are a selection of comments covering routes used for walking, cycling and horse riding.

- Big Track overgrown last year, Clifton flyover park and ride area
- New Road Railway Bridge [footpath] tends to have fly tipping problems but I'll continue to use it whatever as it is a good route
- I walk along Queen's Walk most days and the amount of dog mess is terrible
- There is lots of litter which pools together at certain drainage points along the Canal. It looks horrible and ruins what could be a scenic and beautiful part of the city
- Dog fouling mostly prevalent around path from Darley Avenue and Alfreton Road
- Gates on bridleway impossible to open whilst mounted……With physical limitations it's impossible for me to remount from the ground these days so that route is off limits to me as a solo rider.
- Improve the environment of some of the city centre routes

**Question 7: What would make you use Nottingham's public rights of way more often?**

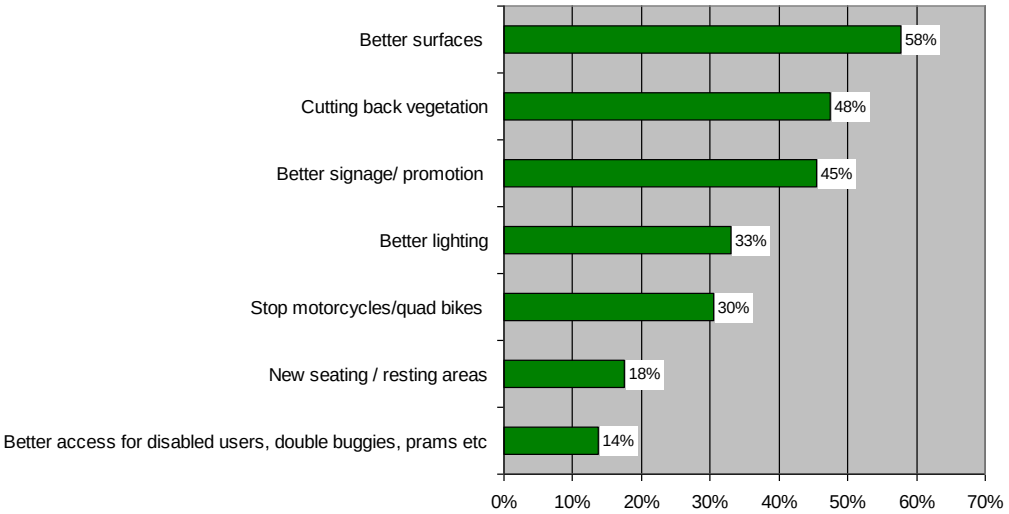
Figure 20




The top 3 responses to question 7 are better maintenance 51%, better signage 40% and more network in my area 37%.

**Question 8: To help improve Nottingham's public rights of way, what would be your top 3 priorities?**

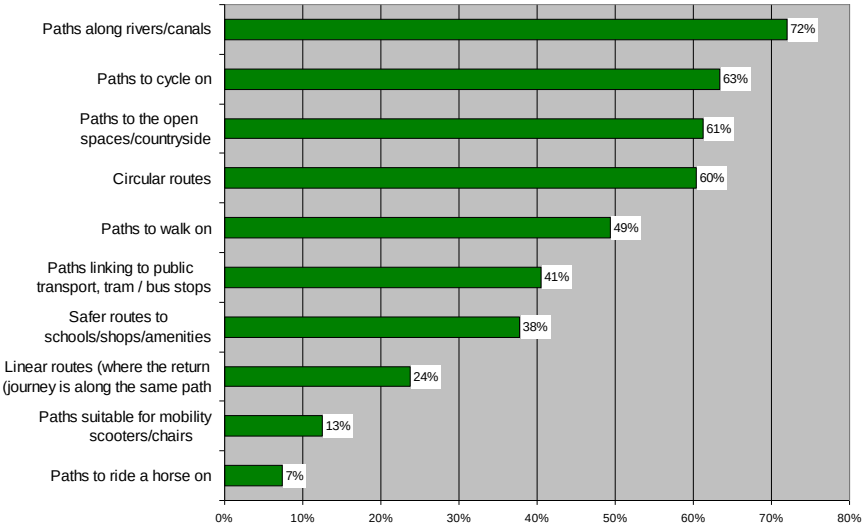
Figure 21




The top 3 priorities are better surfaces 58%, cutting back vegetation 48% and better signage / promotion 45%.

**Question 9: What type of new public rights of way would you like to see created in Nottingham?**

Figure 22




The top 4 priorities for new routes are paths along rivers / canals 72%, paths to cycle on 63%, paths to open spaces / countryside 61%, paths to walk on 49% and the preference is for more circular routes 60%, as opposed to linear routes 24%.

**Question 10: Gender profile of respondents**

The responses show that 56% of respondents are male and 44% female.

**Question 11: Age profile of respondents**

The responses show that 90% of respondents are aged between 30 and 74, 7% aged between 20 and 29 and under 20's account for 1% of respondents.

**Question 12: To which of these ethnic groups does the respondent belong?**

Table 3

| | |
|---|---|
| White - English, Welsh, Scottish, Northern Irish, British | 92% |
| White - Irish | 1% |
| White - Gypsy Traveller | 1% |
| White - Other | 3% |
| Mixed - White & Black Caribbean | 0% |
| Mixed - White & Black African | 0% |
| Mixed - White & Asian | 1% |
| Mixed - Other | 0% |
| Asian - Indian | 1% |
| Asian - Pakistani | 0% |
| Asian - Bangladeshi | 0% |
| Asian - Kashmiri | 0% |
| Asian - Chinese | 0% |
| Asian - Other | 0% |
| Black - African | 0% |

| | |
|---|---|
| Black - Caribbean | 1% |
| Black - Other | 0% |
| Arab | 0% |

**Question 13: Do you consider yourself to be disabled?**

The responses show that 7% of respondents consider themselves to be disabled.

**Question 14: if you are disabled, what would make using Nottingham's public rights of way easier?**

The responses include:-

- Better surfaces and forewarning of potential obstacles
- Seats, resting points
- Cutting back overgrown paths
- Easier to use gates, stiles and structures
- More information on suitable routes
- Making more paths suitable for mobility scooters
- Less barriers and other obstacles

**Question 15: Which particular public rights of way do you find difficult to use and why?**

The following are a selection of the responses:-

- Big Track, Highfields, Wollaton and Colwick Park, cars blocking paths and entrances.
- We love cycling around Wollaton Park however access to the side gate on Derby Road by bike is particularly challenging, especially with children
- The canal between Carrington Street and Lenton Lane. Good surfaces (when it's not icy) but poorly lit.
- Broxtowe Country Park is a bit intimidating due to its size and isolation
- As a cyclist, there is a lovely path along the canal to London Rd but then it stops and comes onto a very narrow pavement. How does one proceed from there?
- Most paths with gates are impossible with a child trailer.
- South bank of the Trent from Clifton Bridge out towards Barton in Fabis
- All are easy to use, unless it is snowing/icy.
- Footpath overgrown where it passes behind the Nottingham Belfry hotel.
- Poor under-bridge section in Dunkirk on canal tow-path. Poor visibility and often flooded.
- There is a general (and increasing) issue with dog mess, acute on University Boulevard and the cut-through between Lace Street and the science park in particular.
- Path alongside Hucknall Road fouled with dog mess, litter and household rubbish.
- Some (almost all) of the paths around Colwick Park/Woods are impassable when it's muddy. Also it's inaccessible from Sneinton Boulevard with a pushchair, as there are lots of steps.

**Question 16**: **Responses grouped by City Council Ward**

Table 4

| City Council Ward | Total |
|---|---|
| Arboretum | 5 |
| Aspley | 2 |
| Basford | 9 |
| Berridge | 12 |
| Bestwood | 1 |
| Bilborough | 5 |
| Bridge | 16 |
| Bulwell | 5 |
| Bulwell Forest | 16 |
| Clifton North | 22 |
| Clifton South | 15 |
| Dales | 10 |
| Dunkirk and Lenton | 5 |
| Leen Valley | 7 |
| Mapperley | 10 |
| Radford and Park | 5 |
| Sherwood | 22 |
| St. Ann's | 3 |
| Wollaton East and Lenton Abbey | 4 |
| Wollaton West | 22 |
| N/A (responses with no post code) | 143 |
| Grand Total | 339 |

This shows that most respondents live in Clifton North Ward 22%, 22% Sherwood Ward and 22% Wollaton West Ward. For City Council Wards please see Figure 1 on page 2.

## 5.3 Survey Conclusions

Based on the responses to the questionnaire, tables 4, 5 and 6 provides a summary of the Actions and Policy commitments to address the reasons why citizens are put off using the network, how citizens think the existing network should be improved and the type of new public rights of rights of way which should be created.

Table 5: Reasons why citizens are put off using public rights of way

| **Reasons** | **Action(s) / ROWIP2 Policy** |
|---|---|
| Poor condition of path surfaces | Policy ROWIP 28 |
| Paths obstructed by barriers / other obstacles | Policy ROWIP 27 and 33 |
| Paths obstructed by vegetation | Policy ROWIP 28 |
| Poor signage | Policy ROWIP 25 |
| Dog fouling | Policy ROWIP 28 |
| No network in the area | Policy ROWIP 24 and 30 |

| | |
|---|---|
| Fear of crime / anti-social behaviour | Policy ROWIP 26 and 29 |

Table 6: Improving existing public rights of way

| **Improvements** | **Action / ROWIP2 Policy** |
|---|---|
| Repair surface defects as soon as possible | Policy ROWIP 28 |
| Cut back vegetation 3 times per year (generally between April and September) | Policy ROWIP 27 |
| Replace missing signs as soon as possible (preferably replace with signs showing distance, direction, destination and information on where to report a problem) | Policy ROWIP 25 |
| Make routes more suitable for disabled users | Policy ROWIP 28, 30 and 33 |

Table 7: Creating new public rights of way

| **New path(s) / location(s)** | **Action / ROWIP2 Policy** |
|---|---|
| Paths to and along rivers and canals | Policy ROWIP 24 and 30 |
| Paths for walking and cycling | Policy ROWIP 24 and 30 |
| Paths to open spaces and the countryside | Policy ROWIP 24 and 30 |
| Recreational routes should be circular as opposed to linear and commuter routes should be as direct as possible, follow key desire lines and link to other key routes | Policy ROWIP 24 and 30 |
| Paths should be free from obstructions, barriers and other obstacles | Policy ROWIP 27 |
| To accommodate all categories of user paths should be recorded on the Definitive Map and Statement as bridleway or byway as opposed to footpath | Policy ROWIP 24 and 30 |

# Chapter 6: Access and Use of the Network

## 6.1 Influencing use of the network

Generally, using the network is influenced by:-

- Network availability (influences frequency and duration of use)
- Well signed and publicised (helps with confidence / knowing you are going the right way and that your use is legal)
- A citizen's mobility and ease of access (barriers/obstacles and availability of resting points)
- Fragmentation of the network (interruption by other land uses)
- Personal safety / security and good design[16]
- Attractiveness of entrance / exit points
- Maintenance and cleansing (including better surfaces, cutting back vegetation, including around signs which may be obstructed, and where necessary, enforcement action to deal with persistent dog fouling)

These factors will affect a person's experience and therefore influence their current and future use of the network.

## 6.2 Making the network more accessible

To encourage more use, the network should be:-

- Attractive (especially at the entrance / exit points)
- Well maintained / cleansed
- Well signposted
- Free from barriers, obstacles and accessible to all
- Good lighting / well lit (where appropriate)
- Direct route, alignment (following desire lines) and convenient

This type of network is likely to be used more frequently and for longer periods than one that is poorly maintained / cleansed, poorly signed with physical barriers.

## 6.3 Using the network

From the ROWIP2 User Questionnaire responses (see Chapter 5 above) most respondents use the network everyday, mainly on foot for a number of different reasons which is, in part, dependent on its availability, accessibility and attractiveness. For example, the network is used to travel to work, school or college, to access open spaces, local amenities, shops, visit attractions or part of an organised event. The majority of use is for pleasure and personal enjoyment and for exercise and health reasons.

[16] See page 9 of the City Council's Guide to Public Rights of Way, Planning and Development http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=23850&p=0

# Chapter 7: ROWIP2: Statement of Actions and Policy Listing and Reasoning

The following sets out the City Council's Actions to improve public rights of way and the local rights of way network from 2015 onwards. Where relevant the Policy is a direct response to the ROWIP2 user Questionnaire responses (see Chapter 5 above). Each Action includes a Policy which provides the framework for meeting the targets along with the reasoning behind it.

## 7.1 Rights of Way Improvement Plan (ROWIP2)

**Policy ROWIP 21**

The City Council will publish ROWIP2 in 2015. The improvements within ROWIP2 will help deliver the priorities of LTP, the Council Plan 2012 – 2015 and The Nottingham Plan to 2020

| **Action** | **When** |
|---|---|
| ROWIP2 published | 2015 |

**Reason:** to comply with the City Council's statutory duty under the Countryside and Rights of Way Act 2000

**Reason:** to deliver improvements which support the City Council's priorities for a *safe, clean, ambitious, proud city*, helping to deliver a *World Class, Safer, Neighbourhood*, *Family, Healthy,* Nottingham

## 7.2 Applications to modify the Definitive Map and Statement

**Policy ROWIP 22**

The City Council will investigate all applications made under the Wildlife and Countryside Act 1981 for Definitive Map Modification Orders (DMMO) and make Orders to add, delete, upgrade or downgrade ways to/from the Definitive Map and Statement

Generally, applications for DMMO's will be dealt with in order of receipt, although priority may be given to the following applications (in no particular order):-

(1) applications to add pre-1949 ways to the Map and Statement, where the application is supported by documentary evidence only (see Chapter 4 Paragraph 4.5 for full explanation)
(2) ways that are regularly used for recreation / physical exercise
(3) ways that are used for commuting
(4) where applications are received in close succession, the application supported by the higher number of User Evidence Forms
(5) ways which are either obstructed, at risk of obstruction or otherwise not open to the public

The City Council will continue to research enactments, instruments or any

| | |
|---|---|
| other events, and in cases where the evidence justifies such action, make Orders to modify the Definitive Map and Statement accordingly | |
| **Action** | **When** |
| Use statutory powers to keep Definitive Map and Statement under continuous review | 2015 onwards |
| Investigate DMMO's applications in order of receipt unless 1 – 5 above are relevant | 2015 onwards |
| **Reason:** to fulfil the City Council's statutory duty as surveying and highway authority<br>**Reason:** to work towards meeting the 2026 cut off date introduced by the Countryside and Rights of Way Act 2000<br>**Reason:** to protect Nottingham's historic public rights of way network<br>**Reason:** to help deliver a *World Class, Neighbourhood, Healthy,* Nottingham | |

## 7.3 Applications for Public Path Orders

**Policy ROWIP 23**

Generally, applications for Public Path Orders (PPO's) for the stopping up or diversion of a public right of way made under the Highways Act 1980 and the Town and Country Planning Act 1990 shall be dealt with in order of receipt, although priority may be given to the following applications (in no particular order):-

(1) where an application relates to a proposed development that will help deliver a *Neighbourhood* Nottingham and/or *World Class* Nottingham
(2) where there is a clear benefit to the local rights of way network (e.g. creation of a new way or improving an existing way)
(3) creation / improvement of a recreational route which will help deliver a *Healthy* Nottingham (e.g. ways that link to open spaces/countryside)
(4) creation / improvement of a commuter route

| **Action** | **When** |
|---|---|
| Process applications for PPO's on a first come first served basis unless 1 – 4 above are relevant | 2015 onwards |
| **Reason:** to maximise the potential benefits to Nottingham's citizens<br>**Reason:** to help deliver a *World Class, Neighbourhood*, *Family, Healthy,* Nottingham | |

## 7.4 Creation of new Public Rights of Way

**Policy ROWIP 24**

The City Council shall, subject to all statuary highway and planning requirements, and where there is an identified benefit to local citizens and

| | |
|---|---|
| users of the network, use it's discretionary powers under the Highways Act 1980 to make Orders and Agreements to formally record public rights of way | |
| **Action** | **When** |
| Make Creation Orders and Creation Agreements<br><br>The City Council shall, when using these powers, take account of Policy ROWIP29 | 2015 onwards<br><br>2015 onwards |
| New routes shall, where environmental and/or physical constraints allow, be suitable for users of mobility scooters and other mobility aids | 2015 |
| Paths which are likely to be used mainly for recreational purposes, where environmental and/or physical constraints allow, should be circular | 2015 |
| Paths which are likely to be used mainly for day to day commuting purposes should, where environmental and/or physical constraints allow, be direct, follow key desire lines and link to other key routes | 2015 |
| To accommodate all categories of user, where environmental and/or physical constraints allow, paths shall be recorded on the Definitive Map and Statement as bridleway or byway as opposed to footpath | 2015 |
| **Reason:** to ensure all citizens know where they can walk, cycle and ride<br>**Reason:** to protect the walking, cycling and riding network<br>**Reason:** to help deliver a *World Class, Safer, Neighbourhood*, *Family, Healthy,* Nottingham | |

## 7.5 Signed and Well Publicised

| | |
|---|---|
| **Policy ROWIP 25**<br><br>The City Council will sign and waymark all public rights of way where necessary and promote the local rights of way network through corporate publications and other media | |
| **Action** | **When** |
| Signing and waymarking | 2015 onwards |
| Publish City (south and north) cycling maps | 2015 onwards |
| Publish self guided walking leaflets for key destination sites | 2015 onwards |

| | |
|---|---|
| Keep Ordnance Survey records up to date with modifications to the network as required | |
| **Reason:** to fulfil the City Council's statutory duty under the Countryside Act 1968<br>**Reason:** to promote the network and encourage more citizens to get out and about in Nottingham<br>**Reason:** to encourage less confident users to use local rights of way<br>**Reason:** To let citizens know where they can walk, cycle and ride, either along public routes and/or permissive routes<br>**Reason:** to help deliver a *Safer, Neighbourhood*, *Family, Healthy,* Nottingham | |

## 7.6 Public Rights of Way, Planning and Development

| **Policy ROWIP 26**<br><br>The City Council will promote its Guide to Public Rights of Way Planning and Development (adopted 20 July 2010) | |
|---|---|
| **Action** | **When** |
| Advise all planners, developers, designers and architects etc to take account of this guidance | 2015 onwards |
| **Reason:** to advise those involved with the design and implementation of new developments to understand the importance of good quality design of public rights of way and the law that protects them<br>**Reason:** to protect Nottingham's Public Rights of Way network<br>**Reason:** to help deliver a *World Class, Safer, Neighbourhood*, *Family, Healthy,* Nottingham | |

## 7.7 Use of Barriers on Rights of Way

| **Policy ROWIP 27**<br><br>Requests for "barriers" will be assessed using the Statement of Policy for the use of Barriers on Rights of Way (adopted January 2012) | |
|---|---|
| **Action** | **When** |
| Implement the Policy | 2015 onwards |
| **Reason:** to ensure a consistent and fair approach which is proportional to the problem and promotes the "least restrictive" option and "access for all"<br>**Reason:** to help deliver a *Safer, Neighbourhood*, *Family, Healthy,* Nottingham<br>**Reason:** to help the City Council carry out its duty under the Equality Act 2010 | |

## 7.8 Properly Maintained and Properly Cleansed

| **Policy ROWIP 28**<br><br>The City Council will inspect and maintain all public rights of way recorded on the Definitive Map and Statement | |
|---|---|
| **Action** | **When** |
| Keep up to date a Condition Register of all structures | 2015 onwards |
| Inspect and maintain all public rights of way to a standard which is consistent with its day to day use and classification | 2015 onwards |
| Keep routes open and accessible by cutting back marginal vegetation at least 3 times per year (generally between April and September) taking account of the potential impact on wildlife and habitats, the conservation status of the site/area and relevant guidance | 2015 onwards |
| Working with Area Committees and local communities identify paths where dog fouling is persistent and carry out education and/or publicity and/or enforcement campaigns, which ever is considered the most appropriate | 2015 onwards |
| **Reason:** to ensure the network is safe, healthy and fit for its intended use and purpose<br>**Reason:** to help deliver a *World Class, Safer, Neighbourhood*, *Family, Healthy,* Nottingham | |

## 7.9 Crime, Disorder and Anti-Social Behaviour

| **Policy ROWIP 29**<br><br>The City Council will not implement a Rights of Way Improvement scheme where advice from the relevant authorities shows it is likely to increase anti-social behaviour, crime or disorder | |
|---|---|
| **Action** | **When** |
| As part of the preparation and consultation for a proposed scheme collate evidence from relevant authorities | 2015 onwards |
| Ensure schemes do not offer opportunities to commit crime, disorder or anti-social behaviour and the principles of “designing out | 2015 onwards |

| | |
|---|---|
| crime" and Policy ROWIP 26 are taken into account | |
| Requests for street lighting on existing routes and newly created routes will be considered on a case by case basis including their locality, surrounding environment and potential light pollution | 2015 onwards |
| **Reason:** to help deliver a *World Class, Safer, Neighbourhood*, *Family, Healthy,* Nottingham | |

## 7.10 Improving routes for walkers, cyclists and equestrians including those with a disability

| **Policy ROWIP 30**<br><br>The City Council will continue to work towards providing a network which is safe and easy to use by all citizens and will improve existing ways and create new ways where there is a locally identified benefit<br><br>The City Council will, where physical and/or environmental constraints allow, remove gaps in the network by creating new paths to link to the wider walking, cycling and riding network<br><br>The City Council will support its partners to develop long-distance multi-user routes along the River Trent and other water courses in Nottingham | |
|---|---|
| **Action** | **When** |
| To develop schemes that encourage citizens to walk and cycle more often and these routes shall be suitable for disabled users where physical and/or environmental constraints allow | 2015 onwards |
| New seating and/or resting areas will be considered where there is an identified local need | 2015 onwards |
| Motorised vehicles persistently blocking entrances to a path and/or parking on the path will be subject to enforcement action. Where appropriate, entrance points will be protected by the introduction of a Traffic Regulation Order and/or vehicle restriction measures | 2015 onwards |
| Work with neighbouring Councils to develop long distance routes | 2015 onwards |
| **Reason:** to encourage citizens to walk and cycle for pleasure, recreation, commuting and day to day journeys<br>**Reason:** to help deliver a *World Class, Safer, Neighbourhood*, *Family, Healthy,* Nottingham | |

## 7.11 Improving Health, Wellbeing and Quality of life

| **Policy ROWIP 31**<br><br>The City Council will deliver Rights of Way Improvement schemes that encourage active travel options, promote physical exercise and offer opportunities to access open and green spaces | |
|---|---|
| **Action** | **When** |
| Develop and implement schemes. | 2015 onwards |
| **Reason:** to help deliver a *World Class, Safer, Neighbourhood*, *Family, Healthy,* Nottingham | |

## 7.12 City Centre Historic Alleyways

| **Policy ROWIP 32**<br><br>The City Council will protect, and wherever possible, improve the historic alleyways in the City Centre as set out in the current Nottingham City Centre Urban Design Guide (adopted May 2009) | |
|---|---|
| **Action** | **When** |
| Identify priority alleyways to be improved | 2015 onwards |
| **Reason:** to preserve the City Centre's historic public rights of way network<br>**Reason:** to retain the unique character of Nottingham's street scene<br>**Reason:** to help deliver a *World Class* Nottingham | |

## 7.13 Street Clutter and "Clutter Busting"

| **Policy ROWIP 33**<br><br>The City Council shall not erect unnecessary street furniture and will remove redundant items in accordance with the current City Centre Streetscape Design Manual (adopted September 2004) | |
|---|---|
| **Action** | **When** |
| Identify priority areas that suffer from unnecessary clutter and remove these items | 2015 onwards |
| **Reason:** redundant and/or unnecessary street furniture may obstruct the free passage of pedestrians, cyclists, people with limited mobility, the blind and partially sighted<br>**Reason:** to ensure unnecessary street furniture does not spoil Nottingham's unique and historic character<br>**Reason:** to help the City Council carry out it duty under the Equality Act 2010<br>**Reason:** to help deliver a *World Class* Nottingham | |