

Appendix A: Nottingham Design Guide Features

A full review of the design principles for Nottingham's streets is underway. Areas covered include:

- High quality in terms of design and materials
- Junctions
- Crossings
- Segregation/shared space
- Signing
- Parking
- Lighting
- Coloured surfaces – all modes
- Maintenance standards
- Cycle proofing/audits/designer training & awareness

Learning from good practice

The following examples have been taken from:

- London Cycling Design Standards
- Sustrans Handbook for Cycle Friendly Design
- International Cycling Infrastructure Best Practice Study

(Links to the documents are available in section 10).

When looking at the type of cycle infrastructure to consider on a specific street the City Council will consider the function of the street. Some streets are designed to encourage fast and efficient movement, whilst others act as a destination where Citizens may wish to spend time. We will ensure a focus is placed on how cyclists and pedestrians will use these roads when looking at the street's function.

Figure 1 on the next page is an example which has been prepared by Transport for London and it shows examples of cycle infrastructure which they have installed on the various street types. Figure 2 shows streets in Nottingham highlighting the types of street which will need to be looked at in order that Nottingham can be cycle proofed.

Figure 1 – London Cycling Design Standards



Figure 2 – Nottingham streets within the hierarchy



Examples of Key Features

Cycle corridors (arterial roads)

We will look at how we can segregate cyclists to provide additional priority and safety whilst also providing the benefits and the rights a cyclists would have if using the road. This includes provision through junctions.

Two-way tracks segregated from traffic



Segregated but maintaining cyclists priority over side roads



Opening up the City Centre and Neighbourhood Centres (City Places)

Opening up our one-way streets for two way cycling



Route markings of a higher aesthetic quality than white lines





Designing streets which are welcoming to cyclists and pedestrians



Neighbourhoods (Local Streets)

Streets which have been designed to consider the needs of pedestrians and cyclists first and where the car is a guest. Such as cycle streets where cars are not permitted to overtake a cyclist.



Consideration to road closures whilst allowing cyclists through

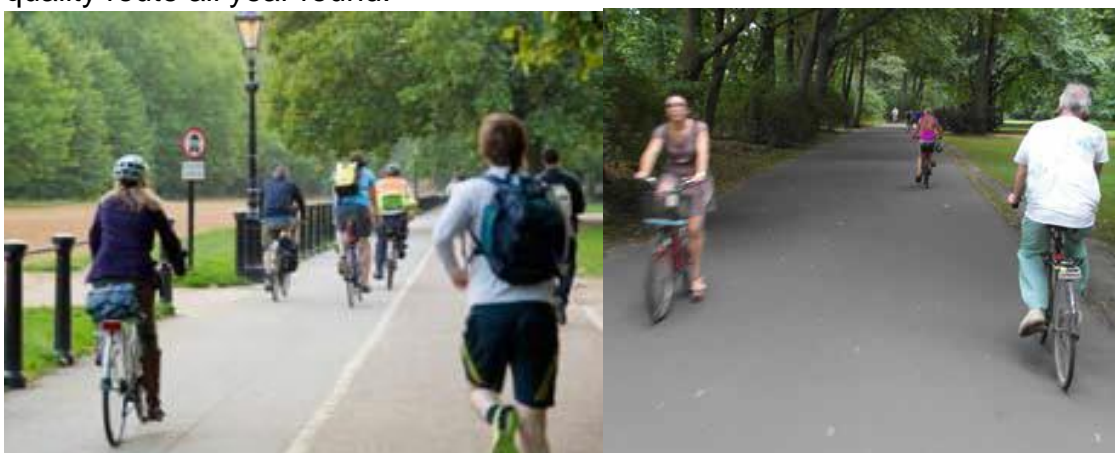


Signing



Off road and through Parks

We will consider surfaces which are suitable for all types of bike and will provide a high quality route all year round.



Materials

We will sign and brand our routes and look at innovative solutions to problems such as drainage and drainage covers within cycle routes.



Appendix B: Equality Impact Assessment

Equality Impact Assessment Form (Page 1 of 2)

Title of EIA/ DDM: Cycle City Ambition Programme

Department: Development

Service Area: Transport Strategy

(please underline)

Author (assigned to Covalent): Keith Morgan

Name of Author: Keith Morgan

Director: Sue Flack

Strategic Budget EIA: N

Brief description of proposal / policy / service being assessed:

Expansion of Nottingham City Car Club scheme: Car Plus Demonstration Funding

On 7th July 2014, the Government announced a series of Growth Deals with Local Economic Partnerships (LEPs) across the country for 2015/16 and beyond with the funding to be provided through the Local Growth Fund mechanism.

The Growth Deal for the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) LEP comprised of a range of investments totalling £174.3 million.

Part of this deal was a £6.1 million investment in Nottingham's cycle infrastructure. Investment in cycle infrastructure was recognised as a key feature in the Growth Deal because it supports economic growth, access to housing and the creation of new jobs as well improving health, social inclusion and access to work.

The purpose of the Executive Board report which this EIA accompanies is to secure approval to accept the available funding and commence the delivery of the 2015/16 and 2016/17 Cycle City Ambition Programme. The funding has been split to allow £3 million to be spent in 2015/16 and £3.1 million in 2016/17.

In order to allow the Council to deliver the schemes to the highest standards it is also proposed that the Council will look to utilise the latest cycle infrastructure design standards. This will include adopting and developing London Cycling Design Standards (once finalised) and the Sustrans Handbook for Cycle Friendly Design.

In order to secure the funding an EIA was produced as part of the bidding process and formed part of the suite of documents which made up the business case. This has now been updated to accompany this report.

The bid is made up of five key strands outlined below:

- Two high quality cross city cycle corridors. From the north to the south and from the east to the west of the City. These corridors will be built to a high standard in-keeping with the latest design guidance. The design principles used on the corridors will be rolled out on future corridors throughout the City.
- An inner core cycle route will be delivered as well as a network of cross City Centre cycle routes. These will link to the cycle corridors and enable cyclists to access where they need to get to in the City Centre.
- A package of neighbourhood improvements to ensure the roads in our communities are the sort of roads which will encourage new and inexperienced cyclists to cycle more when going about local trips and journeys.
- A package of improvements which will offer good quality and direct alternatives from using roads for both leisure and commuter cyclists. This will include the creation of cycle routes in many of our parks, a walking and cycling route alongside the River Leen and looking at how we can provide off road cycle routes between the facilities.
- The expansion of the Citycard Cycles to benefit more places where people live and work.

The key equalities issues:

- Helping residents to get around Nottingham by bike and on foot, to access services and opportunities.
- Reducing the cost of travel for families and individuals.
- Reducing the number of vehicles on the road helping to tackle congestion and reducing pollution.
- Supporting people to travel to work.
- Investing in Nottingham's public realm.
- Ensuring materials and design meet the requirements of blind and partially sighted users.
- Providing facilities which have been designed to be used by a variety of bikes, tricycles and trailers.
- Upgrading surfaces in Parks, off road and alongside the road which will be used by older people, people with disabilities and those in

wheelchairs.

Key documents relating to the bid can be found at: http://www.nottinghaminsight.org.uk/insight/search/unified_search.aspx?q=cycle city
 The Strategic Case and Application form give the most information as to what the scheme will deliver.

Information used to analyse the effects on equality:

When schemes within the Cycle Ambition Programme a range of evidence was used to assess the existing barriers to transport such as the Mosaic database, perception and satisfaction surveys such as the Big Ideas Survey as well as the consultation and engagement that took part during the development of the Nottingham Local Transport Plan.

A programme-wide Equality Impact Assessment was submitted as part of the business case to the Department for Transport – this has now been updated to accompany the Executive Board report.

| | Could particularly benefit X | May adversely impact X | How different groups could be affected (Summary of impacts) | Details of actions to reduce negative or increase positive impact (or why action isn't possible) |
|--|-------------------------------------|-------------------------------|---|---|
| People from different ethnic groups. | <input type="checkbox"/> | <input type="checkbox"/> | <ul style="list-style-type: none"> The scheme has the potential to increase access to services and opportunities. The schemes will reduce severance caused by the car and increase accessibility in particular for those who do not own a car. The scheme will provide safe facilities which will enable citizens to travel to work around the City by bike and on foot. This will have a positive benefit on the physical and mental health of | <ul style="list-style-type: none"> Through the wider work of the Transport Strategy Team a strong network of community involvement has been established. This will be used to ensure the scheme is consulted with (at the design stage) and promoted to all of the groups listed within this EIA. The delivery Team will work with the Equalities Team to ensure that as many groups and organisations as possible are consulted with. |
| Men | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| Women | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| Trans | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Disabled people or carers. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | |
| Pregnancy/ Maternity | <input type="checkbox"/> | <input type="checkbox"/> | | |
| People of different faiths/ beliefs and those with none. | <input type="checkbox"/> | <input type="checkbox"/> | | |

| | | |
|--|-------------------------------------|--------------------------|
| Lesbian, gay or bisexual people. | <input type="checkbox"/> | <input type="checkbox"/> |
| Older | <input type="checkbox"/> | <input type="checkbox"/> |
| Younger | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other (e.g. marriage/ civil partnership, looked after children, cohesion/ good relations, vulnerable children/ adults). <i>Please underline the group(s) /issue more adversely affected or which benefits.</i> | | |

| | |
|---|---|
| <p>Nottingham's citizens.</p> <ul style="list-style-type: none"> • The resurfacing of pavements, off road routes and routes through parks will make areas of the City more accessible by providing new routes as well as upgrading and providing hard well drained surfaces where currently there is a softer surface. • The scheme will make our roads safer for cycling. Cyclists will be segregated from traffic and vehicle speeds will be reduced. This will encourage more families to be able to cycle together as well as providing cycle facilities which can be used by young people. • This funding will work alongside additional funding which will support cycle training for adults and young people, to ensure citizens are trained and confident to use the new facilities. • The facilities which are built will be well connected to the public transport network. This will mean that cycling and walking can become a greater feature in peoples' lives whilst also providing increased accessibility to the wider sustainable transport network. • An increase in cycling could cause as increase in conflict between different road users. The Council support organisations such As Ridewise who offer child and adult cycle training. They also run a course for professional lorry and van drivers to raise their awareness of cyclists. This increases safety and | <ul style="list-style-type: none"> • Through work with organisations such as Ridewise cycle promotion will actively reach out to groups which may have a lower proportion of cyclists. • The provision of high quality cycle infrastructure which is segregated from traffic will enable more people and groups to feel confident cycling. It will also provide a safe facility for cyclists to use, enabling cycle numbers to grow but without causing an increase in the levels of cyclists who are killed and seriously injured. All facilities will undergo a rigorous safety audit prior to construction. • The work which will be undertaken will enhance Nottingham's public realm and make the City easier to get around on foot and by bike. Consultation on design will take place with disability groups to ensure that the work will not disadvantage anyone from a particular group. Due to the nature of the infrastructure a particular focus will be provided to the needs of blind and partially sighted citizens. • A consultation website specifically designed for this scheme is under construction. This will enhance the information which is put out to citizens and provide an additional platform for them to respond. The scheme will also be consulted on via traditional methods to ensure anyone who does not have access to the internet will also be made |
|---|---|

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|--|--|--|--|---|
| | | | <p>increases respect between different modes. The Council will also actively engage in national campaigns to increase road safety in particular for vulnerable road users.</p> | <p>aware of the potential changes. This will include the formal transport consultation process, leaflets, public meetings and information via Councillors and the press.</p> <ul style="list-style-type: none"> • Young people will be involved in the scheme through work undertaken as part of the Local Sustainable Transport Fund. This will see direct engagement with young people in areas such as Broxtowe. This fund also undertakes annual surveys of participants which can be analysed and broken down to measure the impacts upon different groups. |
|--|--|--|--|---|

Outcome(s) of equality impact assessment:

•No major change needed •Adjust the policy/proposal •Adverse impact but continue
•Stop and remove the policy/proposal

Arrangements for future monitoring of equality impact of this proposal / policy / service:
The delivery of the new cycle and public realm within Nottingham will be a step change in the way this sort of infrastructure is currently delivered. It is therefore proposed that a design manual outlining the design principle which will be worked to will be produced. This will be subject to further consultation and Councillor sign off. This will also be subjected to the EIA process as it will represent a change in Council policy.

Approved by (manager signature): _____ **Date sent to equality team for publishing: 18th**

March 2015

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Send document or link to:
equalityanddiversityteam@nottinghamcity.gov.uk

Before you send your EIA to the Equality and Community Relations Team for scrutiny, have you:

1. Read the guidance and good practice EIA's
<http://www.nottinghamcity.gov.uk/article/25573/Equality-Impact-Assessment>
2. Clearly summarised your proposal/ policy/ service to be assessed.
3. Hyperlinked to the appropriate documents.
4. Written in clear user friendly language, free from all jargon (spelling out acronyms).
5. Included appropriate data.
6. Consulted the relevant groups or citizens or stated clearly when this is going to happen.
7. Clearly cross referenced your impacts with SMART actions.