Nottingham
CYCLE CITY

BUILDING A BETTER NOTTINGHAM



Nottingham Cycle City Strategy & Action Plan 2016/17-2020/21

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Key Partners

We work closely with Nottinghamshire County Council to promote and facilitate cycling in the Greater Nottingham area through the development of joint and related schemes, activities and events.

Highways England are responsible for the operation, maintenance and modernisation of the strategic road network. As part of their investment strategy they recognise their role in supporting the needs of non-motorised users on their network including improving facilities for cyclists.

Pedals are Nottingham's local cycle campaign group.

Sustrans run a number of projects in the City that seek to encourage people to cycle. Sustrans have also worked with us to develop our Cycle Design Guide.

The Big Wheel is a marketing and promotion programme which encourages greater use of sustainable travel with businesses and the public across the greater Nottingham area through communications links and events

Ridewise provide cycle training with a broader aim of engaging with all individuals within a community. Ridewise also offers free led rides in Nottingham.

Nottingham Bikeworks are a not-for-profit organisation providing a variety of maintenance workshops, refurbished bike projects and sales; and courses providing practical skills train, cycle training and instruction to a variety of groups in the community. They are also an accredited provider of City and Guilds qualifications.

British Cycling are the UK's largest cycling organisation committed to helping people to enjoy cycling competitively, for commuting and for leisure. To help support this, British Cycling works with local and national governments to improving conditions for cyclist to ensure that Britain becomes a true cycling nation.








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Introduction

Nottingham City Council is committed to delivering our Cycle City Vision. This document outlines what the Council and its partners want to do between 2016/17 and March 2021 to achieve this. This Strategy complements our Vision and our Action Plan at the end of this document sets out how this will be done. Together our Strategy and Action Plan set aims, targets and actions to continue to increase the levels of cycling for transport, leisure, work, education and sport.

In 2008 we published our first Cycling Action Plan and since then there has been significant progress in increasing cycling levels in the city as a form of transport by 34%[1]. In recent years this has been largely due to a combination of increased investment in cycling infrastructure through the Local Transport Plan plus smarter choice initiatives delivered as part of the Local Sustainable Transport Fund. Recent national sporting successes have also spurred on an increased interest in cycling for everyday journeys or leisure time.

The benefits of cycling are now well established and well evidenced. In comparison to other transport improvements, investment into cycling has shown to be relatively low cost with a high impact in helping to support economic growth. This is done by reducing congestion, reducing emissions whilst improving connectivity, public health and air quality and more. This is particularly important as the availability of public funding and the delivery of public services continues to change.

The positive impacts of investing in high quality Cycling infrastructure in Nottingham have been acknowledged by the D2N2 Local Enterprise which has provided £6.1 million to deliver our first Cycle City Ambition Programme between April 2015 and March 2017. This is the first major step in delivering our vision of a world class cycling network for the benefit of the citizens, businesses and visitors to Nottingham.

[1] Sourced from Nottingham City Council traffic and cycle count data

Recent Achievements

Our achievements since we published our second Cycling Action Plan in 2012 include:

- An 34% increase in people cycling
- Rollout of 20mph Zones across residential areas in Nottingham
- Delivery of Citycard Cycle Hire Scheme and Citycard Cycle Hubs with secure cycle parking
- Attracted some of the biggest names in British Cycling by hosting a number of high profile cycling events including the Men's Tour of Britain in 2012 and 2015 and the Women's Tour in 2016
- Revived the 'Milk Race' in 2013, 2014 and 2015 as a one day criterium event, including elite women's and men's races
- Continued to support the annual Cycle Live event to celebrate a culture of cycling in Nottingham
- Established UCycle within partner organisations to promote cycling at higher education establishments and the Nottingham University Hospital NHS Trust
- Continued delivery of Bikeability training in schools
- Delivered a closed road circuit and complimentary recreational and competitive cycling programme at Harvey Haden Sports Village
- Opened community transport hubs offering bike hire and opportunities to develop bike maintenance skills
- Produced the Nottingham Cycling Design Guide which will be used by when designing transport Infrastructure in Nottingham to cycle proof our streets and junctions
- Opened segregated cycle routes alongside the NET extension
- Opened our Western Cycling Corridor
- Started work on improving cycle facilities on Daleside Road as part of the Eco Expressway
- Improved lighting on the Victoria Embankment riverside cycle route
- Started to improve the permeability of the City Centre for cyclists
- Reviewed our Cycle signage and route branding
- Identified improvements for cycling in our parks, along the River Leen and Neighbourhoods




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Why this is the right time to update our Strategy and Action Plan

A world class transport network that is efficient and accessible to all is seen by the City Council and its partners as being an important element in establishing Nottingham as a world class city. We have already invested heavily into Public Transport, most recently the extension to our tram network. However we now need to match this investment with a world class cycling network to ensure that Nottingham is a thriving sustainable city economically, environmentally and socially. It is important that the City takes a lead on delivering for cycling.

Since we published our last Cycling Action Plan in 2012 there has been an increased interest in cycling at the highest levels of national government. In April 2013 the All Party Parliamentary Cycling Group published the "Get Britain Cycling" report which investigated the state of cycling in Britain making 18 recommendations as to how levels of cycling in Britain could be increased. Following this, in October 2014 the Department for Transport consulted on the draft Cycling and Walking Delivery Plan and in February 2015 the commitment to produce a Cycling and Walking Investment Strategy (CWIS) was included within the Infrastructure Act (2015). This was an acknowledgement from within central government that cycling has an important role to play in encouraging economic growth, improving public health and the environment and is now an important mode of transport.

In December 2015 'Setting the First Cycling and Walking Investment Strategy' was published by the Department for Transport. This document outlined the DfT's timetable and approach to delivering the first CWIS which will seek to achieve a "cycling revolution". A draft version of the CWIS was published in March 2016 for consultation to which Nottingham provided a response. In addition Nottingham and D2N2 were selected by the DfT as one of three trials areas to assist in the development of CWIS National and Local Implementation Plans in 2016, putting put Nottingham at the forefront of the Government's vision. The final version of the first CWIS is due to be published in 2017. This Strategy and Action Plan has been developed in line with the draft CWIS with guidance on preparing Local Cycling and Walking Investment Plans (LCWIPs) being developed by the DfT. As such amendments to this strategy will be considered if there are any substantive changes within the national CWIP and LCWIP guidelines.

As an authority, and in close partnership with local transport stakeholders, we have delivered a variety of schemes and initiatives over the last few years with a view to increasing the number of people who cycle on a regular basis in Nottingham for a variety of purposes. We are now also working with and talking to other authorities committed to increasing cycling levels, such as Transport for London. Our aim through this document is to ensure that we continue to implement the most effective measures, tools and innovative ideas to increase cycling levels in Nottingham. This includes physical infrastructure improvements and softer measures, such as promotion and training, to get people on their bikes and establish cycling as a normal day to day and enjoyable activity.

We want to continue to show that Nottingham is a leader in transport innovation and aspiration delivered by investment in infrastructure as well as support for training and promotion. Further we want to continue to support people cycling for their own leisure by continuing to provide opportunities for sport and recreational cycling.

The first phase of the Cycle City Ambition Programme has set us on track to provide the higher levels of investment required to deliver a work class cycling network. To this end we will continue to lobby and bid to the Government, the D2N2 LEP and others for further funding to continue much of the good work that has been done in recent years as part of the LTP, LSTF and other investments into cycling. Having our own Vision, Strategy, Action Plan and Design Guidance will help us to push for more cycling investment at local, regional and national levels.

Nottingham Cycling Strategy: Delivering our Cycle City Vision

In our Cycle City Vision we stated how we will develop and cycle proof [2] Nottingham and be on the way to becoming a world class Cycle City by 2025. We are kick-starting this by investing £9.3 million into our cycle network between 2015 and 2017.

Within the vision we identified that our key outcomes from making Nottingham a Cycle City would be:

- A Well connected cycle network
- Safer streets for the bike
- Create a cycling culture with more people travelling regularly by bike
- A city for living in

For us to deliver these outcomes, we need to continue to invest in physical infrastructure to create high quality streets and routes for people to use. We will also support and encourage people to cycle by promoting smarter choices such as providing sustainable travel advice and cycle training. It is vital that we continue to find ways to support the delivery of these kinds of initiatives in conjunction with our partners that include the Big Wheel, Sustrans, British Cycling, the University of Nottingham, Nottingham Trent University, the Nottingham University Hospitals NHS Trust and local businesses.

To continue to deliver our Vision for cycling over the next 5 years, our aims will be:

- **To lead and plan for cycling in partnership**
  It is key that we retain support for cycling and cycle proofing by being bold in the development and implementation of schemes while maintaining a strong, positive working relationship with our key partners, citizens and business community. We will work with Nottinghamshire County Council to ensure that cross boundary routes and facilities are consistent. It is important to develop an effective partnership with the D2N2 LEP, Department for Transport, British Cycling and Highways England to maximise resources and drive forward our mutual aspirations for cycling. We will work closely with other likeminded authorities locally, nationally and internationally to learn and share best practice in the delivery of schemes and supporting initiatives.

[2] Cycle proofing is a term coined by national government covering a number of actions to improve roads and provision for cycling

- **To deliver an on-going investment programme**
  Applying the core principles of our design guide, we will develop and deliver an on-going investment programme for cycling. This will include schemes on key commuter corridors, cross city centre routes, quieter routes and further improvements within our residential neighbourhoods, parks and greenways. We will also look at linking up radial routes with orbital routes such as the Ring Road. We will also improve cycling facilities as part of key developments such as the Nottingham Enterprise Zone and Broadmarsh redevelopment that will help cyclist's access major employment sites and cross the city centre.

- **To support and encourage participation and behavioural change**
  In our 2015 vision we stated that we wanted to support a cycling culture in Nottingham. We will do this by hosting mass participation events such as Cycle Live; British Cycling led rides and continuing to host high profile sporting events such as the Tour of Britain. We will seek to expand delivery of Bikeability in schools and look for opportunities to secure further funding for the delivery of community travel hubs. We now have a dedicated closed road circuit at Harvey Hadden and are looking to construct a Children's play and familiarisation cycle facility on the Victoria Embankment. We will also continue to promote cycling through our Travel Planning activities with businesses and developers.

- **To communicate on and engage in our cycling plans and development**
  It is important to us that we communicate with our key partners, citizens and businesses and engage them in our cycling plans, such as in our annual Cycle forums. We will consult on our schemes from initial concept through to detailed design and delivery using a variety of methods and channels including our website consultation pages and interactive consultation maps. We will also launch 'Respect for Nottingham' our Road User Code of Conduct and Action Plan. The aim of this will be to engender a mutual understanding and respect between all road users.

- **To monitor and evaluate what we do**
  To ensure that we effectively deliver schemes and initiatives to become a cycle city, it is important that we monitor and evaluate what we to ensure that we are getting the most from our investment into the city. In addition to monitoring the usage of our investments and cycling levels in the city, we will also facilitate surveys and focus groups to get quality feedback from users on what we're doing.

As we are already committed to delivering the first phase of our investment programme, we will use 2018 as an opportunity to review what we have delivered and what we will aspire to achieve by 2021.










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Sport and Recreation

We are committed to supporting people to cycle for leisure and recreation recognising the role this type of cycling has in improving health and increasing the possibility people may choose to cycle to work, school or for local journeys.

In our Sport and Physical Activity Strategy 2015 – 2019 we are seeking to continue to increase the levels of sport and physical activity in the city recognising the contribution it makes to improving health, employability, economic development and community cohesion. The city will provide on-going and substantive support to organisations that wish to work with and invest time and resources into Cycling as a core sport for Nottingham.

Since 2012 we have delivered BMX pump tracks at Colwick Wood, Broxtowe Country Park and Queens Drive and in 2015 opened a 1.5km Closed Loop Cycle Circuit at Harvey Hadden Sports Village. Already we have established two Go-Ride clubs and have Community User Agreements with nine Road Cycle Clubs and four Triathlon Clubs. Dedicated coach led sessions are also being delivered at Harvey Hadden for women, girls and under 23's in addition to Para – cycling Development sessions. These are seeking to improve riding technique, confidence and fitness.

In addition to support for dedicated sport sessions and development, we have also sought to increase recreational cycling through guided local bike rides in partnership with British Cycling. We have provided a variety of led rides for all ages including the Breeze programme, which focuses on women's cycling participation and social cycling which encourages individuals to participate in a less formal setting. We have also worked closely with local community cycling partners such as Ridewise, Sustrans and Nottingham Bikeworks to promote active travel including the Cycling for All programme, providing inclusive cycling sessions suitable for all ages and abilities. Sport, Leisure and Parks have also developed links with other community organisations including Nottingham City Homes and Nottingham Community and Voluntary Service to increase cycling participation amongst people who do not currently cycle.

We are keen to continue our support for local cycle events such as Cycle Live and the Great Nottinghamshire Bike Ride. Additionally we are looking to continue to attract big sporting events such as the Tour of Britain.

Targets

The Government have set a national target in the draft CWIS to double the number of trips made by bike by 2025. The Council fully supports this ambition to increase cycling levels and to achieve this we will do our bit setting a number of our own targets that will ensure we are moving towards this aspiration.

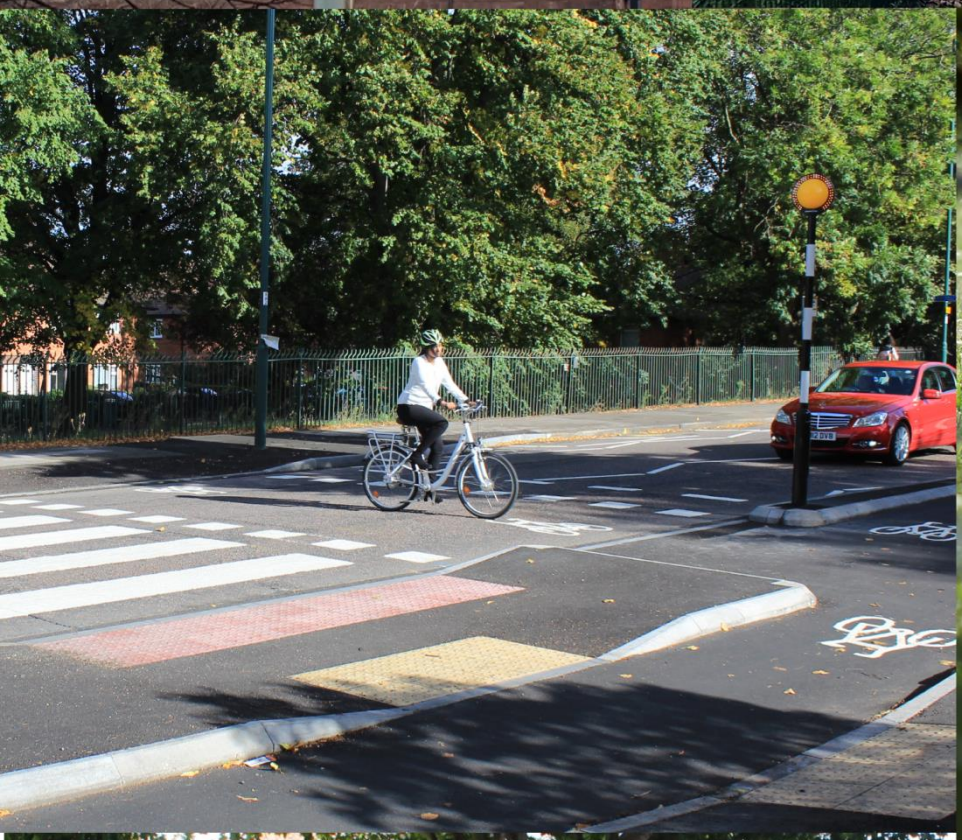
Firstly, our 2015-2019 Council Plan aims for 10% journeys to be made up of a combination of walking, cycling or public transport journeys by 2019. We will ensure that our investment in cycling contributes to this target.

We stated in our 2015 Cycle City Vision that we want **10% of journeys to work be made by bike by 2025**. This was also the outcome we stated in our successful bid to fund our first Cycle ambition programme. Achieving this by 2025 would mean that we will have more than doubled the number of journeys to work by bike recorded by the 2011 census. Beyond 2025 we want to continue to see these levels rise to 12% of journeys to work by 2027 and 15% of journeys to work by 2030. However this will depend on gaining similar funding levels to the first Cycle ambition programme.

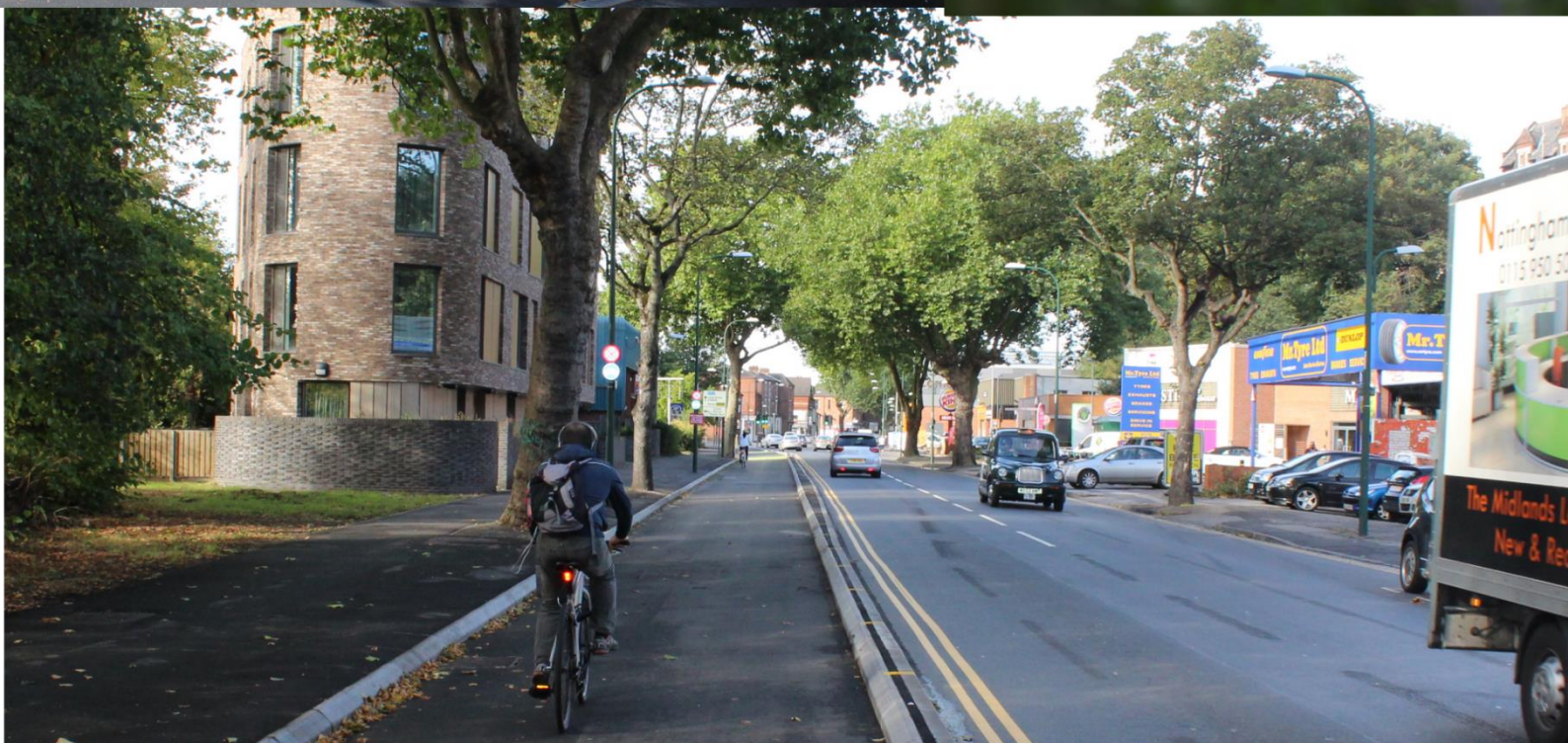
As we deliver our first Cycle City ambition programme, we are compiling baseline data on the use of our cycling network before, during and after this initial £6.1 million investment between 2015 and 2017 which we will publish in a bicycle account. This data will help us to establish the milestones that we are looking to hit during the lifespan of this Strategy to 2021. At this point we will review how we are doing towards achieving this target and will set out what we need to do in our 4th Cycle Action Plan in 2021 to ensure that we reach our target of 10% of journeys to work made by bike in 2025.


Except









Monitoring and Evaluating our progress

To ensure that we are getting the most from our continued investment into cycling and that we are on track to achieving our Vision, we will monitor and evaluate our progress on a regular basis. This will help us to keep our Cycle City Vision relevant and enable us to base our future decisions on credible evidence. This in turn will support our case when we are pursuing funding opportunities to support delivery of this strategy and action plan

Our monitoring strategy sets out how we will collect a range of qualitative and quantitative data on a regular basis to present:

- a wider picture of cycling infrastructure provision and other cycling measures across Nottingham,
- their overall and individual impact across a range of economic and social objectives,
- the levels of user satisfaction with the programme and projects being delivered
- evaluation of innovatory measures, how they work and are perceived by users

As this strategy will be implemented over the lifetime of our Cycle City Vision, a significant amount of data will be collected to allow evidence based decisions to be made to justify funding bids and future proposals. We will publish our *Monitoring Strategy* separately to this action plan. The indicators to be submitted to the D2N2 LEP are included as an appendix to this document. These show how we are monitoring ourselves against the NCCAP objectives, including indictors that are used for reporting to the D2N2 LEP.

Bicycle Account

It is important that our action plan is a living document that is adaptable to change. To do this the Council will produce a publicly available bicycle account during the life of this strategy and action plan. This will be an assessment of cycling development in Nottingham that will report on a number of outputs as identified in our monitoring strategy showing the progress we and our partners are making in delivering this action plan. The account will review the City's cycling conditions, new schemes and initiatives in addition to user satisfaction.

Governance

To ensure that our action plan remains ambitious and continues to deliver outputs that will help us to meet our vision, it is key that we have a strong governance structure to review the progress we are making and direct us in the future. Therefore in addition to the bicycle account, we will maintain a close working relationship with our key partners. We will provide regular updates to the Council Cabinet Portfolio Holder for Transport, the City Cycle Champion and the Greater Nottingham Cycle Development Group. In addition to hosting and participating in bi-annual Nottingham Cycle Forum meetings that bring together the Council, partners, businesses and local cycle groups to focus on cycling issues related to:

- Policy & Planning,
- Health, Sport & Leisure
- Transport and Safety

These meetings will seek to generate creative and interactive discussions to move the action plan forward informing future investment, schemes and initiatives.

Communication

It is important to us that we are clear on our plans and what we are doing to deliver our Vision. We have developed a Cycle City Communications Plan that sets out how we will continue to communicate and engage with our partners, residents and business stakeholders on our proposals from concept to detailed design and implementation. This will be published as a separate document. We have also developed a cycling signage and branding strategy which will be produced separately.

Funding

Our aim for Nottingham is to make cycling and walking the first transport choices for short to medium journeys. This will make the city a more pleasant place to live and do business, attracting jobs and people, making the city safer for those who already live and work here. We must therefore ensure that we invest in the city to achieve this.

Our first Cycle City Ambition programme has enabled us to invest at a level well above the national average until March 2017, in line with the recommendations of the Get Britain Cycling report. Whilst this will deliver significant improvements to cycle infrastructure it is important that we continue to work with our partners to identify how we can continue to deliver smarter choice initiatives previously funded by the Local Sustainable Transport Fund.

To fully deliver our vision we are dependent on securing further funding for infrastructure, training and wider promotion. To put Nottingham in a position where it is well placed to access further funding the Council will work together with its partners. We aim to continue investing a minimum of £10 per person per year and above this where we have the opportunity to do so.

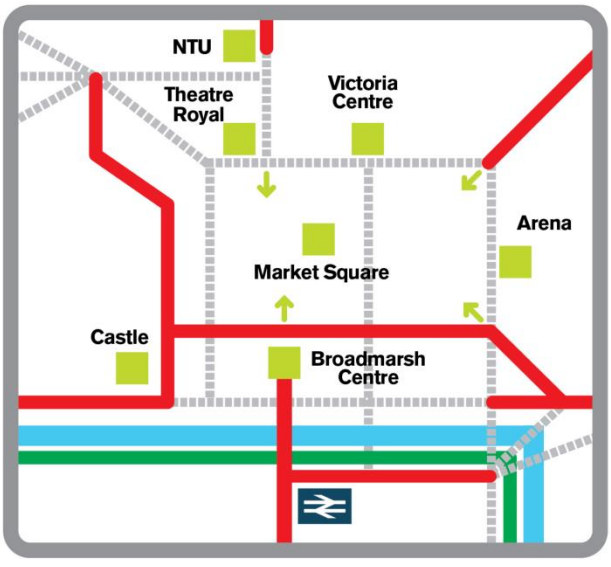
In May 2016 the Department for Transport published its draft Cycling and Walking Investment Strategy. A final version is expected to be published in 2017. We will seek to strengthen our relationship with the DfT to ensure that we are in a prime position to benefit from Government funding in the future.

We will maintain a level of funding from within our annual Local Transport Plan Programme to deliver cycling schemes and match other funding sources as required. We will integrate our proposals with other major schemes and development sites such as the Boots Enterprise Zone, Broadmarsh Area redevelopment, and the Connecting Eastside project. We will continue to investigate other avenues for funding such as further bids to the D2N2 LEP, as part of any devolution deal, in joint working with Highways England to access their funding for trunk roads and through the EU and any other UK funding sources.

We have made an application in partnership with Nottinghamshire County Council and Derby City Council for a share of the DfT's 'Access Fund for Sustainable Travel'.

Action Plan





Key

- Nottingham Cycle City Ambition Programme investment
- Off road, Big Track and River Leen
- Proposed routes for possible future investment
- Existing Routes

2017 Network

In 2017 we will have delivered the first Cycle City Ambition Programme. We will have constructed new cycle corridors built to a new design standard in line with our design guide that are well used and maintained. In addition we will have delivered a North-South cross city centre route and designed a second that runs East-West; improvements for people walking and cycling in Colwick park; and will have lit a cycle route along the Victoria Embankment. Improvements will have been developed for Bulwell, Lenton and St Ann's and improvements delivered along the River Leen path and Ring Road, improving links to key employment and housing areas in the city. We will have improved links to Trent Bridge along Arkwright Walk. We have also agreed improvements for cycling associated with the redevelopment of the Broadmarsh centre and there will be improved connections for cyclists on the northern side of the rail station on Station Street. This network will have a consistent standard of signing and branding to provide continuity across our network and we will have expanded the City Card cycle hire scheme.

Our Cycle Design Guide will be used to design appropriate facilities in new highways schemes and will be used as a tool by developers in designing new housing and employment sites. Our guide will be reviewed on a regular basis to take into account new innovations and ideas for Nottingham based on shared knowledge and best practice that we have developed with our partners in the UK and Internationally. We will have also further strengthened our relationship with the DfT and Highways England; and we will have established a new and enhanced maintenance regime for our cycling facilities.

We will also continue our support for the delivery of Bikeability training and hosted further cycle events such Cycle Live in addition to other mass participation events such as British Cycling guided rides. We will have also secured support for further smarter choice measures when promoting cycling such as local bike hubs and delivered more cycle parking facilities in key locations. "Respect Nottingham", our Road user code, will have been launched and activities linked to this will be being delivered.

We will have continued our support of the cycling community in Nottingham and will be in regular communication with them to monitor the impact of our new schemes through surveys, questionnaires and focus groups.

2021 Network

In 2021 we will have continued to deliver sustained investment into cycling in Nottingham and will have expanded our network to link to key development sites identified in the Local Plan such as the Boots Enterprise Zone in addition to corridors on other arterial routes. We will have also established high quality connections to the Nottinghamshire County Council network. We will also have linked the River Leen path into the National Cycle Network and will have developed and started delivery of a D2N2 cycle tourism network. The Broadmarsh roadspace transformation scheme will be complete with improved cycle facilities between the East and West cycle corridors and providing improved access to and around the city centre via the Connecting Eastside scheme. We will also be supporting the delivery of a new River Trent crossing and will have worked with Highways England to improve cycle facilities on trunk Roads in Greater Nottingham such as the A52 and A453.

Our Cycle Design Guide will be used as a key tool in the design of new developments, having undergone a formal review to stay up to date with emerging best practice and also reflect on what we have delivered since we launched our Cycle City Vision in 2015. We will have also further developed our partnerships with other cities.

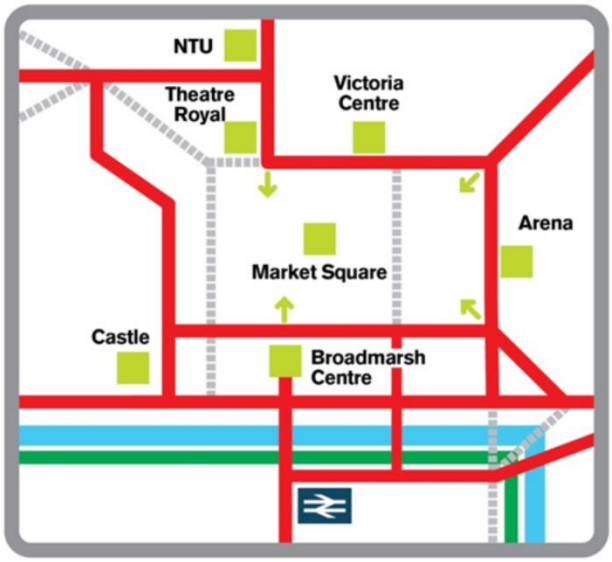
We will have continued to host a variety of sporting and recreational cycling events to foster and maintain a cycling culture in Nottingham and will have regular led and mass participation rides that are inclusive and open to all. We will also continue to support businesses in encouraging their employees to cycle to work and be delivering Bikeability training in schools to encouraging cycling for shorter journeys from an early age.

We will respond to changing initiatives over the next four years, using feedback from our cycling community and data from our monitoring exercises. In 2021 we will review how we are doing in discussion with the Cycling Development Group and will compare ourselves to similar cities in the UK and beyond to establish our progress towards becoming a world class cycling city. This will enable us to start looking what we need to do beyond 2021 in the Nottingham Cycling Action Plan 4 (2021/22 – 2025/26) to fully realise the vision that we set in 2015.


Hucknall
Bulwell
Bulwell Forest
Nottingham Energy Park
Arnold Leisure Centre
Gedling Country Park
Arnold
Woodthorpe
Woodthorpe Grange Park
City Hospital
Phoenix Business Park
Phoenix Park
NCN Basford Hall
Mapperley
Old Basford
Nottingham Business Park
Broxtowe Country Park
Wilkinson Street
Clarendon College
Mapperley Park
St Ann's
Forest Recreation
Bilborough College
Harvey Hadden Cycle Track
Carlton
Victoria Leisure Centre
Sneinton
Bramcote Shops
Wollaton Park
Crown Island
City Centre
Colwick Park
Burton Joyce
Bramcote Leisure Centre
Priory
QMC
Bio City
Bramcote Park
NG2 Business Park
University of Nottingham
Embankment
Meadows
Central College
Toton
Beeston
Science Park
Queen's Drive
Portland Leisure Centre
Holme Pierrepont
Tennis Centre
Trent Bridge
Lady Bay Bridge
Leisure Centre & Country Park
Boots Enterprise Zone
Wilford Bridge
Beeston Lock
Wilford
Silverdale
West Bridgford
Lady Bay
Rushcliffe Arena
Clifton Shops
Ruddington
Nottingham Trent University
Clifton
Ruddington Business Park


Key
Nottingham Cycle City Ambition Programme investment
Off road, Big Track and River Leen
Proposed routes for possible future investment
Existing Routes

CITY CENTRE


NTU
Theatre Royal
Victoria Centre
Arena
Market Square
Castle
Broadmarsh Centre

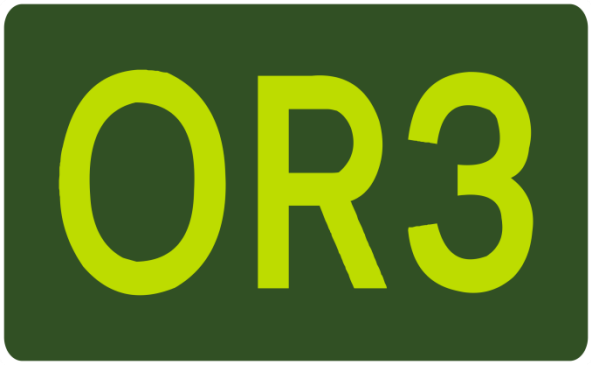
Proposed Network Branding

A consistent and well branded cycle network is a key feature of a world class Cycle City. It helps people to navigate the City, improves awareness of routes and promotes cycling and the City's image to residents, businesses and visitors.

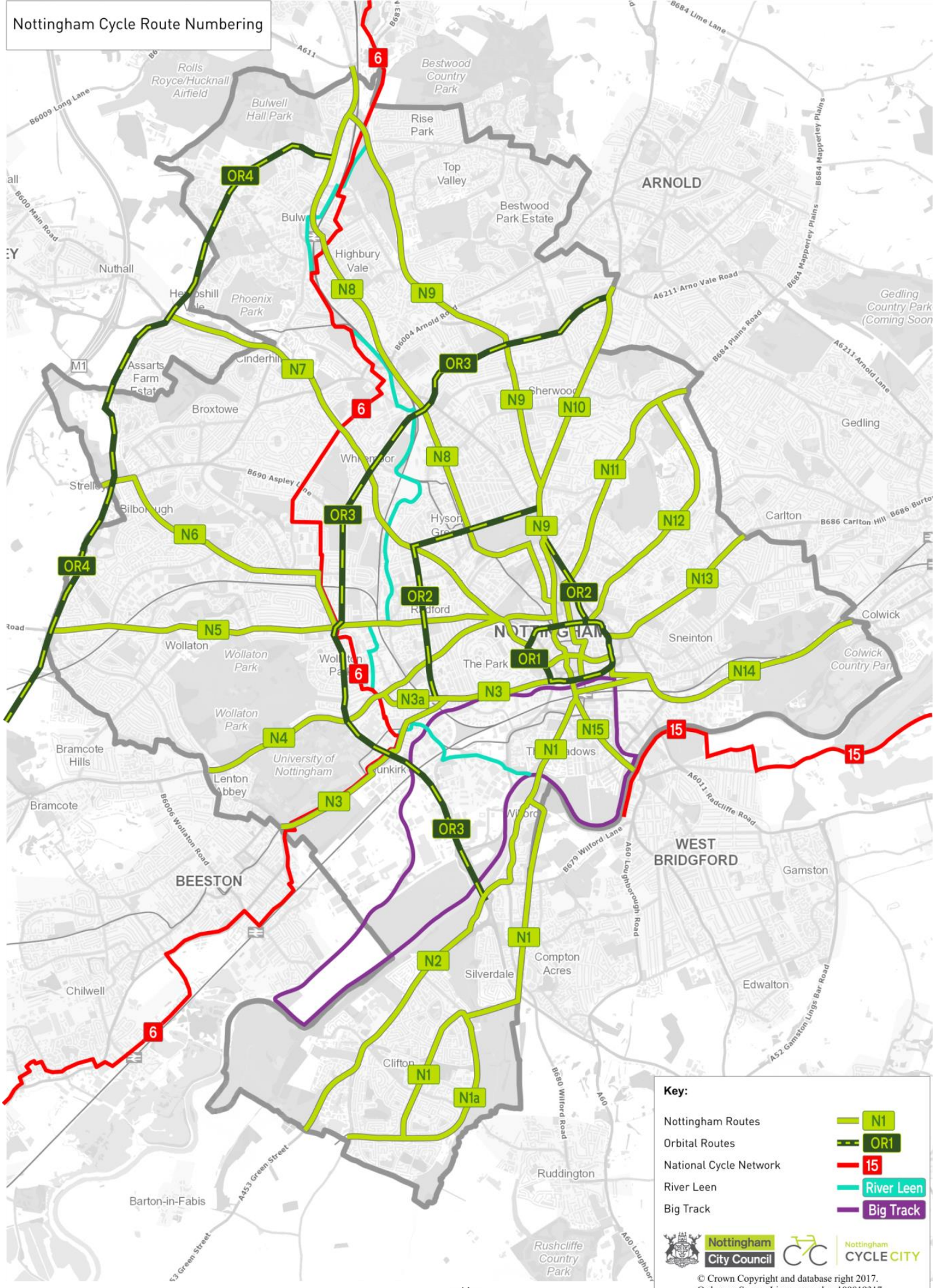
As part of our first cycle ambition programme, we commissioned a review of our existing cycle signage and branding and developed a new set of principles to take forward as we look to improve our network. We will implement the following:

- Radial Routes will be numbered N1 to N15 where N stands for Nottingham. This numbering system will be found on signs and road markings (as appropriate). Our first numbered route will be the route running from the City Centre to Clifton. This will be N1.
- Numbers will run clockwise from N1 and will cross the City Centre
- Orbital routes to be numbered OR 1 to OR4
- Two named leisure routes will be retained - Big Track and River Leen
- Sustrans NCN routes to continue with red/white branding
- Primary & secondary destinations will be used on signs





We will also continue to use the Nottingham Cycle City logo on marketing materials.


Nottingham Cycle Route Numbering
ARNOLD
NOTTINGHAM
BEESTON
WEST BRIDGFORD
Carlton
Gedling
Sneinton
Colwick
Wollaton
Broxtowe
Bramcote
Chilwell
Compton Acres
Silverdale
Clifton
Ruddington
Barton-in-Fabis
Edwalton
Gamston
Lenton Abbey
University of Nottingham
Wollaton Park
Bestwood Country Park
Rise Park
Top Valley
Bestwood Park Estate
Highbury Vale
Phoenix Park
Bulwell Hall Park
Rolls Royce/Hucknall Airfield
Nuthall
Cinderhill
Assarts Farm Estate
Strelley
Bilborough
Radford
The Park
Hyson Green
Sherwood
Whitemoor
Lenton
Wilford
Rushcliffe Country Park
Colwick Country Park
Gedling Country Park (Coming Soon)
M1
A611
A6211 Arno Vale Road
A6211 Arnold Lane
B684 Mapperley Plains
B684 Plains Road
B684 Lime Lane
B6009 Long Lane
B600 Main Road
B6004 Arnold Road
B690 Aspley Lane
B686 Carlton Hill
B6006 Wollaton Road
B679 Wilford Lane
A60 Loughborough Road
A6011 Radcliffe Road
A52 Gamston Lings Bar Road
A453 Green Street
B680 Wilford Road
OR4
OR3
OR2
OR1
N1
N1a
N2
N3
N3a
N4
N5
N6
N7
N8
N9
N10
N11
N12
N13
N14
N15
6
15
Key:
Nottingham Routes
Orbital Routes
National Cycle Network
River Leen
Big Track
Nottingham City Council
Nottingham CYCLE CITY
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2016/17-2020/21 Cycle City Ambition Action Plan

Our Action Plan below sets out how we will deliver our Cycle City Vision and Strategy. This will be achieved not only through an on-going investment programme, but also through continued Leadership, Partnership and Future Planning; Supporting and encouraging Participation and Behavioural Change; and Communicating and engaging on our Cycling Plans and Development. The programme below will be reviewed on a regular basis to take into account changed priorities, delivery progress and funding opportunities.

NCC = Nottingham City Council
HE = Highways England
TfL = Transport for London
CDG = Cycle Development Group
HDC = NCC Highways Development Control
STC = Greater Nottingham Sustainable Travel Collective
NCoC = Nottinghamshire County Council
GUL = Go Ultra Low
DfT = Department for Transport
NET = Nottingham Express Transit
LEP = D2N2 Local Enterprise Partnership
LTP = Local Transport Plan
EA = Environment Agency
CWIS = DfT Cycling and Walking investment Strategy
ERDF = European Regional Development Fund

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
Lead and plan for cycling in partnership							
Review and update Nottingham Cycle Design Guide	We have adopted the first edition of our design guide. This will be a 'live' document that we will review and update on a regular basis to include best practice and innovation in Nottingham.	**Ongoing**	**<1k**	**Sustrans/ Sponsor**	**NCC**	**Sustrans Pedals Ridewise NCoC**	
Work to secure further secure cycle parking on the Northern side of Nottingham Train Station	Working with East Midlands trains, we wish to look at options to improve and increase secure cycle parking on the Northern side of Nottingham Station.	**2017**	**10k**	**EMT/ ATOC**	**NCC EMT**		
Develop and adopt a Highway Maintenance protocol for cycling infrastructure	We have started to identify principles for maintaining our cycle facilities, on and off road, and seek to adopt and implement these in line with the delivery of NCCAP 1. £100k has been allocated from the LTP capital maintenance funding in 2016/17 specifically for improving the maintenance of cycle routes and facilities. This will be an annual allocation. We will review maintenance of off road cycle routes and public rights of way.	**2017**	**100k p.a**	**LTP**	**NCC**	**NCoC**	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
Investigate further opportunities for cross boundary connections with Nottinghamshire County Council.	Working with the county council to improve the cycle network in the greater Nottingham conurbation. For example on the County's proposals for improvements in West Bridgford and the joint Boots Enterprise Zone scheme.	**Ongoing**	**20k**	**LTP**	**NCC NCoC**		
Engage developers on including cycling in planning process for significant developments	To ensure that facilities for cycling become embedded in significant planning decisions and highway improvements. This 'cycleproofing' will be led by the Council's Highways Development Control team.	**Ongoing**		**HDC Developers**	**NCC**	**Developers**	
Continue to develop partnership opportunities with the DfT and other authorities in the UK and Europe	To ensure that Nottingham is delivering high quality infrastructure and solutions for cycling, we will continue to build on the professional links we have already established to learn from others in order to achieve our target of 10% of journeys by bike. Nottingham is already a member of the 'Going up a gear' group which was formed by the 8 English core cities. We have also started to engage with Ghent in Belgium and Karlsruhe in	**2018,2021**	**15k**	**Grants and Sponsorship , In-house consultancy Income streams**	**NCC**	**Pedals TfL Other Cities**	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	Germany about sharing European Cycling best practice.						
Work in partnership with Pedals and Nottinghamshire County Council to progress options for a new or upgraded pedestrian and cycle crossing across the River Trent	The Council is supportive of a new pedestrian and cycle crossing across the River Trent and are regularly working with our partners to determine and progress options.	**2018,2021**	**3-5m**	**Developers LEP National Lottery**	**Local Authority**	**Pedals**	
Work in partnership with other D2N2 authorities and Sustrans to plan for a major D2N2 cycle tourism network	The D2N2 LEP have identified a long term desire to create an attractive network for cycle tourism in the D2N2 area. We will seek to work with the LEP, Sustrans and our delivery partners to plan the network and secure funding to begin delivery.	**2021**		**British Cycling/ HSBC LEP National Lottery**	**Sustrans**	**Local Authorities**	
Identify and bid for further funding opportunities • NCCAP1 > 2015/16 – 2017/18 • NCCAP2 > 2018/19 – 2020/21 • NCCAP3 > 2021/22 – 2023/24	To ensure a continued investment of at least £10 per person (approx. £3 million per year)/ Seek opportunities for further funding to support cycling in city from any available alternative sources.	**2017**	**18m**	**LEP DfT/CWIS**	**NCC**	**NCC HE**	
Record and resolve a list of hot spots for cycle improvements	Based on feedback from our partners and the public, we will maintain a record of suggested	**Ongoing**	**100k p.a.**	**LTP**	**NCC**	**HE**	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	improvements for cycling and identify hot-spots to invest in and seek to fund these through the LTP or associated with our Major Projects.						
Secure funding to deliver NCCAP Phase 2	To continue delivery of our NCCAP we will seek to secure funding to deliver Phase from 2018.	**2016-2017**	**70k**	**LTP**	**NCC**	**CDG**	
Develop and submit NCCAP Phase 3	In order to ensure a continued programme of delivery we will develop our third NCCAP programme in 2019 to begin delivery in 2021.	**2019**	**50k**	**LTP**	**NCC**	**CDG**	
Plan for Cycling Action Plan 4 (2020 – 2025)	To build on the progress achieved in the first five years of the Nottingham Cycle City Vision, we will take stock and review what we need to do to continue towards becoming a World class Cycle City.	**2020-2021**			**NCC**	**NCC**	
Deliver an on-going investment programme							
Deliver NCCAP Phase 1	We secured funding from the D2N2 LEP to deliver the first phase of our Cycle City ambition programme from October 2015.	**2015 - 2017**					

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
• Cycle Corridors	The council is well underway in delivering its first cycle corridors.						
○ Northern Cycle Corridor	Connecting into the Guildhall development, this corridor will take cyclists from the City Centre, to Forest Recreation Ground and then onto Hucknall Road. A greenway route on a disused railway line parallel to Hucknall Road north of City Hospital will be developed as funding permits.		**1400k**	**LEP**	**NCC**	**-**	
○ Eastern Cycle Corridor	This scheme will be delivered in phases as part of the Southern Growth Corridor running from the City Centre along Daleside Road on a segregated track to Colwick. The first phase from Manvers Street to Trent Lane commenced in October 2016 and will be delivered by March 2017. The whole scheme will be completed by December 2017.		**1250k**	**LEP LTP GUL**	**NCC**	**NCoC**	
○ Southern Cycle Corridor	Following the completion of the NET extension, the Southern Cycle Corridor will provide missing links alongside the tram route to Clifton. A design has been developed and		**65k**	**LEP**	**NCC**	**NET NCoC**	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	consulted on for providing improved facilities for cyclists on Farnborough Road. This will be delivered when additional funding is secured.						
○ Western Cycle Corridor Phase 1 – 2700k Phase 2 – 200k Phase 3 – 440k	This cycle corridor provides a high quality route between the City Centre and University of Nottingham. Work started on the Western Cycle Corridor in October 2015 and was completed in Autumn 2016. A design has been developed and consulted on for phase 3 along Woodside Road to the Priory Roundabout. This will be delivered as part of the Boots Enterprise Zone scheme if sufficient funding is granted from the D2N2 LEP.		**3340k** Ph 1 – 2700k Ph 2 – 200k Ph3 – 440k	**LEP**	**NCC**	**NCoC**	
• Improved City Centre access and cross city routes	Improved access for cyclists around and into the City Centre will be delivered.	**2017**					
○ North to South	A route will link to the Western Cycle Corridor and the Broadmarsh development and provide a high quality quiet cycle route around the city centre to Canning Circus.		**230k**	**LEP** **LTP**	**NCC**		
○ East to West	Options to create a signed route through the City Centre from Maid Marian Way to		**15k**	**LEP**	**NCC**		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	Beller Gate are being developed. Works around the Broadmarsh Centre as parts of its redevelopment will provide a direct route from the Eastern Cycle Corridor to the Western Cycle Corridor.						
• Ring Road Cycle and pedestrian priority improvements	We have already started a series of side road entry treatments following the ring road improvements. These will give pedestrians and cyclists priority at quiet side roads around the ring road. Pathway improvements are between Derby Road and Nuthall Road. NCCAP2 includes path improvements up to the Mansfield Road junction and side road treatments at more complex junctions.	**2017**	**1800k**	**DfT LEP**	**NCC**		
• Improvements for cycling in Parks		**2017**					
○ Victoria Embankment lighting	We are providing further lighting on the Embankment to improve the quality of journeys for cyclists particularly commuters in late Autumn/Winter. There are also improvements to the gateway control and restrictions to motor vehicles at certain times.		**225k**	**LEP**	**NCC**		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
○ Colwick Park – Path Improvements	Work was delivered in Summer 2016 to repair parts of the paths through Colwick Park	**2016**	**10k**	**LEP**	**NCC**		**2016**
• Improvements on traffic free routes	Continuing the Councils desire to provide a high quality route adjacent to the River Leen we have identified a number of improvements to improve the route and the links to other cycle routes and from homes and businesses including the QMC, NG2 business park and the Western and Southern Cycle Corridors. A bid has been made for ERDF funding as part of Priority Axis 6 'Preserving and protecting the environment and promoting resource efficiency'.	**2017**					
○ River Leen			**531k**	**LEP LTP ERDF**	**NCC**	**EA**	
• Improvements in neighbourhoods		**2017**					
○ Bulwell	A number of cycling improvements have been identified for Bulwell Town Centre and will be developed as part of the Town Centre Regeneration Plan		**1k**	**LEP**	**NCC**		
○ Lenton	We are looking to provide an improved ped/cycle link between Willoughby Street and the Lenton Flats redevelopment enabling		**5k**	**LEP**	**NCC**		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	access to the Western Cycle Corridor.						
○ St Ann's	Designs have been completed to provide a cycle route through St Ann's along the St Ann's Well Road. In addition, ducting has been installed at signals on Edward street in preparation for further improvements at the junction with Parliament Street as part of the Connecting Eastside scheme.		**15k**	**LEP**	**NCC**		
Citycard Cycles	Citycard Cycle hire redevelopment and expansion	**2017**	**250k**	**LEP**	**NCC**	**NCoC**	
Cycle Parking	To encourage door to door journeys we will look to identify opportunities to provide cycle parking in desirable locations such as the city centre.						
• City centre cycle parking review	Initial review of city centre cycle parking to identify possible opportunities for increased and improved cycle parking provision in the city centre. This can then be considered in district centres and neighbourhoods where space for cycle storage is at a premium.	**2016**	**<5k**	**LTP**	**NCC**	**Pedals Ridewise CDG**	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
Ensure delivery of high quality cycle connections to key strategic housing and employment sites are delivered	Working with the City planning team and Planning portfolio holder to ensure that cycle facilities and links are designed into developments from the outset.	**Ongoing**					
• Nottingham Enterprise Zone (Boots)	The council is working to improve sustainable transport access to the Nottingham Enterprise Zone (Boots). This will include access from University Boulevard across the railway and routes around and to the Boots site.	**2018**	**7100k**	**LEP s106 GUL**	**NCC**	**NCoC Boots**	
• Broadmarsh Regeneration	Improved pedestrian and cycle facilities are key components of the Broadmarsh regeneration scheme and will provide a high quality link between the Eastern and Western Cycle Corridors.	**2019**		**LEP**	**NCC**		
Establish further connections to the National Cycle Network	We will work with Sustrans to improve connections to the National Cycle Network.	**2019**		**DfT**	**NCC Sustrans Pedals**		
Delivery of children's closed cycle circuit on the Embankment	To encourage cycling from an early age we will build a children's cycle facility on the embankment. This will be dependent on national bids for funding by Parks and Leisure.	**2017**	**55k**	**LEP**	**NCC**		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
Deliver NCCAP Phase 2	We are keen to ensure we carry on delivering our cycle city vision and will deliver Phase 2 building on what we will deliver in Phase 1.	**2018 - 2021**		**LEP**	**NCC**		
Deliver NCCAP Phase 3	Once we have submitted our bid for NCCAP Phase 3 in 2018, we will begin to prepare to deliver this stage of our programme from 2021.	**2021 onwards**		**LEP**	**NCC**		
Support and encourage participation and behavioural change							
Bikeability training	The Government announced in the 2015 Autumn statement that funding for Bikeability would continue. We have funding for the next three years which will deliver training for approximately 450 places per year.	**Ongoing**		**DfT**	**NCC**		
Deliver smarter choice measures to promote and support cycling	In addition to delivering better infrastructure for cycling, we recognise the importance that 'softer' supporting measures have to play in getting people on a bike. In order to get the funding to deliver these kinds of measures we submitted a bid to the 'Local Access Fund'	**Ongoing**	**TBC**	**Access Fund DfT**	**NCC**	**NTU STC CDG Pedals Ridewise Sustrans British Cycling**	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	in September 2016. If successful with this bid we are seeking to deliver a number of initiatives over the next few years.						
• Road User Respect Charter and Action Plan	We are developing a Road User Respect charter which will seek to improve the relationship between Cyclists and other road users. Access funding will support a more intensive roll out of the Charter and Action Plan supporting communications, marketing and workshops. Nottingham Trent University will be providing independent research support to the Action Plan	**2017 - 2020**					
• Household Personalised Travel Planning	We have included a proposal to deliver personalised travel planning to residents living near new cycling infrastructure such as the Western and Eastern Cycle Corridors						
• Community Active Travel Services	First established as part of our Local Sustainable Transport Fund programme, we are seeking to continue support for Community Cycle Centres. These will engage and support communities with low levels of						

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	activity on or near cycle investment corridors.						
○ Cycle Centres	These will be based at established community locations offering regular drop in sessions to provide communities with access to cycle training, led rides and bike maintenance classes and other smarter choice activities.						
○ E-bikes	We will look to undertake a three year trial of ebikes as part of the Citycard cycle fleet. This will be targeted to make cycling more accessible for those with low levels of fitness and skeletal problems.						
• Mass Participation and Community events	We will produce an annual programme of guided rides in association with British Cycling which will entail mass participation on more localised community events to raise the profile of walking and cycling. This will also promote the use of Harvey Hadden.						
• Cycle Live support	We will continue to support cycle live as a mass participation event that celebrates cycling as an everyday activity						

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
• Jobseekers Personalised Travel Planning and Support	We are looking to provide a access to employment service that will office personalised travel planning advice for jobseekers, identifying travel barriers and needs. The service will then enable participants to access a number of local support services such as cycle training, cycle loan schemes, wheels to work and Bike skills courses.						
• Cycling Excellence Programme	This will deliver a package of activities to foster local, regional, national and European partnership working around cycling.						
Continued support for cycling clubs using Harvey Hadden closed circuit	A significant number of cycle clubs are already using our closed road circuit and we will support and welcome further clubs to use the facility.	**Ongoing**	**N/A**	**NCC**	**NCC British Cycling**		
Host sport, leisure and recreational cycle events							
• Men and Women's Tour of Britain	Following on from the success of Nottingham hosting the Men's Tour of Britain in 2012 and 2015 and Women's Tour of Britain in June 2016, we are looking to be a host city again	**2017-2021**	**N/A**				

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	in the next 5 years.						
• Provide temporary bike parking at city council and other high profile outdoor events	With our partners, we will seek to provide increased bike parking at relevant events to support A to B journeys by bike.	**Ongoing**	**N/A**	**Sponsorship**	**NCC (Events)**	**Local Bike Shops Ridewise STC**	
Ensure that there is recognisable and consistent signing and branding on our network	It is vital that we provide a consistency in signage and wayfinding in the city to assist people in making journeys	**Ongoing**	**75k**	**LEP**	**NCC**		
Expand Citycard Cycle scheme	We are identifying locations for further secure cycle hubs in the city and are also reviewing our cycle hire scheme	**2020**	**250k**	**LEP**	**NCC**		
Support businesses to deliver actions to promote cycling	We are committed to working with employers in Nottingham to promote and support cycling as an option for people to travel to work. This is done through continued engagement with workplaces.	**Ongoing**		**Access Fund WPL**	**NCC**		
Communicate on and engage in our cycling plans and development							
Host and attend best practice seminars with other local authorities and professionals	As a city we are proud of what we have delivered in recent years for transport and we now want promote how we're continuing to invest in the city for cycling. We have presented and facilitated workshops with	**Annual**		**Access Fund**			

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	industry professionals in May at Cycle City in Leicester and at the Transport Practitioners Conference in June, here in Nottingham. We also host annual Local Cycle Forums, one for all interested parties and one for local businesses. We are intending to bid to be host for the 2018 Cycle City conference. This annual high profile event attracts UK and international transport professionals, transport authorities and campaign groups working in the delivery of cycling schemes and initiatives.						
Host regular Greater Nottingham Cycle Development Group meetings	It is important that we continue to work with stakeholders by convening on a regular basis to gather updates from all parties to coordinate what we're doing. This will continue to be chaired by a representative of the Nottingham Sustainable Transport Collective.	**Ongoing**			**NCC STC**	**CDG**	
Communicate what we're doing for cycling	We have written and regularly update a communications plan for what we're doing on cycling. This will ensure that we	**Ongoing**			**NCC**	**CDG**	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	communicate clearly and consistently to residents, businesses and key stakeholders on what we are doing, keeping them informed and engaged.						
Provide and maintain a one stop shop for cycle information • In print • Digitally online and using social media • In person at events	The council realises the importance of being able to access information on cycling in Nottingham and will ensure that this information is readily available by maintaining our website, ensuring that it is up to date. We are keen to continue communicating what we are doing for cycling such as facilities, training and events to seek feedback from residents, businesses and visitors	**Ongoing**			**NCC**	**NCoC CDG**	
Monitor and evaluate what we do							
Undertake comprehensive monitoring of our new cycle facilities	To help support future funding bids we will monitor the use of our new facilities	**2018,2021**			**NCC**		
Review and update our monitoring strategy	It is important that our monitoring strategy is kept relevant and is updated to reflect changing factors that may affect the number of people cycling in addition to	**2020**	**<1k**		**NCC**		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	considering innovative monitoring techniques.						
Produce regular bicycle account	To ensure that our partners and the public know how we're doing, we will produce a regular report on our monitoring and evaluation exercises known as a 'bicycle account'. This will look at a number of factors such as the length of segregated facilities delivered and user satisfaction.	**2017-2021**	**<2k**		**NCC CDG**		
Review action plan progress	In order to ensure that we are working towards our cycle city ambition, it is important the review this action plan to take stock of our achievements and ensure that we are on track to deliver our vision. This will also allow us to consider what we can do with new opportunities.	**2018,2021**	**N/A**		**NCC**		
Undertake independent benchmarking exercise to compare our progress against similar authorities	In order to see how we're doing in making Nottingham a place where people choose to cycle, it is important to benchmark ourselves against similar cities in the UK and beyond, particularly in the East Midlands. We are also working to establish relationships with our twin cities of Karlsruhe and	**2021**	**<2.5k**	**Being Great Fund Sponsorship**	**NCC**		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	Ghent to share information on how they monitor						
Questionnaire surveys and focus groups	We are keen to get a better idea of what the public and businesses think of what we are doing for cycling in Nottingham. User feedback is important to us and we are seeking to undertake surveys and questionnaires throughout the duration of this Action Plan. So far we have undertaken one survey in May 2016 to see what people thought of what of cycling in Nottingham and will publish the results of this in Autumn 2016.	**2017, 2021**	**<2k**		**NCC**		
Monitoring our facilities	We have a number of cycle counters around the city and will undertake surveys before and after we have implemented schemes. We will also conduct other surveys in response to resident and business concerns with what we're doing.	**Ongoing**					

Appendices

Cycle Ambition Programme monitoring indicators

We will monitor and evaluate the following indicators specifically where and when we invest in cycling interventions.

Indicator	Information to be collected
Average daily traffic and by peak/non peak periods	Number of vehicles for each key route using traffic data (AM – 7.00am – 10.00am PM – 4.00pm – 7.00pm)
Average AM and PM peak journey time per mile on key routes	Journey time measurement (minutes/mile) from Trafficmaster data
Average AM and PM peak journey time on key routes	Time taken to drive length of key routes (minutes) from Trafficmaster data
Average annual CO2 emissions	From national modelled data
Accident rate	Number of accidents and accident rate by severity and class of road (denominator to be supplied by Derbyshire County Council for rate) To be Confirmed
Casualty rate	Number of casualties and casualty rate by severity and class of road user (denominator to be supplied by Derbyshire County Council for rate) To be Confirmed
Nitrogen Oxide and Particulate Emissions	NOX (tonnes) PM10 (ug/m3) Citywide recording data
Mode Share	AM and PM peak proportion of trips for different travel modes (AM – 7.00am – 10.00am PM – 4.00pm – 7.00pm). Survey taken on Nottingham city centre 'cordon'
Cycle journeys on new/existing routes	Data from automatic cycle counters and manual cycle counts
Length of new or upgraded cycle routes	Total km delivered

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