

## **DfT NCN Funding Programme**

### **Nottingham City NCN route enhancement**

*Extract from bid document*

#### **Problem Description**

Over recent years Nottingham City Council has invested heavily to improve the cycle network, this has included looking at best practice in this country and abroad and innovating the design of infrastructure to enable many more people to cycle. This process has improved the quality of routes on major road corridors to provide segregated facilities as well as investing in the more tranquil off road routes, which in a compact City still provide benefits to commuters and those making longer journeys.

This does however show up the lack of investment and provision that now exists on some sections of the NCN. The area targeted by this funding bid is a convoluted route that is not easy to follow. It has little benefit for local trips and does not offer the easiest and most direct route for those following the NCN.

The route then moves from on road to off road. However this goes through a housing estate where a problem with motorcycles resulted (a number of years ago) in the installation of barriers, that do not have local support to remove. These barriers do however mean that disabled, users of non-standard bike such as recumbents and tricycles, trailers and tagalongs are unable to use the route.

These barriers mean that the route does not attract the number of users the NCN should and it does not meet the standards both Sustrans and the City Council are happy to highlight as a cycle route and especially not an NCN route.

#### **Solution**

Since the NCN has been put in Nottingham City Council has invested and improved cycle facilities and with further work funded by this bid the NCN can take advantage of these facilities, to offer long term benefits for local trips and those following the NCN.

The solution would provide off road paths on an easier to follow more direct route. This route provides benefits for local commuters as it provides a good north – south route with connections to the wider cycle network via radial routes. It would also become easier to follow for those who are following the NCN and passing through Nottingham.

To further enhance the route for cyclists they will have priority over motor vehicles at all non-signalised side roads.

Work currently funded and on site will provide a contra-flow cycle route and parallel crossing that would be further enhanced through improvements to crossing facilities at 3 major junctions and off road path upgrades.

This new route would then access the off road riverside path the existing NCN connects to but via an alternative access meaning the new route avoids the existing

barriers. As a result there will be no barriers on the NCN within Nottingham City once the rerouted NCN is signed and in operation.

All work would be delivered to Sustrans and Nottingham City Council's high standards utilising the Nottingham Cycle Design Guide which was written and produced for the Council by Sustrans.

The Council has also been lobbying the DfT to allow them to trial a cycle Street sign. This could be trialed in two locations on the NCN and the Council would work with Sustrans to ensure the street design is of sufficient standard to allow the trial to be successful and encourage wider roll out of the sign nationally.

## **Appraisal summary**

The proposal is currently included in the schemes being assessed as part of the D2N2 Local Economic Partnership area LCWIP and ranks high.

Although an economic appraisal has not been undertaken similar appraisals have taken place of schemes of this nature and a BCR of circa 6:1 has been achieved.

Benefits can be derived from:

- Access to jobs
- Access to schools and further education (including University sites)
- Access to local services
- Strategic network connection
- Access to leisure
- Potential to improve air quality – work currently being delivered is funded by DEFRA on this basis
- Potential to reduce congestion through increased cycle trips
- Health benefits including reduced absenteeism
- Reduced cycle accidents (with an increase in trips)
- Lower greenhouse gases
- Noise reduction