



17 November 2016

Agenda Item: 5

REPORT OF DIRECTOR OF PLACE DEPARTMENT

WEST BRIDGFORD STRATEGIC CYCLE NETWORK

Purpose of the Report

1. The purpose of this report is to update Committee on the development of a strategic cycle network for West Bridgford.

Information and Advice

Policy/strategy background

2. The Cycling Strategy Delivery Plan for Nottinghamshire detailing how the County Council, working with partners (including central government), aims to deliver cycling improvements in the county was approved at the 11th February 2016 Transport & Highways Committee meeting. The Delivery Plan was developed to help deliver national objectives and local corporate objectives, particularly those relating to the economy and health. Improved cycling access to local centres increases their vitality; improved cycling access to jobs and training can broaden jobseekers' travel horizons; well-planned leisure routes can increase the visitor offer and therefore improve the visitor economy; and car drivers that switch to cycling help reduce local congestion with resulting benefits to the economy.
3. Similarly, increasing cycling is a major theme in all government plans to improve the mental and physical health of the population, which in turn reduces the financial burden on the health service and lost productivity within the business economy. In addition to improving cycling safety, thereby reducing cycling casualties, cycling can help improve health through increased activity, as well as helping improve air quality by reducing the numbers of trips made by polluting vehicles.
4. One of the key elements in the Delivery Plan is to develop and deliver a prioritised high quality, joined up, safe, well connected cycle network in each of our towns linking neighbourhoods to jobs and other essential services; as well as links to wider cycle networks. Consultation on the Delivery Plan also revealed that the development of such networks is strongly supported by the public, with almost two thirds of respondents stating that the development and delivery of a safe, joined-up strategic cycle network should be the priority action in encouraging more people to cycle more often. Integrated transport block funding for cycling schemes is therefore now prioritised on a proposal's ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan.

5. The types of schemes that will be delivered as part of a strategic cycle network were also approved by Transport & Highways Committee as part of the Delivery Plan. Such measures include on-road cycle lanes, shared-use facilities on the footway where there is sufficient width to accommodate both cyclists and pedestrians, signed-only routes, and off-road routes (such as along canals). The Delivery Plan also allows for the introduction of 20mph speed limits along signed cycle routes where it is not possible to introduce any formal cycling facilities but the reduced speed limit will encourage cyclists to use the route by improving the real or perceived safety of cyclists. The development of strategic cycle networks in the towns will also help focus future investment in cycling infrastructure and will assist the County Council in maximising other funding opportunities, including through the Local Enterprise Partnership and from developers to deliver them.
6. The County Council subsequently approved integrated transport funding in 2016/17 for the development and delivery of a strategic cycle network in West Bridgford. West Bridgford was selected due to the high number of housing planned (and link to the planned cycling improvements being funded by developers as part of this housing); to help address the two air quality management areas in West Bridgford; and its ability to link to planned cycling improvements being delivered by Nottingham City Council.

Development of the West Bridgford cycle network

7. A draft proposed network of cycling routes in West Bridgford was developed by County Council officers to deliver a coherent, joined-up north-south, east-west and orbital route to improve cycling access to jobs, training (including schools) and other services in the town, as well as in nearby Nottingham City. Discussions on the proposals were then held with the local County Council members and interested local groups (such as the cycling group Pedals and representatives from the local area forum) to refine the proposals before formal consultation was undertaken.
8. Following these refinements, public consultation on the proposals, including mail-shots to those along the proposed routes, four public events and on-line information, was carried out in July and August 2016. The aim of the consultation was to establish if the local residents supported the cycling improvements generally; to gather concerns/comments about the proposed routes; to identify preferred routes where more than one option had been identified along a section of the route; and to rank the proposed routes to identify those that consultees felt would provide the greatest benefit.
9. Approximately 200 people attended the public events, and 238 written responses were received on the proposals (including letters, emails and completed on-line and paper questionnaire responses). Of those who responded:
 - All but 7% lived in West Bridgford; with 61% living on one of the proposed routes
 - Almost a fifth do not currently cycle
 - Almost 50% of cycling undertaken was wholly in West Bridgford
 - Almost 90% support the delivery of improved cycling facilities in West Bridgford.
10. Only a very small number of objections to the proposals were received and these objections and the County Council's response to them is detailed in Appendix 1 to this report. It can be seen that the County Council has been able to accommodate all but three of the objections made, which all relate to a short section of existing bridleway (route 2a on the attached

Appendix 1). As this section of the proposed route is an existing bridleway, cycling is already permitted on it, and therefore the widening of the bridleway will in fact improve the existing conditions.

11. The consultation has enabled the Council to identify a prioritised strategic cycle network for West Bridgford made up of the types of route approved as part of the Delivery Plan. The proposed network will comprise approximately 17 miles of routes, which is shown in Appendix 2, and provide a central north-south route as well as a circular route around the town. It reflects both the County Council's and respondents' priorities; provides improved access to jobs, training and services; and links to Nottingham City Council's strategic cycle route alongside the tram. The proposed network will be made up of the following routes:

Central north-south route – *highlighted as route no.1 on the attached plan*

This route extends from the Musters Road/Bridgford Road junction south to the Wheatcroft Island. It links to proposed routes 3, 4 and 5 described below and consists of:

- a new shared-use facility on the footway between the proposed Wheatcroft development and Melton Gardens which is to be provided by the developer
- a new on-road cycle lane between Melton Gardens and Melton Road shops
- a new 20mph speed limit signed-only route along Melton Road (including outside the parades of shops) between its junctions with Rectory Road and Devonshire Avenue
- a new 20mph speed limit signed-only route along Musters Road between its junctions with Bridgford Road and Rectory Road (including outside the parades of shops, the medical centre and school).

A circular route made up of the following four elements:

Western north-south route – *highlighted as route no.2 on the attached plan*

This route extends from the existing cycle route alongside NET tram line south to the Walcote Drive/A60 junction and consists of:

- existing off-road routes from the cycle route alongside the NET tram line along Wilford Lane to Walcote Drive (the upgrading of a section of the route will be sought as part of proposed new development near Wilford Lane)
- a new signed-only route along Walcote Drive.

Southern east-west route – *highlighted as route no.3 on the attached plan*

The circular route then continues from the Walcote Drive/Loughborough Road junction to the Boundary Road/Melton Road junction and consists of:

- a new signed-only route along Loughborough Road from Walcote Drive to Boundary Road utilising the service road which runs adjacent to it
- the existing signed-only route along Boundary Road between Loughborough Road and Melton Road.

Eastern north-south route – *highlighted as route no.4 on the attached plan*

The circular route then continues south from Melton Road, along Village Street and Wellin Lane before extending north to link to the existing routes alongside the River Trent and consists of:

- a new signed-only route along Village Street
- existing off-road routes through Gamston (although there will be improvements to these routes where there are pinch points or maintenance requirements) including the existing bridleways

- the existing signed-only 20mph speed limit routes through to Lady Bay.

Northern east-west route – highlighted as route no.5 on the attached plan

The circular route also provides links from the A52 in the east and the existing cycle route alongside the NET tram line west of the town and consists of:

- enhancements to the existing off-road from the A52 through Gamston
- the existing signed-only route along Eltham Road
- new 20mph speed limit signed-only routes along Gordon Road outside the parade of shops; between Gordon Road and Melton Road; and on Devonshire Road (between Musters Road and Melton Road)
- the existing signed-only route between Musters Road and Collington Way
- the existing off-road routes from Collington Way to the cycle route alongside the NET tram line (although there will be improvements to these routes where there are pinch points or maintenance requirements).

12. In addition to the integrated transport block funding allocated towards the delivery of the strategic cycle networks, work is ongoing to identify, secure and maximise external funding opportunities to fund their delivery, including:

- Developer contributions, such as the cycling improvements already secured (e.g. s278 works as part of the Sharphill Woods development); as well as smaller s106 funding available from developments along the proposed routes
- Local Growth Fund contributions from the D2N2 Sustainable Transport Package allocation on which a decision should be made shortly (the four D2N2 highway authorities have put forward scheme suggestions that will help deliver the criteria for this funding package; consultants are currently finalising the business case for this package to meet the LEP's local assurance framework).

13. Whilst the scheme is still subject to the necessary consultation, negotiation/permissions from landowners, statutory undertakings and other issues arising from detailed scheme design, works are scheduled to start construction and be substantially complete this financial year. The delivery of the sections of the proposed network which will be funded by developer contributions will, however, be dependent on the delivery timescales, build-out rates, and planning conditions for the relevant developments.

Other Options Considered

14. A number of options (including alternative routes and types of facilities) have been considered and discounted as part of the scheme development, as set out within this report. These decisions were based on comments received from the public, members and stakeholder groups as part of the consultation on the proposals; as well as the ability of the proposed network to deliver its objectives. Not having a strategic cycle network was also an option available to the County Council. This option was, however, rejected as it was considered that this would not help deliver the County Council's objectives, particularly those relating to the economy and health, as set out in paragraphs 2-6 of this report.

Reason/s for Recommendation/s

15. The cycling network detailed within this report and its appendices have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives as set out in this report. The proposed network has been developed to reflect a balance of member, public and stakeholder requests and priorities, evidence of need (including technical analysis), value for money (including the co-ordination of works) and delivery of the County Council's vision and transport objectives.

Statutory and Policy Implications

16. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

- 1) It is recommended that Committee:
Note the content of this report.

Tim Gregory - Corporate Director Place Department

For any enquiries about this report please contact:
Sean Parks – Local Transport Plan manager

Constitutional Comments (RHC 08/11/2016)

17. Transport & Highways Committee is the appropriate body to note the contents of this report.

Financial Comments (GB 04/11/2016)

18. There are no financial implications arising directly from this report.

Background Papers and Published Documents

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010

- Nottinghamshire Cycling Strategy Delivery Plan 11th February 2016 Transport & Highways Committee report

Electoral Division(s) and Member(s) Affected

- West Bridgford Central and South
- West Bridgford West