Nottingham
CYCLE CITY

Nottingham,
the great cycle city











Our vision for the city's cycling future

Nottingham City Council

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Foreword



Councillor Jon Collins
Leader of the Council

Nottingham has a world class public transport system which is essential to the local economy, I now want the City to have a world class cycle network, which we can all be proud of and want to use.

The number of cyclists around the city is increasing. We have encouraged this through investment and promotion, but we are now at the point where it is clear we need to invest at a much higher level. In doing so we will develop our cycle network and cycle proof our city for us and future generations.

I am passionate about cycling and our city. By improving cycle facilities it will enable Nottingham to grow and develop in the right way, improving the way our city looks and operates.

Cycling is not just a hobby activity, it is an integral method of transport. As such the city's Planners and Engineers will build a transport network to reflect this. Forward thinking Cities around the world have embraced cycling and that is exactly what we are doing in Nottingham. There is a lot to do and it will take time. You are going to see significant changes over the next two years and our plans will go way beyond this to ensure our investment acts as a catalyst which will transform the way we travel around our city.

There is a cyclist in all of us and I want our cycle facilities to cater for all of our Citizens. The cycle network must allow the person rushing to get to work to get there quickly and safely or to be able to quickly and confidently travel across the city centre to a meeting, whilst also ensuring our residential roads offer a quiet alternative within our neighbourhoods. We must also provide alternatives to the road, such as through our parks and along the canal and river network.

I want to provide cycle facilities so you can pick the type of journey you are going to have, be it fast, for leisure or just taking it easy. It is our job to ensure the cycle facilities allow you to get to the places you need to be quickly and directly, whilst also making travel a healthy and enjoyable experience.

At the Council we are committed to making Nottingham truly cycle friendly. We will keep you informed as to what we are doing and plan to do. We will need support from the Government in order to do this and we will work with the Department for Transport and the D2N2 Local Economic Partnership to ensure the level of funding required comes to Nottingham. We will actively support the Space for Cycling campaign.

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10 Point Plan of how we and our partners will Cycle Proof Nottingham

We have a Cycling Action Plan in place and we will shortly be updating it to reinforce our long term commitment to 'Cycle Proofing' Nottingham. To accompany this we will also provide a set of design standards which we will commit to working to when undertaking cycle and highway improvements and we will actively go about undertaking highway improvements to improve the cycle network.

We have £6.1 million from the Growth Fund monies, which we will be investing directly into cycle infrastructure over the next two years, plus £3.28m in matched funding. This equates to over £10 per head of population in Nottingham and we will continue to press for this level of funding to be sustained allowing us to completely revolutionise our cycle infrastructure and make long term investment plans, to enable us to deliver on these promises.

1. We will deliver a programme of commuter cycle corridors which are segregated from traffic, connect up to a network of cycle routes, continue through junctions, and are branded and easy to use.
2. We will make the city centre more accessible and easy to cross by providing cross city centre cycle routes which are legible and clearly branded and opening one-way streets for two-way cycle travel. This will include reducing speeds to 20mph on streets used by pedestrians and cyclists.
3. We will maintain, upgrade and repair the existing and new cycle facilities, to ensure that these remain of a high standard. If you notify us of notify we will let you know what we plan to do about it within five days.

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4. Most residential areas will be 20mph by the end of 2015. We will improve the signing of cycle routes through residential districts and look at measures such as the removal of centre lines, to create a network of quiet, safe routes to key local destinations and which link with the new cycle corridors.

5. We will continue to expand the Citycard Cycle hire scheme and provide twenty secure cycle parking hubs by the end of 2015.

6. We will design all our future traffic schemes with cyclists in mind and ensure land use development takes into account the needs of cyclists. Over time we will review exiting traffic arrangements in the city to better support cycling.

7. We will deliver mass participation rides by local residents such as Cycle Live. We also want to continue to attract top cycling events to the city including The Milk Race and the Tour of Britain.

8. We will create opportunities for everyone to cycle. We will close the Embankment to traffic to allow cycle club activities, build a closed road cycle circuit at Harvey Hadden and further develop the Leen and Big Track as recreational cycle routes.

9. We will work with the Government to ensure funding is in place to allow us to ensure all pupils are offered cycle training at our schools.

10. We will work with local communities to promote cycling as a healthy and safe activity for everyday short journeys that will support local shops and services. This will include continuing the work commenced by the City Council with the Local Sustainable Transport Fund to provide community cycle hubs to promote cycle ownership, maintenance and usage.

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Key outcomes

1. A well connected cycle network

We want all of Nottingham to be connected by bike. Where possible and practical we will provide dedicated cycle routes to aid this. On quieter roads we will make sure speeds are low and the environment feels right for cycling. We will look to secure investment to deliver this network and we will work and consult with Citizens as we go about delivering the plans.



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2. Safer streets for the bike

Cycle Corridors

- We will provide segregated cycle routes that allow for the safe and fast movement of cyclists. connecting the city centre and places of work with where people live.
- We will ensure that our express cycle routes continue through junctions and that other cycle routes at junctions are safe and enable cyclists to continue in their desired direction.

Quiet Routes

- Routes with lower traffic volumes can provide good short cuts or alternatives to major roads for cyclists. By taking a network approach to our planning we will identify key routes and ensure measures are in place to improve these for cyclists. Measures will include 20mph areas, removal of centre lines and narrowing of vehicle lanes.

Leisure Routes

- In Nottingham routes such as the Big Track and Leen are important leisure routes for residents and tourists. We will invest in these to ensure they are accessible to as many people as possible as an alternative to travelling on the road. We will also look to raise the standard of other routes such as the Sneinton Greenway to make them more accessible to cyclists. Some of these will also form pleasant direct routes for commuters.

3. More people regularly traveling by bike – creating a cycling culture

We want Nottingham to be recognised as a Cycle City. We are committed to invest in infrastructure to help this. But we will also attract Cycling Events. The Olympics and Tour De France showed how popular cycling is and we want to bring some of that enthusiasm to Nottingham. To do this we want to enable the city's children to be able to cycle and their parents to be happy with them doing so. We will develop the Embankment as a location for Club Cycling and racing as well general leisure cycling. This will involve excluding cars on certain days/time of day.

4. A City for living in

- Cycling enables large numbers of people to move around without causing congestion, pollution and poor air quality.
- An increase in cycle levels will allow us to improve the city for both cyclists and pedestrians providing infrastructure and Place Making to ensure Nottingham is a place people want to live, invest, work and spend leisure time in.

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Next Steps

- Agree a partnership with the Department for Transport (DfT)
  - Ensure funding opportunities available to Cycle Cities are available to Nottingham
  - Push the boundaries in terms of cycle priority and design guidance and work with the DfT and the leading cycling authorities such as Transport for London to trial new methods
  - Offer support to other authorities as to how to engage with their LEPs on cycling

- Continue to develop a strong partnership with the D2N2 LEP to ensure that with the LEP and the DfT we are able to maintain an investment level at £10 per head or £3 million per year in our cycle infrastructure in the city and work with the County Council to secure a similar level of investment in the surrounding urban area.

- We have a strong Cycling Action Plan we will update this to include:
  - Creating a 10 year delivery plan with clear targets aligned with the Government's Walking and Cycling Strategy (target 10% of all trips bicycle by 2025)
  - Working with Nottinghamshire County Council through the Combined Authority to develop plans and a network which covers the urban area
  - Appointing one of our Councillors to be Nottingham's Cycling Champion, to promote cycling within the authority and the city generally, supporting the work of the Leader and the Transport Portfolio Holder.
  - Using the cycle infrastructure will be used to help enhance Nottingham's public realm and 'Place Making' aspirations
  - Embedding a culture of cycling in all aspects of our highway delivery and planning processes
  - Building on the investment that has been undertaken as part of the Local Sustainable Transport Fund work

- We will produce a design guide which will provide the best possible outcome for cyclists and take Roadspace where necessary from other motor traffic to provide this. This will be an evolving process and we will update and develop the principles as we innovate and learn from the experiences of others.

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