

# Appendix A

## Response from Gedling Borough Council to the Local Cycling and Walking Infrastructure Plan (LCWIP) Consultation

### LCWIP

1. It is noted that Census 2011 data has been used, as referred to on pages 27, 102, 105 and 107 of the draft LCWIP. Clarification is sought as to why 2021 Census data has not been used. Is this because the new data is not yet available, or it is considered misleading (as the data collection was carried out under unusual circumstances, i.e. lockdown and various Coronavirus restrictions)?

2. It is considered that the cycling network, as mapped out on page 98 of the draft LCWIP and page 6 of the NCC Delivery Programme, should have a clear reference to the railway network in order to integrate cycling with mass transport and make use of different modes of transport, such as train and bicycle combinations. This is crucial for utility cycling networks (i.e. commuting to work or school) and has positive outcomes to connect town and local centres, providing opportunities towards 20-minute neighbourhoods, especially if the target is to make walking and cycling a natural choice for 50% of all journeys (and not only recreation or leisure based trips) in towns and cities.

3. It is considered that a clear separation of network types would be helpful to further refine the indicative corridors:

- utility network: commuting to work, school, shopping
- recreational network: tourist attractions or countryside

4. It would be helpful to colour code the proposed corridors to reflect (i) easy, (ii) moderate and (iii) difficult legs of the network which would make it easier to decide which schemes will come forward in short, medium or long term in a balanced way providing equal opportunities to differently abled individuals.

5. It is noted that the draft LCWIP has no clear information on cycling/walking models. It is considered that separate bicycle networks create issues relating to initial infrastructure cost and pedestrian safety, which is deemed unpreferable for certain road types. Shared cycle lanes may be desirable where safety concerns are not high.

### Delivery Programme

6. The Delivery Programme refers to seven projects within Gedling Borough. These projects have been compared to Policy LPD 60 of the Gedling Borough Local Planning Document (2018) which lists out local transport schemes, primarily

reflecting the Nottinghamshire Local Transport Plan. However, given the scale of the mapping and the fact that the scheme names differ from those used in the Local Transport Plan and the Local Planning Document, it is not easy to cross refer between these documents and the high level map published in the Delivery Programme. Further clarification is therefore sought to ensure that all schemes have been included.

7. The Delivery Programme invites us to identify any additional route corridors to be considered in the strategic cycle network.

8. The Delivery Programme also lists 12 projects within Gedling Borough which are intended to come forward beyond 2036/37. However, it is not easy to identify the location and nature of these schemes and more detail would be welcomed.