

Pedals comments of 21 March 2016 in response to the City Council Policy Review: barriers on rights of way consultation (message of 22 Feb 2016 from John Lee)

- In general most cyclists strongly prefer no access controls to be used on cycle paths and bridleways unless specific local circumstances make this essential. As in the 2007 Policy Review other approaches, i.e. non-physical measures, should be used as far as possible.
- Standards should be consistent with the new City Council Cycling Design Guide which recommends the use of bollards or staggered use of bollards on off-road path.
- We would be interested to know of any consultations that have taken place under policy BP6. Is it working? How often are these used? What parties are considered to be potentially affected?
- It should be possible to access easily the authorisation documents, e.g. a page on the website should be created listing ongoing and previous consultations, the authorisations requested and obtained under BP7, and the monitoring under BP5.
- If any bollard or barrier is included then we suggest that there must be a statement saying how it will affect the use of the way by buggies, double buggies, bikes, trikes, hand bikes, and so on. If they will be adversely affected then this should be justified and authorised by a named appropriately senior person, preferably a councillor. If the assessment turns out to be inadequately based then there should be an automatic and timely right of review by other path users.
- We would also like to see some acknowledgement of the importance of not impeding the journeys of people using bicycles when it comes to getting more people to choose to cycle, with consistent references in the Local Plan and the Local Transport Plan.

(message of 22 Feb from John Lee)

Morning all

Some of you will recall taking part in its preparation.

We are in the process of reviewing the attached Policy. The policy was in response to complaints about the design of barriers the council have used on rights of way to deal with motorcycles and users safety. Although barriers help deter illegal use some designs were causing problems for disabled citizens, mobility scooters, double buggies and cyclists. When deciding whether a barrier is the best solution for a particular problem/location, the policy has helped provide a consistent approach.

As part of the review do you have any comments on the policy, for example is there anything else the policy should include so the rights of way network is kept free from unnecessary obstructions and is accessible by all? Please forward onto any contacts who may have an interest.

Please could I have your comments by **Monday 21st March**.

Regards

John Lee

Public Rights of Way

Traffic and Safety

Development and Growth

Nottingham City Council

Loxley House

Station Street

Nottingham

NG2 3NG

Tele: 0115 8765246

Mobile: 07976 794880

www.nottinghamcity.gov.uk/rightsofway