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## Foreword

### My Cycling Vision

I have seen Nottinghamshire cycling visions come and go since the early 1990s. Much progress has been made over this period and the level of cycling is now increasing steadily after decades of decline. Cycling is a great way to get around, particularly for short journeys. It also helps to keep you fit and healthy.

The purpose of this new strategy is to set a framework of objectives and actions for sustained investment in cycling at a time when there are scarce funds available for transport and highways generally.

Cycling is accessible to people with a basic level of fitness and mobility from the ages of around 3 to 103, but many will only do so if they think it is safe and convenient. For me, a very revealing section of this strategy is Table 5 of the Appendix. (Please look at this before you read the rest of the document).

My vision is to create a safe and convenient cycling network in Nottinghamshire that meets the needs of cycling commuters and leisure riders alike and makes the achievement of the current cycling levels of countries like the Netherlands and Denmark a realistic aspiration for Nottinghamshire.

**County Councillor Steve Calvert**

**Vice-Chair of the Transport and Highways Committee**

**Cycling Champion for Nottinghamshire County Council**

# Nottinghamshire Cycling Strategy Delivery Plan 2016

## Executive summary

The Cycling Strategy Delivery Plan has been developed to complement Nottinghamshire's wider transport strategy, the Local Transport Plan (LTP), in the delivery of local and national objectives. The Delivery Plan sets out how the County Council, working with partners, aim to make cycling improvements that will deliver the strategy in the LTP, its goals and objectives; particularly those relating to improving access to jobs and reducing the impacts of congestion on the economy. The Delivery Plan details Nottinghamshire's cycling vision and the actions the County Council, working with partners, will undertake to deliver the vision.

The vision for cycling in Nottinghamshire has been developed to help deliver national and corporate objectives, particularly those relating to the economy and health. To help ensure a clear, consistent approach to cycling provision across administrative boundaries we will work with partners at a local and national level (including central government) to:

1. Raise awareness of all aspects of cycling throughout the Council to help Nottinghamshire become a local authority exemplar in the development of cycling in the UK.
2. Secure central government funding and Local Growth Funds to increase the amount of funding available for cycling improvements within Nottinghamshire; and to allow for the offer of free cycle training for school pupils of all ages.
3. Work towards increasing the amount of transport funding spent on cycling to 5% of total highways capital spent in Nottinghamshire; and increase cycling levels from 3% to 10% of all trips by 2025 to reflect the cycling investment.
4. Develop and provide a prioritised high quality, comprehensive, cycle network linking people to jobs, training and other essential services in all of the major towns/local centres in the county.
5. Develop prioritised high quality, well connected, and safe leisure/tourist cycle routes to help develop and promote the local visitor economy and encourage healthy leisure activities.
6. Encourage more people to cycle more often by creating opportunities for people to ride and enabling them to do so.
7. Improve safety for cyclist through the provision of targeted safer infrastructure as well as education and training for all road users.
8. Ensure that neighbourhoods are designed with the needs of pedestrians and cyclists as the priority road users. This will include 'cycle proofing' all new and improved highway infrastructure and broader 'place making' schemes.
9. Provide for the integration of cycling with other longer distance passenger transport modes.
10. Maintain, repair and upgrade our existing cycle routes and other cycling facilities to ensure they remain high quality.

The County Council recognises that it cannot achieve its cycling vision alone and therefore partnership working will be a major feature of the Council's approach to delivering cycling improvements.

### **Raise awareness of all aspects of cycling throughout the Council**

Whilst the County Council has a long history of encouraging cycling through the provision of infrastructure, promotion and training there is still a need to raise awareness of cycling. To raise awareness, working in partnership with the relevant organisations, the County Council will:

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- Appoint a cycling 'champion' at senior member level to provide leadership and focus amongst both members and senior management
- Raise awareness of the Nottinghamshire cycling vision and aims amongst County Council officers, members, and partner organisations
- Raise awareness of the cycle design standards amongst County Council officers, members, and partner organisations
- Work with neighbouring authorities, local and national cycling organisations and others to learn and share best practice
- Secure and commit sufficient funding to deliver the County Council's cycling vision.

### **Develop and provide a prioritised high quality, joined up, safe, well connected cycle network**

Nottinghamshire has cycle networks in most of its towns and some rural areas. The existing network is, however, often fragmented and does not serve all of the destinations people would like to travel to. To deliver a cycling network that provides for existing demand and encourages cycling the Council, working in partnership with the relevant organisations, will:

- Develop and deliver strategic cycle routes in, and between, the main urban areas in the county to provide links to key destinations to help stimulate and meet cycle travel demand
- Work with economic development colleagues, destination management and tourism partners to develop and prioritise cycle networks that enhance the local visitor economy
- Prioritise available capital funding for cycling to develop the strategic urban corridors and the visitor economy cycling priorities
- Review the guidance on the types of facilities provided for cyclists.

### **Encourage more people to cycle more often**

In addition to overcoming the physical barriers to cycling (e.g. through the provision of infrastructure), 'softer' measures, such as training and promotion, will be required to encourage more people to cycle more often (which will also maximise the investment in cycling infrastructure). The Council, working in partnership with the relevant organisations, will:

- Provide suitable and adequate infrastructure to enable people to make journeys by bicycle
- Help provide a safer environment (both real and perceived) for cyclists
- Work with local communities, businesses, schools, and health providers to promote cycling as a realistic means of transport to work, school, services etc.
- Provide safe, secure cycle parking at key destinations where feasible
- Provide cycle training to people of all ages and abilities
- Provide accurate, clear, detailed online cycle route mapping, showing all of the facilities currently provided for cyclists in the county; and produce printed cycle route maps for targeted campaigns
- Identify and develop mechanisms for increasing the number of adults who participate in training and increase the levels of adults taking up cycling to improve their health and well-being
- Provide cycle hire facilities
- Involvement in enabling community based participation rides.

### **Cycling safety**

The County Council will look to improve cycle safety through the provision of targeted safer infrastructure as well as education and training for all road users as necessary. The Council, working in partnership with the relevant organisations, will:

- Analyse reported injury accidents involving cyclists to determine the causes of such accidents
- Develop a forward programme of evidence led targeted road safety campaigns (education, training and publicity) aimed at all necessary road users (cyclists, drivers etc.) to reduce cycling casualties
- Develop appropriate targeted engineering measures to address sites with a history of reported road casualties
- Work with the police to identify enforcement programmes if required

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- Look to provide a cycling education, training and awareness programme to people of all ages to increase cycling levels. The programme will be based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time
- Work with central government to secure sufficient revenue funding to continue to provide free Bikeability training to children of all ages in the county
- Increasing cycling levels to help improve cycling safety through the recognised 'safety in numbers' effect.

### **Ensure that the needs of cyclists are considered in all new and improved highway infrastructure schemes**

To ensure that provision for cyclists is provided whenever possible, the Council, working in partnership with the relevant organisations, will:

- Undertake 'cycle proofing' audits on proposed new significant highway improvements, including public realm improvements (i.e. pre and post-implementation audits)
- Work with developers to deliver adequate provision for cyclists in new employment and housing development, both on-site and off-site, with links to the urban and leisure cycle networks
- Review the County Council's Cycling Design Guide which sets out the recommended provision for cyclists.

### **Provide for the integration of cycling with other longer distance passenger transport modes**

In order to better integrate cycling with longer distance passenger transport and provide seamless door to door journeys the County Council, working in partnership with the relevant organisations, will:

- Incorporate passenger transport interchange, such as bus and rail stations, into its strategic cycle network; and look to provide high quality routes to enable cyclists to access them
- Work with partners, such as operators and other relevant organisations, to provide high quality, safe, cycle storage facilities to enable cyclists to interchange with passenger transport for longer distance journeys that are not made wholly by bicycle.

### **Maintenance, repair and upgrade of existing cycle routes and other cycling facilities**

Maintaining the network (including both repair and seasonal [e.g. winter] maintenance) is essential so that it remains in a useable condition. The Council will therefore:

- Include cycle routes, crossings and parking facilities in its annual inspection process
- Allocate funding for the maintenance and repair of cycle facilities as part of its annual maintenance budget
- Develop and undertake an annual programme of prioritised maintenance and repair of cycle facilities when necessary
- Develop a programme of upgrading existing facilities on the strategic cycle network to meet current design standards, where practicable.

### **Secure and allocate funding for cycling improvements within Nottinghamshire**

In addition to making allocations from its integrated transport block capital allocation, the County Council will work to secure and allocate central government funding, local growth fund and developer contributions to increase the levels of funding available for cycling improvements within Nottinghamshire. To do this the Council, working in partnership with the relevant organisations, will:

- Work towards allocating 5% of the total highways capital spent in Nottinghamshire on cycling improvements
- As part of the devolved powers transport request, seek funding of £10 per head for cycling improvements in designated areas to be determined by the Combined Authority
- Work with D2N2 LEP partners to secure Local Growth Funds for cycling improvements in Nottinghamshire
- Work in partnership with Government to ensure funding opportunities currently only available to cities (e.g. Cycle Ambition funding) are available to counties such as Nottinghamshire

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- Work with Central Government to secure sufficient revenue funding to continue to provide free Bikeability training to children of all ages and abilities in the county
- Work with local planning authorities to secure and allocate sufficient developer contributions for cycling improvements
- Work with other partners such as Sustrans and Network Rail to secure other funding sources for cycling improvements in Nottinghamshire.

### **Measuring our success**

In order to justify the programmes of work to increase cycling levels and the safety of cyclists, the County Council will develop a number of outcome and output indicators to monitor the delivery of the Cycling Strategy Delivery Plan and its individual elements. The definitive list of measures will be developed in partnership with government but examples of the likely indicators are included in the Delivery Plan. These indicators will be used to monitor the delivery of improvements but most importantly the success in increasing the numbers of people cycling. The indicators included within the Plan will be selected with a view to ensuring that all aspects of the strategy delivery are monitored for effectiveness. This helps ensure that all projects/actions can be justified in terms of their contribution towards achieving the cycling vision, as well as their contribution to wider national and local objectives.

## 1. Introduction

In April 2013 the All Party Parliamentary Cycling Group published the 'Get Britain Cycling' report which included 18 recommendations to Government to improve cycling levels relating to funding, design, speed limits, training & education, and political leadership. Similarly, in April 2014 the All Party Commission on Physical Activity published 'Tackling Physical Inactivity: A Coordinated Approach' which also set out a number of recommendations to get the country more active.

In October 2014 Government subsequently published its draft Cycling Delivery Plan, its 10 year plan for England, summarising Government's vision for cycling and walking and the role everyone has to play in achieving the vision. Following consultation the Plan is still to be published but is expected to be completed later in 2016.

Following comments as part of the consultation on the Plan, particularly relating to a long-term funding commitment for cycling, Government added section 21 of the Infrastructure Act 2015. This places a legal commitment on the Government to produce a Cycling & Walking Investment Strategy; and the Strategy should include the objectives to be achieved and the financial resources available to achieve it.

Government is seeking to work in partnership with local authorities to deliver cycling improvements across the country. Future funding for cycling will be prioritised in local authorities that sign up to the commitments in Government's anticipated Cycling & Walking Delivery Plan. The County Council has advised the Department for Transport (DfT) that it is interested in working in partnership with them and will seek to do so once the partnership model proposed as part of their Cycling & Walking Delivery Plan has been developed.

The County Council's last stand alone Cycling Strategy covered the period 2006/07 to 2010/11. It was subsequently included as part of the Local Transport Plan for Nottinghamshire (LTP). The LTP did, however, commit to reviewing and expanding individual strategies where appropriate. In order to satisfy several needs (DfT partnership working, focus limited resources to deliver corporate objectives etc.) it is now considered that a separate Cycling Strategy Delivery Plan should be developed for Nottinghamshire; clearly setting out the vision for cycling in Nottinghamshire and how it will be achieved.

The Strategy Delivery Plan will set out where future resources for cycling will be prioritised and how the County Council, working with partners, will deliver cycling improvements across the county; thereby focussing future resources for cycling. The Strategy Delivery Plan aims to encourage cyclists of all ages, abilities, and experience (including those with disabilities); and all forms of cycles (including traditional two wheel bicycles, tricycles, recumbent, and e-bikes).

Investment in cycling offers good value for money. Major transport schemes are assessed on their benefit cost ratio (BCR). The BCR considers the impacts the scheme has to the economy, society, the environment and the public accounts. It offers an estimate of the value of benefit generated for every £1 of public expenditure on a project or scheme. Government guidance on major transport schemes identify a 'medium' value for money scheme as having a BCR of between 1.5 and 2; a 'high' value for money scheme as having a BCR of between 2 and 4; and a 'very high' value for money scheme as having a BCR of more than 4. Studies into cycling projects have shown that:

- Investment in cycle training has one of the highest BCRs. A study of cycle training in London found that the overall BCR was 7.44:1, so for every £1 spent on cycle training it delivers £7.44 worth of benefits
- Cycling infrastructure investment produces high rates of return. The estimated return on the investment in the first six Cycle Demonstration Towns suggests a BCR of between 2.6 and 3.5:1 over 10 years (in terms of reduced mortality, reduced road casualties, congestion benefits, reduced absenteeism, and amenity). Similarly, an assessment of the London Cycle+ programme gave it an overall BCR of 3.94:1, which is far higher than most major road or public transport projects



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- Sustrans research has also shown that the average BCR of cycling and walking schemes it has delivered is 3:1, higher than many road schemes and every £1m invested in walking and cycling creates 11 jobs, five times more than the best major road schemes they analysed.

Cycling investment, if done properly, is therefore one of the most cost-effective forms of transport investment.

## 1.1 Structure of this document

The County Council has developed its vision for cycling in Nottinghamshire and this is detailed in section 2 of this document. To deliver this vision a number of actions detailed within the Delivery Plan will be developed and delivered across the county. These actions are summarised in the blue boxes at the start of each relevant section (sections 4 to 12); and all of the actions is then expanded further in the general text within each section. Section 13 of this document gives information on how the County Council will measure the success of its actions; and finally section 14 provides a table of some of the key actions and a timetable for their delivery.

## 2. Vision

The vision for cycling in Nottinghamshire has been developed to help deliver national and corporate objectives, particularly those relating to the economy and health.

The economic benefits of cycling are well established – improved access to local centres increases their vitality; improved 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 who switch to cycling help reduce local congestion with resulting benefits to the economy.

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 also has environmental benefits and can help improve health through increased activity, as well as helping improve air quality by reducing the numbers of trips made by polluting vehicles.

Such benefits help deliver many of the County Council’s strategic priorities, particularly those relating to protecting the environment, supporting economic growth, and promoting health.

Whilst cycling levels in the County have increased by 16% between 2010 and 2014, levels of cycling in Nottinghamshire are still some way behind recognised cycling cities in Europe such as Amsterdam. The County Council therefore continues to invest in a wide range of programmes to encourage more people to cycle. To help focus its investment in cycling the County Council has developed a cycling vision for Nottinghamshire.

### 2.1 Cycling vision for Nottinghamshire

To help ensure a clear, consistent approach to cycling provision across administrative boundaries we will work with partners at a local and national level (including central government) to:

1. Raise awareness of all aspects of cycling throughout the Council to help Nottinghamshire become a local authority exemplar in the development of cycling in the UK. This will include the appointment of a cycling ‘champion’ at member level to provide leadership and focus amongst members and senior management; and by raising awareness of the strategy, its delivery plan and cycle design standards amongst officers and members.

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2. Secure central government funding and Local Growth Funds to increase the amount of funding available for cycling improvements within Nottinghamshire; and to allow for the offer of free cycle training for school pupils of all ages.
3. In line with the recommended cycling expenditure made by #ChooseCycling, work towards increasing the amount of transport funding spent on cycling to 5% of total highways capital spent in Nottinghamshire (both integrated transport and maintenance given the cycling benefits of effective road maintenance). To reflect the cycling investment aim to increase cycling levels from 3% (travel to work trips in 2011 Census) to 10% of all trips by 2025.
4. Develop and provide a prioritised high quality, comprehensive, joined up, safe, well connected cycle network, based on need to link neighbourhoods to jobs, training and other essential services to help stimulate and meet travel demand. The network will include strategic routes in all of the major towns/local centres in the county as well as longer distance routes and link effectively to our neighbouring authorities' networks.
5. Develop prioritised high quality, well connected, and safe leisure/tourist cycle routes to help promote and improve the local visitor economy and encourage healthy leisure activities. Such schemes will focus on the development of multi-user routes to link visitor attractions with one another, nearby market towns and accommodation.
6. Encourage more people to cycle more often by creating opportunities for people to ride and enabling them to do so. This will include the provision of suitable, adequate infrastructure and a safer environment to do so; as well as working with local communities, businesses, schools, and health providers to promote cycling as a realistic means of transport to work, school, services etc. It will also include the provision of cycle training, cycle hire, secure cycle parking and involvement in enabling community based participation rides. Similarly, accurate up to date cycle information will be provided, including detailed route maps showing what facilities are available for cyclists both in urban and rural areas to support commuter and leisure routes.
7. Improve safety for cyclist through the provision of targeted safer infrastructure as well as education and training for all road users.
8. Ensure that neighbourhoods are designed with the needs of pedestrians and cyclists as the priority road users. This will include 'cycle proofing' all new and improved highway infrastructure and broader 'place making' schemes ensuring that the needs of cyclists are considered to create an environment that promotes cycling. Similarly, the needs of cyclists will be considered, and provided for, in new development, both on-site and links to the strategic and leisure cycle networks.
9. Provide for the integration of cycling with other longer distance passenger transport modes.
10. Maintain, repair and upgrade our existing cycle routes and other cycling facilities to ensure they remain high quality.

A combination of all of the above vision elements and delivery of each of the actions detailed within this Delivery Plan will be required to bring about the necessary increases in cycling levels to help deliver the national and local objectives relating to improving the economy and health this Plan aims to help deliver.

### 3. Partnership working

The County Council recognises that it cannot achieve its cycling vision alone and therefore has long standing partnership arrangements with a wide range of organisations. Collaboration with external organisations and

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agencies will continue to be a major feature of the Council's approach to bring additional insight and resources into all stages of the strategy delivery, from initial policy formulation to the implementation of specific measures.

Partnerships, such as those within the D2N2 Local Enterprise Partnership (LEP), with neighbouring authorities on cross-boundary issues, and with cycling organisations/interest groups are part of the everyday work of the County Council. These partnerships cover all of the Council's work to improve facilities for cyclists and increase the levels of people cycling.

In addition to working with public sector partners, the third sector is a valuable source of support, advice and expertise. We will therefore work with appropriate national, regional and local third sector organisations as appropriate in the development of cycling strategies and action plans, as well as identifying improvements.

Partnerships can be a useful means of promoting active travel to different groups. Joint ventures with district and borough councils, health partners and local interest groups will continue to be undertaken to help provide new ideas for promotion, as well as provision of programmes.

The County Council will therefore continue to work in partnerships to secure funding for cycling; to share best practice and learn from others; to help co-ordinate and focus efforts thereby maximising improvements; and also to adopt more consistent programmes across the region (particularly within the D2N2 Local Enterprise Partnership area) in order to maximise their impact.

## 4. Raise awareness of all aspects of cycling throughout the Council

### 4.1 Background

Nottinghamshire County Council has a long history of encouraging cycling through the provision of infrastructure, promotion and training, from:

- hosting the velo-city cycle planning conference in 1993 to spending 12% of the total integrated transport funding on cycling during the second Local Transport Plan period to enhance the cycle network in Nottinghamshire
- having the first local authority commuter plan – with high quality cycle changing facilities central to the plan's success – to ongoing personal and workplace travel planning work undertaken throughout the county.

### 4.2 What the Council, working in partnership with others, will do to raise awareness

To raise awareness, working in partnership with the relevant organisations, the County Council will:

- Appoint a cycling 'champion' at senior member level to provide leadership and focus amongst both members and senior management
- Raise awareness of the Nottinghamshire cycling vision and aims amongst County Council officers, members, and partner organisations
- Raise awareness of the cycle design standards amongst County Council officers, members, and partner organisations
- Work with neighbouring authorities, local and national cycling organisations and others to learn and share best practice
- Secure and commit sufficient funding to deliver the County Council's cycling vision (as detailed in Section 2.1 of this Delivery Plan).

## **How we will do this**

The County Council wants to expand on its history, aiming to match what is being delivered in the more cycling friendly cities in Europe. Recent cycling events (such as the Tour de France and Olympics) and Great Britain's success in these events has raised the profile of cycling increasing its popularity and made it more popular; and the County Council wants to capture some of this enthusiasm to develop a wider cycling culture in Nottinghamshire.

### **4.3 Clear County Council Commitment to cycling**

The ways that the County Council will raise the profile of cycling and develop a cycling culture outside the Council organisation itself are detailed throughout this document. To be successful there is also the need to strengthen the cycling culture throughout the County Council.

#### **4.3.1 Cycling champion**

A cycling champion will be appointed at influential senior member influential level. The cycling champion will be responsible for ensuring that cycling remains high on the political and County Council's agenda; and that cycling is considered in County Council corporate plans and strategies. The role will also be responsible for providing advice and leadership on cycling matters amongst both members and senior management, and will play a key role in working with local, regional and national stakeholders on cycling issues.

#### **4.3.2 Raise awareness of cycling amongst members and officers**

The development of this Delivery Plan will form part of the process of raising awareness of the vision for cycling in Nottinghamshire amongst members and officers through consultation on the document.

The programmes of work that are developed resulting from this Delivery Plan will continue this process of awareness raising – for example, through member and officer involvement and consultation on the development of the annual programme of improvements; as well as the review of the Cycling Design Guide for Nottinghamshire, particularly the officers who will use the document to design cycling facilities.

Cycling, and its benefits, will also be promoted through various officer groups (e.g. those relating to health and well-being, education, facilities management, etc.) to ensure that cycling is considered as part of emerging strategy, work programmes, and everyday provision for employees.

#### **4.3.3 Learning from others**

The County Council will continue to work with other local authorities to identify, develop, share and learn best practice in highway delivery, and particularly cycling provision. This will include involvement in national working groups, such as ADEPT and ACTTravelwise; as well as more local groups, such as working closely with D2N2 partner authorities on D2N2-wide projects; and more locally the Nottingham urban area Cycling Development Group. Advice will also be sought from individual highway authorities as necessary on specific issues where they may have greater experience or expertise.

The Council will continue to work with national and local cycling organisations to learn from their knowledge and experience, particularly Sustrans and CTC whose work at a national level (and in an advisory capacity to DfT) gives them a greater insight into what is being developed and delivered across the UK; and how these may be applied in Nottinghamshire.

## 5. Develop and provide a prioritised high quality, joined up, safe, well connected cycle network

### 5.1 Existing facilities

There are over 400km of cycle route in Nottinghamshire, as detailed in the table below, of which 17% is lit. The types of facilities provided are set out in the Nottinghamshire Cycle Design Guide and are often dependent on the existing road space and highway constraints. In addition to the formal cycle network, there is a suggested network of signed and unsigned advisory quieter roads (which avoid roads with large volumes of traffic). These are often used as an alternative where formal facilities cannot be provided because it is not feasible to do so. Whilst Nottinghamshire has cycle networks in most of its towns and some rural areas, the existing network is often fragmented and does not serve all of the destinations people would like to travel to.

There is also 2,700km of Rights of Way network in the county; and cycling is permitted on approximately 621km of this network. Although much of the network may not be maintained to a sufficient standard to enable people to cycle due to the limited resources to maintain such an extensive network, Rights of Way users are able to cycle on 'bridleways' (including 'permissive bridleways') and 'byways open to all traffic'. Rights of Way users are also allowed to cycle on some 'restricted byways' and 'other public access route' depending on the types of restriction placed upon their use. The Rights of Way network therefore also has a role in providing for both commuting and leisure/visitor economy cycling.

A detailed breakdown of cycling facilities in Nottinghamshire is included in appendix 1 of this document.

### 5.2 What the Council, working in partnership with others, will do to develop the cycle network

To deliver a cycling network that provides for existing demand and encourages cycling the Council, working in partnership with the relevant organisations, will:

- Develop and deliver strategic cycle routes in, and between, the main urban areas in the county to provide links to key destinations to help stimulate and meet cycle travel demand
- Work with economic development colleagues, destination management and tourism partners to develop and prioritise cycle networks that enhance the local visitor economy
- Prioritise available capital funding for cycling to develop the strategic urban corridors and the visitor economy cycling priorities
- Review the guidance on the types of facilities provided for cyclists.

### How we will do this

#### 5.3 Identify where people want to travel to

All of the existing cycle facilities in the county (on and off-road routes, crossing facilities and parking provision) are mapped, as well as cycle routes in neighbouring authorities which are close to the county boundary. In addition to this a range of likely destinations have been mapped, including:

- Employment sites – e.g. business parks and satellite employment centres
- Retail locations – e.g. shopping areas, supermarkets and out of town superstores
- Health services – e.g. GP surgeries, health centres and hospitals
- Education establishments – e.g. schools, colleges and universities
- Passenger transport interchange – e.g. rail, bus and tram stations as well as key bus interchange
- Leisure attractors – e.g. tourist attractions, sports grounds, leisure centres, and country parks
- Proposed development – both employment and housing.

#### 5.4 Identify and develop the strategic cycle network for Nottinghamshire

The mapped information will be used to review and identify Nottinghamshire's strategic cycle network, which will be made up of on-road, off-road, greenways and quiet routes; as well as adequately surfaced Rights of

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Way and alongside the network of canals and rivers. The strategic cycle network will be made up of three elements that are clearly signposted:

- Strategic cycle routes in the main urban areas to make towns and services more accessible, linking neighbourhoods to jobs and other essential services. The cycle routes will provide arterial routes into and around the towns, building upon and upgrading existing facilities
- Longer distance routes that provide links between towns and further afield by linking effectively to our neighbouring authorities' networks and the National Cycle Network. The emerging National Cycleway along the route of HS2 will, if progressed, also form part of the longer distance cycle network in Nottinghamshire
- High quality, well connected, and safe leisure/tourist cycle routes to help enhance and promote the local visitor economy, but also to encourage healthy leisure activities. Leisure/tourist cycle routes will be developed through the work undertaken in partnership with economic development, destination management and tourism partners and will be primarily focused in areas identified as a priority for tourism growth (such as the North Nottinghamshire Visitor Economy project improving links between visitor attractions in the area [and north east Derbyshire] with one another, nearby market towns and accommodation).

Such routes may require the review of existing traffic arrangements in towns and local centres to better support cycling.

The County Council will work with neighbouring highway authorities, Highways England, Canals & Rivers Trust, district councils, Sustrans and destination management groups to identify their aspirational routes so that the Nottinghamshire cycle network utilises and complements these organisations' own routes when appropriate.

## 5.5 Deliver the strategic cycle network for Nottinghamshire

Proposed strategic cycle network routes will be consulted on and once adopted will be prioritised for future cycling investment by the County Council. Future cycling network improvements will be prioritised on value for money which will take account of a number of factors including:

- Evidence of need, including;
  - access to jobs and training opportunities
  - access to local services etc.
  - integration with other transport modes to deliver continuous 'door to door' journeys
  - levels of cycling casualties
  - congestion levels
  - levels of health/obesity
- Deliverability, including;
  - feasibility
  - ability to help deliver a coherent, joined-up cycle network
- Timing, including;
  - future build-out rates of development
  - co-ordination with other planned highway works
- Funding, including;
  - levels of funding available
  - costs of proposed improvements
  - availability of, and potential to secure, match funding/external funding.

## 5.6 Development control

It is important to consider the location of future developments and to ensure cycling provision is consistently integrated into transport and planning decisions to create an environment and culture where cycling is the natural choice for many journeys. The County Council will therefore engage with planners and developers at a preliminary stage to make it easier and more cost effective to integrate cycling provision into the design of



new developments. Cycle facilities are a cost effective way of meeting sustainable travel and accessibility objectives of new developments. Funds from developer contributions will therefore be negotiated in order to provide good cycling links from the strategic corridors and leisure links to and around new developments. The County Council will work in partnership with local planning authorities to ensure such facilities are a priority when considering agreements with developers so that they are built as an integral part of any development rather than having to retro-fit them at a cost to the Council at a later date.

### **5.7 Review of the Nottinghamshire Cycle Design Guide**

The County Council will also review its Cycling Design Guide which sets out the types of facilities that will be provided for cyclists. This will be undertaken in consultation with cycling organisations as well as neighbouring authorities to ensure that there is a consistent approach to cycling facilities across the D2N2 region and beyond.

### **5.8 Maintain, upgrade and repair existing facilities**

The maintenance and repair of existing cycling facilities is essential so that they remain fit for purpose. Further details on the maintenance of cycle facilities are included in section 10 of this document.

Upgrades to existing facilities will also be considered alongside new routes and prioritised alongside them based on the factors detailed in sections 5.4 and 5.5 above.

## **6. Encourage more people to cycle more often**

### **6.1 Background**

The County Council delivers a programme of cycling improvements as part of the annual programme of integrated transport measures (e.g. local safety schemes, new/improved cycle routes, enhancements to the Rights of Way network, and provision of cycle parking). In addition to infrastructure improvements the County Council also funds and undertakes a number of programmes of work to encourage people to cycle as part of their everyday lives and for leisure purposes. These programmes include targeted travel planning in local communities, workplaces and schools; cycling training, particularly with school pupils of all ages and abilities (over 6,200 children received cycle training in 2014/15); and involvement in part-funding mass-participation cycle rides.

It is difficult to determine the levels of cycling increases directly resulting from some of the programmes of work delivered by the County Council (e.g. training and mass-participation cycling rides) but it is considered that a combination of all of the activities undertaken by the County Council (along with good weather) has resulted in increases in cycling.

Cycling levels are monitored at 36 sites across the county using permanent automatic counters located in both rural and urban areas to reflect the whole of the county; and along commuting and leisure routes to reflect the usage of the cycle network. This monitoring shows that cycling levels in Nottinghamshire continue to grow and have increased by 16% between 2010 and 2014. 2011 Census figures show that 3.0% of Nottinghamshire residents cycled to work, the same as the East Midlands average but slightly lower than the average in England (3.2%). Whilst this is encouraging, levels of cycling are lower than compared to some other towns and cities in England and in many parts of Europe.

It is, however, possible to assess the success of some specific activities. Personal travel planning undertaken at four locations in the last two years has resulted in increases in cycling amongst those who took part:

- In 2013 personal travel planning undertaken in Mansfield, Worksop and Sutton in Ashfield resulted in an overall increase in cycle trips to work of 3% (from 2% to 5%); and an increase in shopping cycle trips of 1%
- In 2014 personal travel planning undertaken in Gedling resulted in an increase in cycle trips to work of 2% (from 3% to 5%); and an increase in shopping cycle trips of 7% (from 1% to 8%).

Where the County Council has provided leisure routes, such as rural trails, surveys undertaken show that cycling at such locations has increased by almost 25%. Whilst this demonstrates that there is a desire for people to cycle for leisure purposes (thereby undertaking a healthy activity) it should, however, be noted that the baseline numbers were very low at these locations and the actual numbers of cyclists is often still quite small.

A detailed breakdown of cycling levels in Nottinghamshire (and comparisons with those recorded elsewhere) is included in appendix 1 of this document.

## **6.2 What the Council, working in partnership with others, will do to encourage more people to cycle more often**

In addition to overcoming the physical barriers to cycling (e.g through the provision of infrastructure), 'softer' measures, such as training and promotion, will be required to encourage more people to cycle more often (which will also maximise the investment in cycling infrastructure). The Council, working in partnership with the relevant organisations, will:

- Provide suitable and adequate infrastructure to enable people to make journeys by bicycle
- Help provide a safer environment (both real and perceived) for cyclists
- Work with local communities, businesses, schools, and health providers to promote cycling as a realistic means of transport to work, school, services etc.
- Provide safe, secure cycle parking at key destinations where feasible
- Provide cycle training to people of all ages and abilities
- Provide accurate, clear, detailed online cycle route mapping, showing all of the facilities currently provided for cyclists in the county; and produce printed cycle route maps for targeted campaigns, such as personalised travel planning
- Identify and develop mechanisms for increasing the number of adults who participate in training and increase the levels of adults taking up cycling to improve their health and well-being
- Provide cycle hire facilities
- Involvement in enabling community based participation rides.

### **How we will do this**

Activities undertaken to encourage more people to cycle more often will fall into two categories; the first being creating opportunities for people to ride by providing safer environments for cyclists; the second being the promotion of cycling. It is important that these two elements – infrastructure improvements and work to change travel behaviour – are aligned so that they deliver the maximum results (and the greatest value for money from investment in cycling).

## **6.3 Creating opportunities for people to ride**

Providing quality, well-signposted routes for both 'everyday' and leisure cycling enables people to cycle confidently. Detail on the planned provision of cycle infrastructure is included in sections 5, 8, 9 and 10 of this document. Safety concerns are often cited as a reason why people do not cycle meaning that they are missing the opportunity to do more physical activity and improve their health. Improved road safety will continue to play a major role in encouraging walking and cycling and this will be achieved through targeted education and publicity, enforcement and engineering measures as detailed in section 7 of this document.

### **6.3.1 Safer environments for cycling**

Safer environments on routes to local facilities such as shops, schools, doctors' surgeries etc. can encourage more people to walk and cycle. In addition to the provision of specific cycle facilities such as cycle paths and



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parking facilities, the Council will look to create safer environments for cycling generally (such as reduced traffic speeds) by reviewing existing traffic arrangements as necessary to better support cycling.

Public realm improvements in town/local centres will consider the provision for cyclists (through 'cycle proofing' mechanisms) to ensure that neighbourhoods are designed with the needs of cyclists as a priority. Reallocation of road space will continue to be considered when appropriate to help increase cycling levels, improve the safety of cyclists or to improve the vitality and viability of town and district centres. This could be in the form of on-road or off-road cycle lanes, removal of centre lines, or access restrictions for general vehicular traffic.

Similarly, 20mph speed limits will be considered where they will encourage healthy active travel, improve safety and provide demonstrable outcomes to deliver LTP3 objectives. The County Council has an on-going programme to introduce 20mph speed limits and is in the process of installing advisory 20mph speed limits outside every school in the county. This work should be completed by the end of 2015/16. At a local level casualties occurring outside schools are very rare but the additional benefits of 20mph schemes include the encouragement of healthier and more sustainable transport modes such as walking and cycling. Providing a safer route to school enables the County's children to be able to cycle to school and their parents to be confident in them doing so. Whenever possible such schemes will be developed to provide enhanced benefits to all pedestrians and cyclists in the wider community; and therefore the 20mph speed limits are in operation for 24 hours, 7 days per week where schools are located in residential areas.

The County Council has historically introduced advisory area-wide 20mph speed limits in a number of locations; and two of these locations are currently being converted to mandatory area-wide 20mph speed limits. The two locations will be monitored to determine if introducing the mandatory speed limit affects the speeds vehicles are travelling, or increases in the numbers of people walking and cycling within the area.

Routes with lower traffic volumes can provide good short cuts or alternatives to major roads for cyclists. Where appropriate a network of well-signed quiet routes through residential areas will also be delivered to complement the strategic cycle routes being developed to provide quiet routes to local destinations. Priority will be given to quiet routes when considering the introduction of 20mph speed limits (should additional 20mph speed limits be introduced) and other measures to ensure traffic speeds are low and cyclists feel comfortable using the routes.

Where designated cycle lanes are provided it will be important to make sure that they remain free of parked traffic so that cyclists do not have to unnecessarily merge in and out of traffic. Parking restrictions will therefore be considered along such routes when necessary along with effective enforcement of any restrictions introduced to keep routes free of parked vehicles.

The delivery of new or improved pedestrian and cycle routes along canal towpaths or disused railways will be considered where they are highly visible and integrated with other activities, in order to maximise safety and security.

### 6.3.2 Cycle parking

Secure cycle parking at public locations provides a very low cost method of encouraging cycle use, by helping make it a convenient mode of travel and reducing the fear of crime. In addition to parking at public transport interchange, the level of cycle parking at all town centres will be investigated and reviewed as part of the development of the strategic cycle network across the county. New or updated facilities will be provided on these routes as a priority, along with adequate directional signing to these resources. A balance of short-term, visible parking and longer-term secure parking (i.e. hubs or lockers) will be provided dependent upon the likely type of journeys to the particular destination. Encouragement will be given to the provision of cycle parking at private sites, through measures such as travel plans, smarter choices work and partnership working.

### 6.3.3 Leisure opportunities

Nottinghamshire has an extensive network of Public Rights of Way (PROW), green infrastructure (including inter-connecting cycle links), as well as paths alongside canals and rivers. These facilities provide significant opportunities for outdoor recreation; and the majority of this access is in an attractive, safe, traffic free environment. Such paths are in both rural and urban settings and importantly they also link these two environments together. These routes therefore offer excellent opportunities for encouraging healthy active travel and complement the wider transport network.

To enhance cycling leisure opportunities for local residents, routes on the PROW network, green infrastructure routes, and paths adjacent to canals and rivers will be considered for improvements where they offer high quality cycle routes with additional benefits of access to development, employment and other key local facilities. Continuity and improved funding for maintenance of these routes is also essential in contributing towards providing good quality routes encouraging more people to cycle.

### 6.3.4 Cycle hire

The County Council is working in partnership with Nottingham City Council to expand the Nottingham Citycard cycle hire scheme into the county. The County Council will identify and consider the introduction of facilities at locations in the county to enable people to cycle between different locations in the county and locations that people from the City may want to cycle to. Initially the County Council are seeking to provide cycle hire facilities at 15 locations and will look to expand this as funding permits.

The introduction of cycle hire schemes will also be considered in other large towns in the county should funding become available to deliver such a scheme and where a viable scheme can be introduced.

## 6.4 Promoting cycling

The County Council will work with, and take advice from, a number of partners to promote cycling in the county. Understanding the perceptions of cycling and why people do, or do not cycle, is essential in order to shape future programmes of work. The County Council will therefore work with research partners whenever possible, as well as keep informed on national and international research in this area, in order to gain a better understanding of these issues.

The County Council will work with partners, such as Sport Nottinghamshire, to maximise opportunities to support the development of cycling across the county in the future. The County Council will also work in partnership with Experience Nottinghamshire and destination managers to determine the most effective ways of marketing the cycling 'offer' in the county.

The provision of detailed up to date information to make people aware of the existing cycle facilities is essential in encouraging people to use the facilities provided for both commuter trips and leisure routes. Detail on information provision is included in section 6 of this document.

### 6.4.1 Training

The County Council will continue to offer a range of education for all types of road users, of all ages, and this is detailed further within Section 5.3 – Road safety – of the Nottinghamshire Local Transport Plan and within the Cross-Service Road Safety Improvement Plan.

Cycle training, available through schools and at other venues such as leisure centres (thereby making it more accessible) will be offered to children aged nine and over throughout the county including:

- off-road training aiming to develop cycling skills and control amongst younger children
- the national on-road Bikeability scheme aiming to teach children aged 10 and over how to carry out cycle manoeuvres and to develop their road user skills
- a 'Bikeability plus' scheme aimed at older children to teach them advanced road skills and journey planning.

The County Council will work with the DfT to try and secure on-going funding to continue to offer cycle training to all children free of charge.

Adult cycle training will also be available, providing practical solutions that make cycling an enjoyable and safe form of everyday transport. The training will aim to impart skills, knowledge and assistance with everything from maintenance to bike use to route planning, but most of all to improve confidence and the observational skills to make cycling enjoyable. Cycle training will be provided to individuals, families or to organisations as part of their travel plan.

### 6.4.2 Travel planning

Travel plans seek to change traditional attitudes to travel; reduce the need to travel by car; and encourage more trips by sustainable means of transport. They also aim to improve accessibility through making people more aware of the choices of transport available to them and to the routes they are able to take as well as providing supportive engineering measures where necessary.

The County Council will continue to work to develop a range of effective targeted travel plans. The locations for travel planning will be identified based on a number of factors including journey time delay, health and air quality issues, mode of travel to work information, and changes to highways services and infrastructure. The types of travel planning undertaken will vary depending on the locations selected (and the reasons for selection) but may include:

- travel plans as part of new developments (residential and employment)
- area-wide personal travel planning targeted at areas with existing services and infrastructure to maximise their usage
- workplace travel plans
- school travel plans, and
- leisure travel plans.

Travel planning undertaken when new developments have just been occupied are particularly effective at influencing travel behaviour as sustainable travel advice can be offered to residents/workers before they have formed their travel behaviour. The County Council will therefore work in partnership with the local planning authorities to promote the use of residential travel planning and workplace travel planning at new developments, funded by the developer, through the use of planning conditions. The Council will also work with the district councils as planning authorities to investigate more effective mechanisms for enforcing and monitoring travel plans when they are developed as part of the planning process.

Working with businesses, schools and organisations to deliver effective travel plans will be a critical way of promoting sustainable transport as an alternative to the private car. The County Council undertakes work in promoting and supporting workplace travel plans and school travel plans, including a range of associated education/publicity and engineering measures to facilitate them, such as road safety training, safer routes to school schemes and cycle storage and drying facilities.

Personal travel planning will be targeted at specific geographic areas where there is evidence that it may be beneficial, e.g. health statistics or there is recognised journey time delay along specific corridors and there is scope to increase journeys by walking, cycling or public transport. Such schemes will be tailored to the individual's current travel patterns and the options available to them and will involve direct marketing of existing, new and amended local facilities.

The travel plan process also has a critical role to play in helping to identify and prioritise off-site engineering improvements which would improve accessibility and road safety on cycling journeys between the home and workplace, school or other services.

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The County Council will also work in partnership with the organisers of leisure events (such as football and cricket matches, as well as one-off events) to develop travel plans to maximise the numbers of attendees travelling to the event by sustainable transport.

### 6.4.3 Working with health partners

Encouraging people of all ages to take part in cycling programmes will give people the chance to re-evaluate cycling opportunities in their local environment and provide them with the confidence to undertake short journeys by bike. The County Council will work with partners, particularly in the health sector (those commissioning services and those providing contracted services), to support national campaigns as part of the 'Everybody active, every day: a framework to embed physical activity into daily life' strategy, such as the 'Change4Life' programme promoting physical exercise; the physical activity care pathway 'Let's Get Moving'; as well as the 'Cycle to Work Guarantee' scheme.

The County Council has established integrated obesity prevention and weight management services for adults (including pregnant women), children and young people which are delivered by a specialist contractor. The service offers tailored advice and support to target lifestyle interventions to increase physical activity and encourage healthy eating; and where appropriate individuals will be encouraged to take-up cycling to address their health issues.

The County Council will also look at opportunities to increase health levels for people suffering/recuperating from other long-term illnesses through investigating the possibility of working with healthcare providers to establish referrals to cycling schemes for appropriate patients.

Further information on the current and future health and wellbeing needs of the local population is detailed in the Joint Strategic Needs Assessment (JSNA) for Nottinghamshire.

### 6.4.4 Cycling events

In addition to providing facilities to enable people to cycle as part of their everyday lives or leisure purposes, the County Council also wants to encourage the creation of opportunities for everyone to cycle (such as mass participation events) as these have been successful ways of encouraging new cyclists.

The successful joint Local Sustainable Transport Fund bid for the Nottingham built-up area with Nottingham City Council has enabled the County Council to continue to subsidise cycling events. Whilst the County and City Councils were successful in extending the funding for one more year, this funding expires at the end of 2015/16. The County Council will therefore work with DfT to secure funding in order to be able to continue subsidising such events; and will look at other cost effective ways to help deliver promotional events.

The County Council will also work with organisations (both national and local) to help attract and facilitate national cycling events (e.g. Tour of Britain) and local rides by delivering traffic management, such as closing roads, to enable events to take place in the county.

The County Council will continue to attend non-cycling events to promote walking and cycling as resources allow to increase the profile of cycling amongst both staff and the general public.

### 6.4.5 Provide accurate up to date cycle information (online and printed information)

The Council provides various free online and printed maps/leaflets regarding cycling and these are popular sources of information for members of the public. The County Council has historically produced both printed and online cycle route maps for the whole of the county. Working in partnership with the City Council, the County Council still provides cycle route maps for the Nottingham built-up area. In line with the Council's current corporate printing policy, however, printed cycle maps are no longer printed and available generally, although they are still produced and distributed as part of targeted campaigns (e.g. personal travel planning).

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As part of the development of this Delivery Plan the Council has reviewed all of the existing cycling facilities in the county and has re-mapped them to ensure that any future cycle facility maps reflect the current network. It is important to ensure their accuracy and therefore periodic review and updates will be undertaken of available mapping to ensure that it takes account of network enhancements. This information will be made available online for people to view and download. The use of open source mapping for cycling routes will also be investigated.

Printed information will also be available and provided as part of targeted campaigns such as personal travel planning.

The Council will also work in partnership with neighbouring authorities to include cycle facilities available outside the county where necessary in its online and printed literature; and to produce joint mapping, such as across the Nottingham built-up area; and in areas close to administrative boundaries.

## 6.4.6 Marketing of new facilities

Information will be distributed as appropriate to ensure that newly incorporated cycling routes will be more effectively marketed and this may take the form of a leaflet/map and/or press release. This will have the benefit of being able to direct people onto new routes from the start, rather than waiting for people to discover facilities gradually, which in turn provides better value for the investment in the newly built infrastructure. This will include the use of social media whenever appropriate.

## 6.4.7 Signposting to cycling information and advice available elsewhere

The Council will act as a signpost to local, regional and national walking and cycling travel planning websites. A national online sustainable journey planner is being developed to provide a better integrated, multi-modal trip planner providing door to door routes. Its aim is to help break some of the barriers to active travel by showing people how easy it is to undertake such journeys and remove misconceptions about how long the journeys will take.

## 7. Cycling safety

The County Council will look to improve cycle safety through the provision of targeted safer infrastructure as well as education and training for all road users as necessary.

### 7.1 Cycle casualty trends

Using accident data provided by the police, in 2014, 233 cyclists were injured on roads in Nottinghamshire (including trunk roads) – 46 of whom were killed or seriously injured (KSI) and 187 were slightly injured. Whilst cycling generally has significant health and mental well-being benefits, these accidents remain a huge drain on the NHS and emergency services, a cost to the community, in addition to the incalculable pain, grief and trauma for those involved.

During the period 2010-2014 the number of both KSI and slight cycle casualties increased – the number of KSI casualties increasing by 3 casualties (a 7% increase); and the number of slight casualties increasing by 29 (an 18% increase).

The national road accident statistics for 2014 are not yet available but the long-term trend in national cycling casualties is similar to that seen in Nottinghamshire. The numbers of cyclists killed or seriously injured in Great Britain declined steadily from the mid-1980s but in the last decade levelled off, and has recently increased slightly.

Analysis of the reported injury cycle accidents in Nottinghamshire shows that they are predominantly concentrated in urban and semi-urban areas. This reflects the recorded increase of cycling for commuting and short local trips in Nottinghamshire. Analysis of the accidents shows that they predominantly occur:

- at peak times – coinciding with commuter travel

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- in 30 mph speed limits – reflecting the speed limit on the majority of the road network and therefore where most people cycle
- on a dry road surface, in fine weather and in daylight – reflecting the greater likelihood of cyclists to ride in good conditions (in fact the percentage of wet road cycle accidents is lower than the general ratio found in statistics for all types of road accidents)
- at give way type junctions – partly reflecting the vast number of such junctions, but also the fact that the interactions at these junctions rely on human judgement.

Following analysis of accident causes programmes are developed annually to address site specific locations where there is a pattern of accidents, as well as increases generally. Such programmes are designed specifically to address the identified issues and may include engineering measures, education for road users or enforcement measures.

A more detailed breakdown of cycling casualties in Nottinghamshire is included in the extract from the Local Transport Plan Evidence Base Report which is included as appendix 1 of this document.

### **7.2 What the Council, working in partnership with others, will do to improve cycle safety**

The County Council will look to improve cycle safety through the provision of targeted safer infrastructure as well as education and training for all road users as necessary. The Council, working in partnership with the relevant organisations, will:

- Analyse reported injury accidents involving cyclists to determine the causes of such accidents
- Develop a forward programme of evidence led targeted road safety campaigns (education, training and publicity) aimed at all necessary road users (cyclists, drivers etc.) to reduce cycling casualties
- Develop appropriate targeted engineering measures to address sites with a history of reported road casualties
- Work with the police to identify enforcement programmes if required
- Look to provide a cycling education, training and awareness programme to people of all ages to increase cycling levels. The programme will be based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time. This will include working with partners to deliver aspects of the programme where the Council does not provide it
- Work with central government to secure sufficient revenue funding to continue to provide free Bikeability training to children of all ages in the county
- Increasing cycling levels to help improve cycling safety through the recognised 'safety in numbers' effect.

### **How we will do this**

#### **7.3 Analysis of the cause of accidents**

All of the work undertaken to reduce casualties in Nottinghamshire is evidence led. Records of all injury accidents reported to Nottinghamshire police (including those on City and Trunk roads) are collected, analysed, verified, validated and stored by the County Council using both computer and paper based systems. A close working relationship with the police ensures that the accident data recorded is both comprehensive and accurate. Accident problem sites as well as casualty trends are identified using the above data and a range of investigative methods and analytical tools.

This data will be used to undertake an annual audit of cycling casualties to identify the road safety problems for cyclists in Nottinghamshire, and the audit will be used to help identify the appropriate strategies and actions required to deal with these problems. The audit will include a comprehensive analysis of cycling road



casualties looking at the various circumstances in which accidents occurred to inform casualty reduction programmes as necessary.

### **7.4 Delivery of targeted cross-service road safety improvements**

The County will continue to identify and deliver casualty reduction through a broad, multi-disciplinary approach. The County Council's road safety strategy is a cross-service plan, which is driven forward by a Road Safety Board comprising representatives from transport strategy, highway management, maintenance and safety. The road safety strategy details the range of actions (from education programmes to highway maintenance programmes) that will be used to meet local road safety objectives, as well as how specific road safety issues will be addressed. This has been an effective means of achieving more focussed, co-ordinated, corporate and systematic working, resulting in improved service delivery and casualty reduction performance across the board. The Road Safety Board also helps to ensure the close integration of strategies, such as those relating to community safety, maintenance, cycling, walking, motorcycling, accessibility, regeneration etc. and road safety. The Board monitors and reviews performance on a quarterly basis, identifying weaknesses and risks to meeting targets so that road safety strategy can be reviewed and revised to rectify any problems.

The results of the accident analysis will then be used to inform a range of education, engineering and publicity solutions aimed at all necessary road users to address cycle casualties. In carrying out the audit of cycling casualties the County Council will also review how successful recently delivered education and engineering programmes have been, as well as identifying any possible problem areas that may not have been dealt with through existing road safety programmes. The audit will result in the formulation of the overall strategy to address cycling casualties and will be incorporated into the Council's Road Safety Strategy.

### **7.5 Increasing cycling levels**

How the County Council will seek to increase levels of cycling is detailed throughout the rest of this document but particularly in section 6. In general terms this will involve enabling people to make journeys by bicycle through, for example, training people to be able to ride confidently and providing people with opportunities to cycle as part of their everyday lives (including infrastructure to make the highway network safer and more user-friendly for cyclists).

Issues concerning funding for cycling, including future cycle training are included in section 12 of this document.

## **8. Ensure that the needs of cyclists are considered in all new and improved highway infrastructure schemes**

### **8.1 Background**

The County Council is responsible for the highway in Nottinghamshire. Works undertaken on the highway by third parties (such as developers) is also controlled and approved by the County Council. It therefore falls within the County Council's remit to ensure that existing and proposed highway infrastructure schemes consider the needs of cyclists to help ensure a safe and cycle-friendly highway network in the county.

## 8.2 What the Council, working in partnership with others, will do to ensure the needs of cyclists are considered in highway infrastructure schemes

To ensure that provision for cyclists is provided whenever possible, the Council, working in partnership with the relevant organisations, will:

- Undertake 'cycle proofing' audits on proposed new significant highway improvements, including public realm improvements (i.e. pre and post-implementation audits)
- Work with developers to deliver adequate provision for cyclists in new employment and housing development, both on-site and off-site, with links to the urban and leisure cycle networks
- Review the County Council's Cycling Design Guide which sets out the recommended provision for cyclists.

### How we will do this

Non-motorised road user and safety audits will be undertaken on improvements to the highway (e.g. road, footway, public realm, passenger transport schemes) proposed by both the County Council and third parties. These audits will be used to 'cycle proof' any proposals to ensure that any proposals consider, and provide for, the needs of cyclists.

## 8.3 Development control

The National Planning Policy Framework (NPPF) sets out the role that sustainable transport should play in enabling new development to occur. The NPPF lists 12 core planning principles of which one is specifically to "actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".

It also states that "Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails".

The County Council will continue to work with developers and local planning authorities to secure improvements (or funding for improvements) to cycling facilities to ensure that new developments link to the strategic cycle networks.

The County Council's guidance for new development is included within the regionally developed 6Cs Highway Design Guide. The 6Cs Highway Design Guide sets out the general principles and minimum standards for the provision of cycling facilities in residential and industrial developments. The Guide will continue to be reviewed and updated to reflect the objectives of the County Council, the Cycling Design Guide for Nottinghamshire, and best practice in cycling provision.

## 8.4 Cycling Design Guide

The Cycling Design Guide for Nottinghamshire sets out the types and standards of facilities that will be provided for cyclists (on-road and off-road cycle routes, roundabout design, parking etc.). It is used to inform County Council officers of the standards of cycle provision that should be provided in highway infrastructure schemes. The Cycling Design Guide also forms the basis of the standards and associated guidance (e.g. the 6Cs Highway Design Guide) that are used to inform any third parties (e.g. developers or their agents) working on the highway.

The current design guide was adopted in 2006 and best practice and design has progressed since that date. The Cycling Design Guide for Nottinghamshire will therefore be reviewed and updated to take account of changes in best practice and safety design. Whilst recognising there are often design constraints, such as limited road/footway capacity to provide adequate cycling infrastructure, and therefore there is no one standard design, the Cycling Design Guide will look to provide a number of acceptable appropriate design



standards for all types of cycling infrastructure. To ensure consistency of routes, this will be carried out in consultation with neighbouring highway authorities. Upon completion of the review any other documents that rely upon/refer to the content of the Cycling Design Guide will also be updated accordingly.

### **8.5 Non-motorised user audits**

A non-motorised road user audit (considering the needs of cyclists, pedestrians etc.) will be undertaken on proposed new highway improvements to 'cycle proof' proposals to ensure that their requirements are considered in changes to the highway networks. Audits will be undertaken on improvements that are designed by the County Council, as well as part of checks the County Council carries out on designs undertaken by third parties or their agents, for example works undertaken as an agreement under section 278 of the Highways Act 1980.

### **8.6 Safety audits**

Further safety 'cycle proofing' of proposed schemes will be undertaken as part of safety audits that are undertaken on all highway improvement schemes costing over £5,000 to ensure that designs are safe and consider the needs of all road users, particularly the more vulnerable. Safety audits will be undertaken as part of the scheme design process as well as post-implementation to ensure that the proposed and implemented scheme is safe for all road users. Where necessary, safety audits will recommend amendments to the design of schemes to accommodate safer, more convenient provision for cyclists.

### **8.7 Consistency of facilities**

The measures detailed above – particularly the Nottinghamshire Cycling Design Guide and the non-motorised user audits – will help ensure that there is a consistency of the facilities provided within Nottinghamshire. Without national standards there is also the need to ensure some level of consistency across administrative boundaries. Nottinghamshire has boundaries with six other highway authorities and therefore the review of the Cycling Design Guide will take into consideration the standards of cycling facilities provided by neighbouring authorities. The regional design standards for developers (6Cs Highway Design Guide) and work within the D2N2 LEP area on development of cycling routes will also assist in a consistent approach to cycling provision across administrative boundaries.

## **9. Provide for the integration of cycling with other longer distance passenger transport modes**

### **9.1 Background**

Cycle parking is provided at a range of locations across the county to provide safe, secure parking at end points and as part of longer-distance journeys. This includes parking facilities at passenger transport stations, such as rail stations, bus stations and other strategic passenger transport interchange locations.

Whilst bus stations in the county are operated by the County Council, parking at rail stations is provided on private land (generally owned by Network Rail and facilities managed by an operating company).

Cycle hubs have also been provided in three of the larger towns in the Nottingham built-up area funded through the joint Nottinghamshire County/Nottingham City Council's Local Sustainable Transport Funding. The cycle hubs form part of a network across the Nottingham built-up area which aims to encourage people to use sustainable transport modes by better integrating cycling with bus use. The hubs offer secure, locked cycle parking with CCTV and are located on main passenger transport corridors close to stations/stops and are accessed using a 'CityCard' (bus pass).

## 9.2 What the Council, working in partnership with others, will do to better integrate cycling with longer distance passenger transport

In order to better integrate cycling with longer distance passenger transport and provide seamless door to door journeys the County Council, working in partnership with the relevant organisations, will:

- Incorporate passenger transport interchange, such as bus and rail stations, into its strategic cycle network; and look to provide high quality routes to enable cyclists to access them
- Work with partners, such as operators and other relevant organisations, to provide high quality, safe, cycle storage facilities to enable cyclists to interchange with passenger transport for longer distance journeys that are not made wholly by bicycle.

### How we will do this

By putting the needs of cyclists at the heart of the public transport network and station design, it will enable users to access services on bikes, with cycle hubs at stations and other well-used locations capable of providing quality parking for cyclists. The County Council will therefore consider the level of cycle parking at new stations as well as at strategic locations on its public transport network and provide, or secure funding to provide, facilities as appropriate.

## 9.3 Improved routes to passenger transport interchange

Improved access by cycle will be considered at existing passenger transport interchanges (such as bus and rail stations) through the work being undertaken to identify the strategic cycle routes in the county. This will involve a review of the existing routes to such locations and could result in the consideration of new routes or improvements to existing routes where necessary. Routes to passenger transport interchange will also be considered as part of the design for any new or improved interchanges.

## 9.4 Improved cycle parking facilities at passenger transport interchange

Better integration of cycling and passenger transport use will be delivered through improved parking provision at bus and rail stations as well as at bus stops identified as strategic interchange locations where there are potentially significant users and it offers value for money.

A review of the existing cycle parking provision at bus, coach and rail interchange locations will be undertaken by the County Council and a prioritised list for improvements will be developed. Where cycle parking is identified as being required on private land the County Council will help facilitate the delivery of improved parking facilities with the appropriate land owner/operator (e.g. Network Rail) and the facilities operating company on cycle parking requirements at rail stations; and support and assist in securing funding for such improvements.

Similarly, the Council will work with the City Council and other relevant partners to identify locations and deliver extensions to the network of secure cycle hubs in local centres in the county utilising the 'CityCard'.

Consideration of cycle parking will also be considered as part of cycling provision in the design of new passenger transport facilities, and recommended cycle parking will be included in the Nottinghamshire Cycle Design Guide.

The County Council will also investigate with operators the opportunities to provide for the carriage of cycles on passenger transport.

## 10. Maintenance, repair and upgrade of existing cycle routes and other cycling facilities

### 10.1 Background

Highway maintenance funding is allocated from both capital and revenue sources. Capital is used primarily for structural renewal of highway assets (including roads, footways, bridges, drainage and lighting). Revenue funded maintenance expenditure is mainly for reactive purposes and includes both short-term patching and permanent replacement. In addition to maintenance of road and footway surfacing, revenue funding is also used to pay for the cost of lighting, cyclical maintenance (such as cleaning signs and drains, and grass cutting), and vital winter services such as snow/ice clearance and salt spreading.

Capital maintenance funding allocated by the DfT is primarily made up of a needs based allocation determined from the amount of highways assets each local authority maintains, i.e. the length of roads, number of bridges, lighting columns etc. on County Council maintained roads. Every authority will also have the opportunity to secure additional funding:

- on an 'incentive basis' dependent on its pursuit of efficiencies and use of asset management, and/or
- from a competitive Challenge Fund for major maintenance projects.

Following consultation on how DfT allocated maintenance funding it was determined that cycling and footways should be included as an additional element of the need-based formula, representing 9% of the total formula. This element was initially to be introduced from 2016/17 but concerns were raised about definitions of cycleways and data collection. The DfT therefore decided to delay the introduction of this element into the formula until 2018/19 to enable further work on definitions and data collection to be completed. The percentage of the total formula that cycling and footways represents will also be determined as part of the data refresh before 2018/19.

### 10.2 What the Council, working in partnership with others, will do to maintain and repair cycle routes and facilities

Maintaining the network (including both repair and seasonal [e.g. winter] maintenance) is essential so that it remains in a useable condition. The Council will therefore:

- Include cycle routes, crossings and parking facilities in its annual inspection process
- Allocate funding for the maintenance and repair of cycle facilities as part of its annual maintenance budget
- Develop and undertake an annual programme of prioritised maintenance and repair of cycle facilities when necessary
- Develop a programme of upgrading existing facilities on the strategic cycle network to meet current design standards, where practicable.

### How we will do this

#### 10.3 Inclusion of maintenance of cycle routes in cyclical maintenance

The County Council will continue to review its policies and strategies to ensure that effective repair, salting, cleansing/removal of litter, cutting back of vegetation etc. is undertaken so that cycle routes remain accessible and attractive. The review of the cycle design guide will include the specification for when maintenance on cycle routes will be undertaken so that they remain usable. Such policies are detailed within the Highway Network Management Plan and repair and maintenance will be undertaken where deemed necessary, as identified through the Council's annual inspection process. This ensures that the locations most in need of repair are prioritised for treatment.

Where considered appropriate, maintenance will also be considered as part of a other works being undertaken (e.g. when upgrading nearby facilities); where improvement of the surface is considered

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important to the appeal of the facility; or where value for money efficiency savings can be made by undertaking repairs at the same time.

It has long been recognised that maintaining cycle routes to ensure that they continue to be usable is as important as providing new routes. The County Council has therefore incorporated maintenance of cycle routes, as well as grass verges adjacent to cycle routes, in its cyclical maintenance activities where it is appropriate to do so.

The County Council already allocates an annual amount of funding to the maintenance and repair of a number of its assets. In line with these other assets the Council will therefore specifically make an annual allocation of funding available to the maintenance and repair of its cycle facilities.

Responses to requests for the maintenance of cycle routes will be considered and responded to within the same timescales as for all other maintenance requests. Such requests will be considered as part of the future development of maintenance programmes.

## **10.4 Audit of existing cycle routes**

As part of the development of the Nottinghamshire strategic cycle network an audit of the existing facilities on the proposed routes will be undertaken and upgrades to these facilities will be identified and prioritised for future funding as necessary where feasible.

## **11. Secure and allocate funding for cycling improvements within Nottinghamshire**

The County Council will work to secure and allocate central government funding, local growth fund and developer contributions to increase the levels of funding available for cycling improvements within Nottinghamshire.

### **11.1 Background**

Central government funding for local transport improvements, such as addressing congestion and improving walking and cycling facilities, is called the integrated transport block. The integrated transport block allocation is calculated by DfT through a needs based formula and is based on a number of elements.

During the second Local Transport Plan period the County Council spent 12% of the available integrated transport funding on cycling improvements. Despite the reductions in funding available and re-focussing of investment priorities, the County Council has invested 11% of its available integrated transport funding on cycling improvements during the first four years of the third Local Transport Plan period.

Funding provided by government directly to highway authorities for local transport improvements (such as cycling facilities) has decreased significantly since the start of the third local transport plans. The decreases firstly occurred in 2010 when the Coalition Government undertook its Comprehensive Spending Review. Following the announcement of DfT funding reductions central government integrated transport funding allocated to Nottinghamshire in 2012/13 reduced by 50% in comparison with 2010/11 proposed funding levels (pre in-year cuts). As integrated transport funding is used for cycling improvements the reduction in funding had an obvious impact on the levels of funding available for such improvements.

Whilst integrated transport funding increased between 2011/12 and 2014/15 (although not to pre-2010/11 levels), it reduced again from 2015/16. From April 2015 government top-sliced the integrated transport block and included it in the Single Local Growth Fund. The Local Growth Fund (LGF) includes the key economic levers of skills, housing and transport funding meaning that from 2015/16 all of the funding for major transport schemes, the capital element of the Local Sustainable Transport Fund and approximately 43% of the national integrated transport block allocation is included in the LGF. The LGF is distributed to LEPs based on a central government assessment of the priorities and actions set out within each LEPs' Strategic Economic

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Plan. The LEP, in discussions with government, will therefore prioritise the projects that the LGF funding will be spent on and these form part of each LEP's Local Growth Deal. It is therefore important to note that the top-sliced transport funding will not necessarily be used for transport projects as it could be allocated to non-transport schemes, and may not be allocated to schemes within Nottinghamshire.

The top-slicing of the integrated transport block from 2015/16 onwards by the government and allocating it to the Local Growth Fund means that from 2015/16 the integrated transport funding allocated to individual highway authorities by DfT will be reduced. In addition to this the formula and data used to calculate each individual authority's allocation has been reviewed from 2015/16. These two changes to the funding arrangements have resulted in Nottinghamshire's integrated transport block funding allocated by DfT reducing by 47% from £7.406m in 2014/15 to £3.916m in 2015/16.

Recognising the importance of local transport improvements to help develop the economy and reduce harmful emissions, the County Council, however, determined to support the integrated transport funding with additional County Council capital funds of £0.5m in 2015/16 although budget pressures from reduced national funding levels for local authorities generally mean that it is unlikely this will be continued in future years.

The majority of other government funding sources currently available for cycling improvements is only available to cities (e.g. Cycling Ambition). This may be of benefit for joint funding bids with Nottingham City covering the Nottingham built-up area but means that the funding is not available to deliver improvements for the majority of Nottinghamshire residents.

The future investment strategy for cycling improvements will form part of the Local Transport Plan Implementation Plan which details the transport improvements that will help deliver the strategy and where investment will be prioritised. The Implementation Plan is reviewed annually to ensure:

- the effective delivery of the local transport strategy and transport improvements in Nottinghamshire
- the effectiveness of the measures contained within it
- where necessary, measures that are ineffective or are not delivering value for money can be changed, and
- programmes are based on up to date levels of funding available to the County Council..

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### 11.2 What the Council, working in partnership with others, will do to increase the levels of funding spent on cycling improvements in Nottinghamshire

In addition to making allocations from its integrated transport block capital allocation, the County Council will work to secure and allocate central government funding, local growth fund and developer contributions to increase the levels of funding available for cycling improvements within Nottinghamshire. To do this the Council, working in partnership with the relevant organisations, will:

- Work towards allocating 5% of the total highways capital spent in Nottinghamshire on cycling improvements
- As part of the devolved powers transport request, seek funding of £10 per head for cycling improvements in designated areas to be determined by the Combined Authority
- Work with D2N2 LEP partners to secure Local Growth Funds for cycling improvements in Nottinghamshire
- Work in partnership with Government to ensure funding opportunities currently only available to cities (e.g. Cycle Ambition funding) are available to counties such as Nottinghamshire
- Work with Central Government to secure sufficient revenue funding to continue to provide free Bikeability training to children of all ages and abilities in the county
- Work with local planning authorities to secure and allocate sufficient developer contributions for cycling improvements
- Work with other partners such as Sustrans and Network Rail to secure other funding sources for cycling improvements in Nottinghamshire.

#### How we will do this

### 11.3 Commitment to work towards level of funding for cycling improvements in Nottinghamshire

British Cycling has brought together a network of 25 major businesses and cycle lobbying groups, the #ChooseCycling network, to urge politicians to develop an integrated transport strategy for cycling. The #ChooseCycling network wrote an open letter to party leaders ahead of the general election in May 2015 asking political parties to commit to a target of 10% of trips to be made by bike within 10 years; and to ring fence 5% of Britain's transport spend every year on designing cycling back into roads and junctions.

In line with the proposed level of expenditure requested by the cycle lobbying groups and major businesses, the County Council aims to increase the amount of its transport funding spent on cycling to 5% of the total highways capital spent in Nottinghamshire – both integrated transport and maintenance given the cycling benefits of effective road maintenance. From 2018/19 an element of the capital maintenance allocation will be specifically for cycling and walking, although the level of this element is still to be determined.

In line with #ChooseCycling network's aspirations and to reflect the proposed level of cycling investment the County Council aims to increase cycling levels from 3% (travel to work trips in 2011 Census) to 10% of all trips by 2025.

### 11.4 Securing and effective use of funding

#### 11.4.1 Evidence of need and justification for investment in cycling

The County Council is working to provide justification and priority for funding for cycling improvements. This work includes the development of a network based on need to provide a joined up strategic network linking people to existing and potential employment, retail and tourism, as well as other essential services. The proposed cycling network will also be evidenced by mapping work and feasibility studies – and this work is underway.



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Funding for large scale improvements through the LGF and potentially future Local Sustainable Transport Fund moneys will be allocated through the LEPs. The County Council will therefore work with partners in the LEP, as well as others such as Sustrans, to form quality business cases to help attain LEP support for such schemes and secure Government funding through future LGF funding rounds by demonstrating the economic and other benefits (e.g. health) of cycling improvements. Working with the LEP authorities and Sustrans will also assist in developing a prioritised LEP-wide cycling package.

Contributions towards sustainable transport improvements are made by developers to mitigate against new employment and housing development. The County Council will continue to identify such improvements and work with planning authorities and developers to secure the necessary funding to provide adequate facilities to link developments to identified strategic cycle routes, as well as leisure routes.

The County Council will also work with other partners (e.g. district authorities, Network Rail, Sustrans, Canals & Rivers Trust) to identify and maximise funding opportunities; and to develop joint projects where such schemes will help deliver the County Council's vision as set out in this Delivery Plan.

The County Council will consider making bids for appropriate funding opportunities as and when they arise; and will work with appropriate partners on funding bids to improve cycling infrastructure and promotion (e.g. training and travel planning).

### **11.4.2 Working with central government**

The DfT has invited highway authorities to work in partnership with them on the delivery of its Cycling and Walking Delivery Plan. The County Council is committed in principle to working with government to help deliver its Cycling and Walking Delivery Plan and has submitted an expression of interest pending further information and discussions with neighbouring authorities. Initial details on government's partnership working proposals were included as part of the consultation on government's Delivery Plan. Further details on government's proposals are due to be published within/alongside the final draft of their Delivery Plan. Once these details are available the County Council will determine how it will work in partnership with government on all aspects of cycling improvements, including securing future funding outside the cities for infrastructure improvements, promotion etc..

Funding for Bikeability cycle training has also only been confirmed up until the end of the 2015/16 financial year. The County Council will therefore work with government to secure funding to allow the offer of free cycle training for all school pupils in the county.

### **11.4.3 Combined Authority and devolution of powers and funding from central government**

Proposals to create a Combined Authority representing the nine Nottinghamshire councils, including all districts, the County and City councils, have been submitted to Westminster for approval by government. A Combined Authority would take long-term strategic decisions on areas such as transport, economic development and regeneration.

Building on the Combined Authority proposals, and working with the D2N2 Local Enterprise Partnership, council leaders are seeking the devolution of substantial powers, funding and responsibilities relating to jobs, skills, housing and transport from Whitehall to local councils.

Two of the transport requests concerning devolved funding could have a direct impact on funding for cycling. The devolution deal will give the Councils greater certainty over future levels of transport funding as a request has been made for a 15-year funding commitment for local transport funding. The councils have also requested funding of £10 per head for cycling in designated areas to be determined by the Combined Authority. Whilst cycling funding of £10 per head per year for all county residents would be welcome, it is currently unrealistic as it equates to over £8m per year; more than twice as much as the County Council's current integrated transport allocation for all local transport improvements.

### 12. Measuring our success

In order to justify the programmes of work to increase cycling levels and the safety of cyclists, the County Council will develop a number of outcome and output indicators to monitor the delivery of the Cycling Strategy Delivery Plan and its individual elements. These indicators are likely to include the existing cycling indicators measured as part of monitoring of the Local Transport Plan monitoring; as well as additional output measures to monitor the delivery of the Cycling Strategy Delivery Plan. The indicators will be used to monitor the delivery of improvements but most importantly the success in increasing the numbers of people cycling. The indicators included within the Plan will be selected with a view to ensuring that all aspects of the strategy delivery are monitored for effectiveness. This helps ensure that all projects/actions can be justified in terms of their contribution towards achieving the cycling vision, as well as their contribution to wider national and local objectives.

The definitive list of outcomes/indicators will be developed in partnership with government as part of the County Council's negotiations on its partnership working with them but outcome indicators are likely to include:

- Increased numbers of people cycling countywide and at a more local level
- Reduced numbers of cycle casualties
- Journey time delay for car users countywide and at a more local level
- Air quality – especially pollutant levels in air quality management areas

Associated outcome indicators that the Delivery Plan will help to deliver include:

- Unemployment levels countywide and at a more local level
- Economic output (e.g. linked to the visitor economy in North Nottinghamshire)

Output indicators are likely to include:

- Development of a strategic cycle network for the county
- Length of cycle network in the county
- Development of joined up cycle map for the county (including links to neighbouring authority networks)
- Numbers of people receiving cycle training
- Review of the Cycling Design Guide for Nottinghamshire
- Time taken to respond to maintenance requests
- The number of cycle hubs in the county to better integrate cycling with passenger transport
- The number of cycle hire stands in the county
- The number/coverage of 20mph speed limits in the county
- Increased funding levels for cycling as a proportion of funding available for transport improvements in the county.

The indicators adopted to measure the delivery of the Cycling Strategy Delivery Plan will be incorporated into the Local Transport Plan Implementation Plan. The Implementation Plan is updated annually and therefore the indicators will be reported annually as part of this process.

Through its likely partnership work with DfT the County Council will look to establish and regularly benchmark its performance with other similar transport authorities.



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### 13. Cycling action plan

The cycling action plan details the actions that will be taken to deliver the cycling vision for Nottinghamshire. The table also shows the links between each of the actions and the vision for cycling in Nottinghamshire. The table will be reviewed annually as part of the review of the delivery of the Delivery Plan.

Action	Target for completion	1. Raise awareness of all aspects of cycling	2. Secure funding for cycling improvements	3. Increase the amount of funding for cycling and increase levels of cycling	4. Develop prioritised strategic cycle networks in urban areas	5. Develop cycle networks to enhance the visitor economy	6. Encourage more people to cycle more often by enabling them to do so	7. Improve safety for cyclists through infrastructure, education	8. Ensure cyclists needs are included in neighbourhood design	9. Provide for the integration of cycling with longer distance	10. Maintain, repair and upgrade cycle routes and facilities
Appoint a cycling 'champion' at senior member level	April 2015	✓									
Consult with County Council members, the public, stakeholders and staff on the draft vision for cycling, actions to deliver the vision and cycle design guide	March 2016	✓									
Make cycling documents readily available and publish documents on County Council website	March 2016	✓									
Identify and map likely cycling destinations and existing facilities in the county	September 2015			✓	✓	✓	✓	✓	✓	✓	
Identify urban strategic cycle routes/networks in the county	March 2016			✓	✓	✓	✓	✓	✓	✓	
Identify cycle routes to help enhance and promote the local visitor economy	September 2016			✓	✓	✓	✓	✓	✓	✓	
Develop and deliver a programme of prioritised cycling infrastructure improvements within available funding	Annually			✓	✓	✓	✓	✓	✓	✓	
Review the Nottinghamshire Cycling Design Guide	March 2016	✓					✓	✓	✓	✓	✓
Involve relevant County Council staff in the development of the cycle design guide	March 2016	✓									

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Action	Target for completion	1. Raise awareness of all aspects of cycling	2. Secure funding for cycling improvements	3. Increase the amount of funding for cycling and increase levels of cycling	4. Develop prioritised strategic cycle networks in urban areas	5. Develop cycle networks to enhance the visitor economy	6. Encourage more people to cycle more often by enabling them to do so	7. Improve safety for cyclists through infrastructure, education	8. Ensure cyclists needs are included in neighbourhood design	9. Provide for the integration of cycling with longer distance	10. Maintain, repair and upgrade cycle routes and facilities
Undertake travel planning in communities; and with businesses and schools	Annually	✓		✓			✓	✓			
Undertake an audit of existing cycle parking facilities at key interchange locations and town centres	December 2016			✓	✓	✓	✓		✓	✓	✓
Work with partners and central government to secure funding to enable the Council to offer free cycle training to all schools in the county	Annually	✓	✓	✓				✓			
Provide an annual programme of cycle training	Annually	✓		✓				✓			
Update the online cycle route maps in the county	June 2016			✓			✓				
Update printed cycle route maps for use in targeted campaigns	Annually			✓			✓				
Investigate mechanisms for increasing the numbers of adults undertaking cycle training (e.g. links to health programmes)	December 2016	✓		✓			✓	✓			
Work with event/ride organisers and health commissioning groups to enable community based cycle rides in the county	As required	✓		✓			✓				
Work with Nottingham City Council to implement the first Citycard cycle hire locations in the Nottingham urban area of the county	June 2016			✓			✓			✓	
Consider and deliver further extensions of the Citycard cycle hire scheme in the Nottingham urban area of the county	Annually			✓			✓			✓	

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Action	Target for completion	1. Raise awareness of all aspects of cycling	2. Secure funding for cycling improvements	3. Increase the amount of funding for cycling and increase levels of cycling	4. Develop prioritised strategic cycle networks in urban areas	5. Develop cycle networks to enhance the visitor economy	6. Encourage more people to cycle more often by enabling them to do so	7. Improve safety for cyclists through infrastructure, education	8. Ensure cyclists needs are included in neighbourhood design	9. Provide for the integration of cycling with longer distance	10. Maintain, repair and upgrade cycle routes and facilities
Consider the introduction of cycle hire scheme in larger towns in the county	March 2018			✓			✓		✓		
Undertake audit of cycling casualties to identify trends and inform casualty reduction programmes as necessary	Annually							✓			
Develop and deliver appropriate targeted enforcement and engineering measures to address sites with a history of reported road casualties	Annually							✓			
Develop and deliver a programme of evidence led targeted road safety campaigns (education, training and publicity) to address cycling casualties	Annually						✓	✓			
Undertake 'cycle proofing' audits (non-motorised user audits and safety audits) on proposed highway improvements	Ongoing and as required	✓		✓			✓	✓	✓		
Secure improvements (or funding for improvements) to the cycle network to ensure that new developments link to the strategic cycle network	Ongoing	✓	✓	✓	✓	✓	✓	✓	✓		
Review routes to passenger transport interchange as part of the development of strategic cycle routes	June 2016			✓	✓	✓	✓		✓		
Develop and undertake an annual inspection routine for cycling facilities	Annually			✓			✓	✓		✓	

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Action	Target for completion	1. Raise awareness of all aspects of cycling	2. Secure funding for cycling improvements	3. Increase the amount of funding for cycling and increase levels of cycling	4. Develop prioritised strategic cycle networks in urban areas	5. Develop cycle networks to enhance the visitor economy	6. Encourage more people to cycle more often by enabling them to do so	7. Improve safety for cyclists through infrastructure, education	8. Ensure cyclists needs are included in neighbourhood design	9. Provide for the integration of cycling with longer distance	10. Maintain, repair and upgrade cycle routes and facilities
Develop and deliver a programme of prioritised maintenance of all cycling facilities	Annually			✓			✓	✓	✓		✓
Commitment to work towards level of funding for cycling improvements in Nottinghamshire	February 2016		✓	✓							
Allocate funding for the improvements to and the maintenance of cycling facilities	Annually		✓	✓	✓	✓	✓	✓	✓	✓	✓
Work with DfT, D2N2 and other partners to secure national funding available for cycling improvements	Ongoing		✓	✓							
Work with partners to identify best practice and assist research partners whenever possible	Ongoing			✓							
Analyse and report on the output and outcome indicators used to measure delivery of the Cycling Strategy Delivery Plan	Annually	✓		✓				✓			

## Appendix 1 – Extract from the Local Transport Plan Evidence Base Report (September 2015)

### 1. Cycle facilities

#### 1.1 Local cycle network

There are over 400km of cycle route in Nottinghamshire, as detailed in the table 1 below, of which 17% is lit. In addition to the formal cycle network detailed above there is also a suggested network of signed and unsigned advisory quieter roads to cycle on which avoid roads with large volumes of traffic. These are often used as an alternative where formal facilities cannot be provided because it is not feasible to do so.

Table 1: Length of cycle network in Nottinghamshire split by district

District	Length of cycle network (km)			Total
	On-road cycle lane	Off-road shared use	Off-road cycle track	
Ashfield	4.64	43.84	22.01	70.49
Bassetlaw	7.88	14.34	62.26	84.48
Broxtowe	1.00	12.22	9.08	22.30
Gedling	0.04	5.67	10.69	16.40
Mansfield	1.41	48.1	24.62	74.13
Newark & Sherwood	4.72	13.76	58.47	76.95
Rushcliffe	1.34	26.96	31.61	59.91
<b>Nottinghamshire</b>	<b>21.03</b>	<b>164.89</b>	<b>218.74</b>	<b>404.66</b>

### 2. Cycling levels

#### 2.1 Levels of cycling in each district

Table 2 below shows the changes in cycling levels when compared to 2010 levels. Poor summer weather in 2008 and 2009 impacted on cycling levels in Nottinghamshire but cycling levels across the whole county have increased since then. Whilst districts have seen fluctuations in the levels of cycling during the period 2010 to 2014 cycling levels have increased in each of the districts.

Table 2: Changes in cycling levels each year when compared to the 2010 base year

Area	Changes in levels of cycling when compared to 2010 levels			
	2011	2012	2013	2014
Ashfield	+13%	+9%	+11%	+17%
Bassetlaw	+10%	+4%	+3%	+11%
Broxtowe	+10%	+8%	+14%	+30%
Gedling	+8%	0%	+6%	+11%
Mansfield	+16%	+12%	+12%	+25%
Newark & Sherwood	+10%	+5%	+9%	+14%
Rushcliffe	+5%	+1%	0%	+14%
<b>Nottinghamshire</b>	<b>+9%</b>	<b>+4%</b>	<b>+8%</b>	<b>+16%</b>

Source: Nottinghamshire County Council

#### 2.2 Rural and urban changes in cycling levels

When comparing 2010 with 2014, cycling levels in rural areas of Nottinghamshire have increased by 25% (including counts on leisure routes); and cycling levels in urban areas have increased by 15%. Table 3 below shows the annual comparison between cycling levels when compared with 2010 levels.

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Table 3: Changes in cycling levels in rural and urban areas each year when compared to 2005 levels

	Changes in cycling levels compared to 2005 levels			
	2011	2012	2013	2014
<b>Urban</b>	+10%	+4%	+8%	+15%
<b>Rural</b>	+9%	+7%	+17%	+25%

Source: Nottinghamshire County Council

## 2.3 Comparisons of cycling levels

Whilst cycling levels in Nottinghamshire have increased significantly since 2010 cycling levels in the county are still lower than many other areas in England and cycling levels in the UK are much lower than most other countries in the European Union, as shown in tables 4 and 5 respectively.

Table 4: Cycling levels in England – Percentage of 16-74 year olds travelling to work by bicycle (excluding those working at home and not in employment)

Nottinghamshire districts	
Broxtowe	4.6%
Newark & Sherwood	4.4%
Rushcliffe	3.4%
Bassetlaw	2.8%
Ashfield	2.2%
Gedling	2.1%
Mansfield	1.5%

Counties	
Cambridgeshire	10.7%
Oxfordshire	7.9%
Norfolk	4.9%
Lincolnshire	4.4%
Suffolk	4.4%
Somerset	4.4%
Herefordshire	4.3%
Gloucestershire	4.2%
Hampshire	3.5%
West Sussex	3.4%
Shropshire	3.4%
Dorset	3.3%
Devon	3.1%
Nottinghamshire	3.0%
Leicestershire	2.9%
Warwickshire	2.7%
North Yorkshire	2.6%
Surrey	2.5%
Lancashire	2.3%
Worcestershire	2.3%
Essex	2.3%
Northamptonshire	2.1%
Staffordshire	2.0%
East Sussex	1.9%
Kent	1.9%
Hertfordshire	1.8%
Derbyshire	1.6%
Buckinghamshire	1.5%

England and Wales	3.1%
England	3.2%

Regions	
London	4.3%
East	3.9%
South West	3.9%
South East	3.3%
East Midlands	3.0%
Yorkshire and the Humber	2.8%
North West	2.4%
West Midlands	2.1%
North East	1.9%

Selected cities	
Cambridge	32.5%
Oxford	19.1%
Norwich	9.5%
Kingston upon Hull	8.5%
Bristol	8.2%
Lincoln	6.4%
Ipswich	4.9%
Southampton	4.9%
Manchester	4.2%
Derby	4.0%
Leicester	3.9%
Nottingham	3.7%
Newcastle upon Tyne	2.9%
Northampton	2.8%
Liverpool	2.2%
Leeds	1.9%
Birmingham	1.7%

Source: 2011 Census

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Table 5: Cycling levels in European countries

EU member state	% of population that cycles everyday	% of population that cycles a few times a week
Netherlands	43%	28%
Denmark	30%	26%
Finland	26%	29%
Hungary	25%	20%
Germany	19%	25%
Sweden	19%	24%
Croatia	15%	14%
Slovakia	15%	25%
Belgium	15%	19%
Poland	14%	29%
Latvia	14%	19%
Italy	13%	13%
Austria	13%	25%
Estonia	12%	23%
Slovenia	12%	24%
Lithuania	10%	20%
Romania	10%	13%
Czech Republic	7%	21%
Portugal	7%	8%
Greece	5%	7%
France	5%	13%
Ireland	5%	10%
Bulgaria	5%	7%
UK	4%	10%
Luxembourg	4%	17%
Spain	4%	10%
Cyprus	2%	8%
Malta	1%	2%

Source: CTC / 2013 European Commission report – Attitudes of Europeans Towards Urban Mobility, December 2013

## 3. Cycling accidents

### 3.1 Accidents involving cyclists per year

The number of accidents in Nottinghamshire (including trunk roads) involving cyclists as reported through STATS19 forms via the police is shown in the table below for the last five complete calendar years.

Table 6: Number of accidents per year by severity

	2010	2011	2012	2013	2014	Total
Fatal	2	2	6	2	2	<b>14</b>
Serious	41	54	51	55	44	<b>245</b>
(KSI)	(43)	(56)	(57)	(57)	(46)	<b>(259)</b>
Slight	158	157	151	141	187	<b>794</b>
Total	<b>201</b>	<b>213</b>	<b>208</b>	<b>198</b>	<b>233</b>	<b>1053</b>

Source: Nottinghamshire County Council Transport & Highways Committee report 18 June 2015

The total number of reported injury accidents involving cycles increased between 2013 and 2014. However, the number of accidents in which a cyclist was killed or seriously injured (KSI) fell in comparison with previous years. The rise in overall numbers in 2014 is a reflection of the rise in slight injury accidents.

### 3.2 Fatal accidents 2010 - 2014

Information about the fatal cycle accidents in Nottinghamshire between 2010 and 2014 is shown in table 7 below. During the period 2010-2014 there were two fatal accidents per year, except for 2012 when there were six. There appears no obvious reason for the 'spike' in fatal casualties in 2012 – two of the six fatal cycle

accidents occurred on the A1 (a Highways England trunk road). Analysis of the other four fatal cycle accidents in 2012 shows a mixture of urban and semi-rural locations; many involve the cyclist entering a road, either from the footway or from a minor road; a number of fatally injured cyclists were teenagers; and three cyclists were using pedestrian facilities to cross the road. Further detailed investigation, however, reveals no common pattern that would link the accidents and therefore explain the rise in numbers.

### 3.3 General trends in Nottinghamshire cycle accidents 2010 - 2014

As would be expected, the reported injury cycle accidents in Nottinghamshire are predominantly concentrated in urban and semi-urban areas, reflecting the greater use of cycles for commuting and making short local trips.

Notable concentrations of accidents occur:

- At peak times – coinciding with commuter travel
- In 30 mph speed limits – reflecting where most people cycle
- On a dry road surface, in fine weather and in daylight – this reflects the preferences of cyclists to ride in good conditions, rather than some inherent danger in this combination of conditions. The ratio of wet to dry road cycle accidents is lower (i.e. fewer wet) than the general ratio found in statistics for all types of road accidents
- At give way type junctions – this partly reflects the vast number of such junctions, but also the fact that the interactions rely on human judgement.

### 3.4 Comparison with National Statistics

The national road accident statistics for 2014 have not as yet been published so a direct comparison with Nottinghamshire's latest figures cannot be made, although over a longer term there is a rising trend in cycle accidents across the country.

The numbers of KSI cyclist casualties in Great Britain declined steadily from the mid-1980s, has levelled off in the last decade, but has recently increased slightly. The Parliamentary Advisory Council for Transport and Safety (an all-party parliamentary group) has recently published an interim report entitled 'Road Safety Since 2010'. The final version of the report will be published later in 2015, when national accident data for the complete calendar year 2014 is compiled, but the interim report contains the following provisional analysis of accident figures for Great Britain:

*"By 2013 the number of deaths for all major road user groups had fallen significantly since the 2005–9 average. This was most pronounced for car occupants. In 2010 there were significant reductions for all groups except pedal cyclists. Since 2010 the trend has been more mixed – generally downward for all groups but relatively small changes for some.*

*Looking at KSIs however ... the percentage reductions since the baseline period for vulnerable road users (pedestrians, pedal cyclists and motorcyclists) are much lower than for deaths only. Indeed, the number of pedal cyclists reported seriously injured has increased by 30% (which is partially attributable to a large increase in cycling). The 2014 figures appear worse still."*

It is therefore clear that at a national level there is concern that cycle accidents are no longer declining as fast as they were. This may partly be reflecting the fact that cycling has been increasing in popularity in recent years, leading to a rise in the number of cycle accidents through an increase in exposure. In Nottinghamshire the decline in cycle accidents has also slowed, although in contrast to the national statistics the cyclist casualty KSI figure for the county has actually reduced between 2013 and 2014 despite significant increases in cycling levels.



# Nottinghamshire Cycling Strategy Delivery Plan 2016

Table 7: Details of fatal accidents occurring on Nottinghamshire roads (including trunk roads) between 2010 and 2014 inclusive

Date and time	Location	Casualty details		Description of accident
		Sex	Age	
27/08/2010 FRI 19:50	A38 Alfreton Rd junction Common Rd, Sutton in Ashfield	F	17	Cyclist emerged onto pedestrian crossing and was struck by car
11/07/2010 SUN 01:18	Main St, Hayton	M	23	Cyclist rode into rear of parked car
27/09/2011 TUE 07:14	Watnall Rd, Hucknall junction with Kingsway Rd	M	58	Cyclist emerged from minor road, then crossed main road into path of HGV
19/09/2011 MON 22:20	Forester Gr junction with Ivy Gr, Carlton	M	17	Cyclist entered main road from minor road and was struck by car
23/05/2012 WED 04:40	A6002 Coventry Ln, Bramcote near Crematorium	M	40	Cyclist riding on footway entered road into path of HGV travelling in same direction
18/03/2012 SUN 08:50	A1 Southbound (TRUNK ROAD)	M	43	Cyclist involved in time trial event, clipped by passing lorry
06/04/2012 FRI 04:15	A1 1 mile south of Blyth services (TRUNK ROAD)	M	60	Cyclist collided with passing lorry
06/09/2012 THU 19:51	Linby Rd, 178 metres north of Linby Gr	M	12	Cyclist entered road from footway into path of van
13/01/2012 FRI 07:57	A612 Colwick Loop Rd junction with First Ave, Colwick	M	14	Cyclist crossing road on pedestrian facility is struck by car
01/07/2012 SUN 14:20	B6011 Forest Ln at eastern end of Papplewick	M	15	Cyclist enters road from footway and is struck by car
16/06/2013 SUN 12:14	A38 Kings Mill Rd East on crossing east of B6018 Sutton Rd	F	39	Cyclist emerged onto pedestrian facility into path of vehicle
28/06/2013 FRI 08:11	A638 London Rd, junction South St, Retford	M	15	Cyclist on footway rides into road as HGV turns into side road
21/08/2014 THU 21:52	A60 Leeming Ln South outside Miners Rescue Service	M	41	Vehicle left road and collided with cyclist on footway
16/04/2014 WED 09:22	B6326 London Rd junction with Bowbridge Rd	F	76	HGV turns left at junction as cyclist enters road from footway

## 4. Health

Further information on the current and future health and wellbeing needs of the local population is detailed in the Joint Strategic Needs Assessment (JSNA) for Nottinghamshire and Nottingham.