

**WEST AREA COMMITTEE  
16 JULY 2008**

**REPORT OF DIRECTOR OF TRANSPORT SERVICES**

**PROPOSED LOCAL AREA IMPROVEMENTS TO THE CYCLING NETWORK**

**1. SUMMARY**

This report provides information on proposed City-wide local area improvements to the cycling network funded through the Local Transport Plan (LTP) between 2008/09 and 2010/11. The report is brought before Area Committee for Members to suggest schemes which may be suitable for inclusion in these proposed local area improvement schemes.

**2. RECOMMENDATIONS**

It is recommended that the Area Committee:-

- (a) note the contents of this report;
- (b) identify potential improvements to the existing cycling network within their ward area which may be suitable for inclusion in the local area improvements programme

**3. BACKGROUND**

- 3.1 The Cycling Action Plan for Nottingham acknowledges that insufficient emphasis has been given to promoting cycling in recent years and sets out the scope to improve performance in this area. The introduction of local area improvements to the cycling network across all City wards will ensure the Council are striving towards the national objective of getting 'more people cycling, more safely, more often'<sup>1</sup>, and will be consistent with national LTP priorities and the Rights of Way Improvement Plan as well as supporting a number of the Council's Corporate Plan themes.
- 3.2 £60,000 has been allocated from the LTP for each financial year between 2008/09 to 2010/11 to implement local area improvements to the cycling network across all City wards. Work which may be suitable for local area improvement schemes includes replacing missing signs, new signing and lining, provision of dropped kerbs, cutting back vegetation, fencing and surface repairs or creating new links between the on road and off road network. Individual schemes with up to a maximum cost of £10,000 will be considered for the programme.

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<sup>1</sup> Cycling England – Slogan

#### **4. PROPOSALS**

- 4.1 Following consultation with each Area Committee and the Neighbourhood Management Team to identify possible improvements to the existing cycle networks across all City wards, officers from the Council's Traffic, Safety and Parking Service Area will undertake consultation with users of the cycling network to identify Value for Money schemes where the most benefit can be achieved to the cycling network.
- 4.2 To ensure local neighbourhood focus and involvement, Area Committee is asked to put forward any ideas they may have for inclusion in the local area improvements programme. As this is an ongoing programme until the financial year 2010-2011, it is anticipated that similar reports will be brought to Area Committee in the future asking for further suggestions which may subsequently come to Area Committee's attention.
- 4.3 After consultation as detailed at paragraph 4.1 above, it is proposed that update reports will be taken to the Neighbourhood Management Team to confirm which suggested improvements to the cycle network have been included in the local area improvement programme and their likely start and completion dates.
- 4.4 If any potential improvements to the existing cycling network for the ward area are put forward by Area Committee which are within the scope of the local area improvement programme, but will cost more than £10,000, Area Committee may wish to consider offering a contribution from their Area Capital budget to cover the shortfall for that proposal. Any such proposal will then be consulted on in accordance with paragraph 4.1 above.

#### **5. TIMESCALE FOR IMPLEMENTATION OF PROPOSALS**

It is anticipated that the first phase of local area improvements will be implemented during August 2008 and there will be an ongoing programme until the end of the 2010/11 financial year.

#### **6. FINANCIAL IMPLICATIONS**

The Capital Programme for 2008/09 to 2010/11 was approved by Council on 3 March 2008. Within the LTP an allocation was made for a number of cycling schemes. Within this overall allocation for cycling schemes, £60,000 per annum was included for small scale improvements. The report highlighted that the use of this allocation was subject to consultation with Neighbourhood Managers and Area Committees. Any expenditure incurred from the £60,000 allocation will be funded by a combination of supported borrowing and Government grant. There will be no significant revenue implications arising from any planned improvements. The Area Committee may add to the programme by contributions from their Area Capital budget.

#### **7. LEGAL IMPLICATIONS**

- 7.1 Improvements to the existing cycle network must comply with all relevant statutory requirements. For example, under Section 65 of the Road Traffic Regulation Act 1984 new signs can only be erected on or near highways, and

road markings applied to the highway if they comply with proscribed regulations (Traffic Signs Regulations and General Directions 2002). Similarly, road markings can only be applied to the highway if they comply with these Regulations.

- 7.2 Any proposed additions to the cycle network may require an Order under the Cycle Tracks Act 1984, or a Creation Agreement under the Highways Act 1980.

## **8. OBSERVATIONS OF OTHER OFFICERS**

The programme will further contribute to improving public realm within local areas.

## **9. RISK MANAGEMENT ISSUES**

Due to schemes being relatively small, it is anticipated that there will be no risk management issues.

## **10. EQUALITY AND DIVERSITY IMPLICATIONS**

The principals of 'Inclusive Mobility'<sup>2</sup> will be incorporated into the design and implementation of each scheme.

## **11. CONSULTATIONS**

As part of the local area improvements programme, consultation will be undertaken with all relevant stakeholders.

## **12. STRATEGIC PRIORITIES**

The implementation of local area improvements will strengthen the Nottingham offer, promote Nottingham locally, nationally and internationally, help deliver a cleaner, greener Nottingham, increase levels of physical activity and improved health and improve performance and customer focus.

## **13. CRIME AND DISORDER ACT IMPLICATIONS**

None

## **14. VALUE FOR MONEY**

The principles of Value for Money will be followed in the design and implementation of schemes.

## **15. LIST OF BACKGROUND PAPERS OTHER THAN PUBLISHED WORKS OR THOSE DISCLOSING CONFIDENTIAL OR EXEMPT INFORMATION**

None

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<sup>2</sup> Department for Transport 2002

## 16. PUBLISHED DOCUMENTS REFERRED TO IN COMPILING THIS REPORT

Local Transport Plan 2006/7 to 2010/11  
Cycling Action Plan for Nottingham (February 2008)  
Rights of Way Improvement Plan 2006/7 to 2010/11 (November 2007)  
Highways Act 1980  
Cycle Tracks Act 1984  
Traffic Signs Regulations and General Directions 2002

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