

8th March 2017: Overview and Scrutiny Committee

Nottingham's Cycle Strategy

Background

Nottingham's first Cycling Action Plan was introduced in 2008 following a discussion at Overview and Scrutiny Committee about improving cycling in the City. It was updated in 2011 and a [third version](#) has just been released in draft form for stakeholder consultation and is attached as Appendix 1. Since the publication of the first plan momentum has built to encourage cycling in Nottingham. This culminated in a bid for national cycle ambition funding in 2014, the launch of a [Cycle Vision](#) for Nottingham in 2015 (including delivering a 'world class cycling network') and the production of the [Nottingham Cycle Design Guide](#) in 2016. The national bid for funding was not successful but the work done on this formed the basis of a successful application to the D2N2 Local Enterprise Partnership (LEP) for significant investment in cycling.

Justification and links to the wider transport strategy

There is a strong justification to invest in Nottingham's cycle network. Cycling offers a wide range of benefits including health, reducing congestion and pollution, and cheap travel for Citizens. It also works hand in hand with the Council's aspirations for public realm, in particular in the City Centre, where major transport schemes such as the Broadmarsh and Connecting Eastside offer opportunities to improve cross city and city centre permeability with cyclists sharing well designed streets with pedestrians and public transport. This has been demonstrated recently with the approval of three business cases to the D2N2 LEP - for:

- Nottingham Cycle City Ambition Programme (£6.1 million);
- Nottingham Enterprise Zone Sustainable Transport Package (£6 million); and the
- Nottingham Ring Road cycle path upgrade (£750k).

Current Projects

The Council is currently delivering the following schemes which are specifically funded to bring benefits to cyclists and pedestrians. Details, plans and photographs of these schemes will be presented at the Committee.

- **Cycle City Ambition Programme**
 - Four commuter cycle corridors (Southern, Western, Eastern, Northern)
 - Lighting along the Embankment and path upgrades around Colwick Park
 - Childs training bike track – to be built in partnership with the Parks service
 - City Centre quiet routes
 - Citycard cycles relaunch with electronic docking stations
 - Neighbourhood improvements
- **Nottingham Enterprise Zone Sustainable Transport Package**
 - New bridge over the Midland Mainline, including a linking path between University Boulevard and Thane Road across the Boots site
 - New cycle facilities along Woodside Road

- A programme of highway improvements to be constructed by the County Council in Beeston
- **Nottingham Ring Road**
 - Upgrade of shared path alongside the carriageway with cycle priority over side roads

Future Schemes

The Government are set to publish a new Cycling and Walking Investment Strategy, including a requirement for highway authorities to produce Local Cycling and Walking Infrastructure Plans (LCWIPs). In our own Action Plan we have aligned our targets with those that will be in the document. This includes 10% of trips to work by bike by 2025 on the corridors where we have invested and doubling in the level of cycle trips.

In order to achieve these targets we need to keep investing in the proposed network. To do so effectively we will require sustained funding. We will therefore lobby the Government and D2N2 to enable us to continue to deliver a network of high quality cycle routes. The next phase of this will be a second Cycle Ambition Programme which will address more of the major radial and orbital routes.

It is therefore important that the Council remains committed to the long term goal. This will require commitment from Executive Councillors, Ward Councillors and Officers.

Whilst funding for major cycle corridors will come from external bids, Area Capital is an important funding mechanism that should be considered. Benefits for cyclists can be incorporated into public realm and pedestrian improvements. Small scale improvements such as cycle parking outside local facilities and short links that open up longer routes can have a major impact on decisions to cycle. Our Team would be keen to work with any interested Councillors to discuss ideas.

In addition to building infrastructure and helping Citizens to get around by bike we need to ensure that there is a cycling culture within the Council. This includes throughout the Transport, Traffic and Highway services and also with colleagues in key supporting areas such as Sport and Leisure, Parks and Health Promotion.

Other areas which are working on include:

- Closer working with Derby City Council through the Metro Strategy approach.
- A restart and rebrand of the on street bike hire scheme with plans for long term expansion, including offering electric cycles.
- A Road User Respect Code – to improve relationships between pedestrians, cyclist and motorists.
- A cycling excellence exchange programme with cities in the UK and abroad.

All of the above will be presented at the Committee meeting but if you require any further details ahead of this please contact john.bann@nottinghamcity.gov.uk 0115 8764014