# Nottingham Cycle City
# Frequently Asked Questions

## About the scheme

### *How much money is to be spent on cycling? And where is the money from?*

We have £6.1 million in Growth Fund which we will be investing directly into cycle infrastructure in 2015/16 and 2016/17. In addition to this we have £3.28 million which the Council has put forward as match funding. This is funding, which we have committed to invest into transport schemes will have a direct benefit to cyclists in Nottingham.

The £6.1 million equates to over £10 per head of population in Nottingham and we will continue to press for this level of funding to be sustained, allowing us to completely revolutionise our cycle infrastructure and make long term investment plans, to enable us to deliver on the promises details in our 10 point plan. (Based on a City population of circa 300,000).

### *How are cycle schemes and routes chosen for improvement?*

The City Council has an existing, planned and aspirational set of routes that we hope will form a comprehensive and joined-up network for cyclists of all types. This is detailed in our Cycle Vision document.

The network has been drawn up by looking at destinations and how we can connect people to and from the places they want to get to for either work or leisure.

When looking at potential routes we look at the existing demand and potential demand that can be unlocked by providing either a new or improved facility. We will also take in to account areas where redevelopment provides an opportunity to create a facility where previously there was none.

We also listen to what the residents of Nottingham tell us, about where they do cycle or might want to, what links are good and where they are missing. If you want to sign up to our cycling consultation database please email transport.strategy@nottinghamcity.gov.uk to help inform and influence our future plans as we will be lobbying for further funding to enable us to have a rolling programme of investment in the cycle network.

### *How can I report a problem or fault on a cycle route?*

Any highway defect, including those within on road and off road paths can be reported via the Nottingham City Council website (www.nottinghamcity.gov.uk) using the “report” tab.

You can also email neighbourhood.services@nottinghamcity.gov.uk. Please try and be as descriptive as you can, using house numbers or lighting columns to provide a location where possible.

Please also see www.nottinghamcity.gov.uk/cycling we have modified our report a fault function so you can report a fault on site and let us know where it is using your phone’s GPS. This can also be used in the traditional way if you do not have a smart phone.

### *Will the Cycle Superhighways add congestion for other vehicles?*

The proposed Western Corridor Cycle Superhighway reallocates space where there are existing cycle lanes to provide the new facility. There will be some loss of capacity along some small stretches of the route, however we hope that providing a segregated, continuous link will encourage cycling as an alternative option to driving along this key route in to the city.

There will also be changes to the way motor vehicles move around Nottingham as part of our wider transport programme. This scheme is being implemented as part of a much wider Roadspace Transformation Programme and we are looking at the bigger picture and wider network as part of this.

### *Why is the City Council prioritising cyclists over other users?*

Nottingham City Council has invested heavily and worked hard to attract funding for various transport infrastructure projects in the last few years. We have seen extensions to Nottingham's tram network to provide fast, reliable public transport, the current Ring Road Major scheme is underway to remove bottle necks and add capacity on to the highway network and the A453, one of the main routes in and out of Nottingham, will be a completed in 2015 providing a dual carriageway link to the M1 at junction 24.

We now have an opportunity to provide a similar level of high quality infrastructure to Nottingham's cyclists which we hope will help provide a joined up, usable and above all safe facility for cycle users regardless of whether they are a daily commuter or novice leisure cyclist.

It is important to recognise the role cycling has to play to help us reduce congestion, whether that is on the school run or the daily journey to work, as a sustainable, affordable, emission free alternative to other modes of transport and it is vital that an appropriate level of funding is provided for this.

Funding support for the cycle scheme has come from the D2N2 Local Economic Partnership. Investment in cycle facilities is recognised as improving Nottingham's Economic potential, making Nottingham a more attractive place to invest and to live.

### The west of the City already has much better cycle facilities than other areas of the City why are you focusing on this route?

We have a comprehensive programme of investment which is spread across the City. The Western corridor will improve conditions for a large number of existing and potential cyclists. It also links to some of the City's major employment sites such as the QMC and University.

### How can I found out more information about the wider investment in cycling and transport

You can find out more information on our investment into cycling by visiting the Building a Better Nottingham website at transport.nottinghamcity.gov.uk

### *What are you doing to improve the cycle facilities on the Ring Road?*

To complement the multi-million pound Ring Road Major scheme that is seeing extra lanes added to the carriageway and significant improvements on the key junctions along the ring road, we are looking to upgrade the existing cycle facilities.

There is currently a mixture of shared and segregated paths along much of Valley Road, Western Boulevard and Middleton Boulevard. We are looking to improve continuity for the off-road route by treating side roads to help improve priorities for pedestrians and cyclists.

Furthermore a number of the junctions have been upgraded to include Toucan Crossings to link up the ring road with other main routes in and out of the city.

We will also resurface the cycle and pedestrian routes alongside the Ring Road.

***Are there any plans to promote cycle routes along the canal?***

The cycle route alongside the Canal is well used to the point we are looking at how we can provide facilities which will encourage cycle commuters away and onto the new paths. The canal will remain an important walking and cycling route but we want to provide facilities on Castle Boulevard which will encourage people to feel safer on the road.

The on-road alternative will also offer better personal security for users after dark.

***Can cycle awareness training be provided for other road users (bus, car and lorry drivers)?***

The City Council works with and provides funding to a local cycling charity called Ridewise who offer child and adult cycle training. They also offer training to fleet operators to ensure their drivers are aware of the needs of cyclists.

We will also be working with professional driving organisations within Nottingham to work up a Cycling Charter to try and install a culture of respect between all the modes of transport which share our road network.

***Will there be a connection between Colwick Park and Holme Pierrepoint?***

There are various proposals to provide an additional crossing east of Trent Bridge. The Council has been actively engaging with the promoters and discussing options. There are a range of issues and stakeholders who are involved and the Council is actively engaging with the process.

***I have concerns about using segregated facilities as I have used so many bad ones that inconvenience me, slow me down and are less safe than using the road. How will this change?***

To help us develop an array of measures that we can use to provide new cycling facilities and to improve existing ones we are developing a Nottingham Cycle Design Guide. This will work to develop examples of best practice and use ambitious, innovative design to tackle issues specifically relating to cycling in Nottingham. The design and use of segregated facilities will be included within this.

Our aim is to provide modern cycle infrastructure which our existing cyclists will want to use and it will also attract many more people to regularly cycle as part of their day.

***Why doesn't NCC tackle cycling problem "hotspots" across the network, instead of concentrating on key routes?***

In looking at areas in isolation we are not able to solve problems which people experience on their full journey. With the level of funding we have we are keen that we address full corridors so as not to leave gaps and potential future hot spots.

We have corridors which are in this programme but we are also working up a future programme. If you have a particular hot spot/interest in one of the routes and corridors we have identified or feel we have missed something from the proposed network, then please let us know.

***How will the City Council match up their planned facilities with the County Council cycle network?***

Nottingham City Council works very closely with our colleagues at Nottinghamshire County Council to provide a joined-up approach to cycling. The proposed new facilities will either join up with cycle routes within the county or will stop at a logical place such as within a quiet street residential area or destination such as a country park.

We have also engaged with the County Council on producing a cycle design guide, where we hope we can align standards of provision across the political boundary.

***How can the Council prevent parked vehicles from blocking cycle routes?***

One of the elements that we are including within our Nottingham Cycle Design Guide will be to ensure that the requirement for enforcement of restrictions – whether that is parking or any other restriction – is considered when designing cycle schemes.

These principles can be applied to new and improvements to existing routes where any reliance on enforcement should be avoided through careful design wherever possible.

Should a vehicle be parked in contradiction of an existing restriction or causing an obstruction on a shared route or footway, we do have a parking enforcement hotline (0115 876 1499) that can be used to report it.

If there is a need for parking we will explore more innovative solutions than a cycle lane which may get parked in. These options will be put forward in our design guide. Options such as the removal of centre lines, 20mph speed limits and cycle streets will all form part of this.

***Can the Council introduce facilities to take bikes on trams or buses during off-peak times?***

This would be a decision for the tram operator and there are no plans to introduce this. Cycle parking is at all the tram stops and at interchange locations such as park and ride sites Citycard Cycles hire and hubs have been introduced.

***Will there be improvements away from the roads? Access to Holme Pierrepoint is poor, there are no cycle tracks or recently resurfaced road access.***

We are looking at improvements to Colwick Park, The Embankment, Wollaton Park and Broxtowe Park as part of the wider programme of improvements.

We are also looking at further improvements to the River Leen corridor as a north – south corridor which avoids roads.

***What is being done about providing safer cycling routes to schools and improving cycle parking facilities at schools?***

In Nottingham we have a designated Safer Routes to School Officer who works with schools to provide improvements to the local streets to assist in travel to and from the site.

***Existing cycle routes, especially off road ones, are not well signed (e.g. Colwick green track). Will they be reviewed?***

We are undertaking a review of the way our cycle routes are signed and branded as part of the programme.

## Specific scheme/area questions

***What are you doing to make Hucknall Road / Mansfield Road safer and effective for cyclists?***

This forms part of the Northern Cycle Corridor. We are working up designs and will consult on them in 2016/17.

***Can the priority at City Road / Lace Street be switched to give cyclists on Route 6 priority?***

Yes – this is included in the proposals.

***City Link is a good route for cyclists – but has speed humps on the carriageway. Can they be altered?***

We are looking at how to make best use of the shared path and ensure this is well connected to the wider network. This forms part of the Eastern Cycle Corridor.

***Are there any improvements planned to help cross Trent Bridge safely?***

We have looked at options and will consider whether we can do something if we are successful in obtaining future funds. We would however have to coordinate and agree any improvements with the County Council.

***Cycling is not allowed in Wollaton Park because of the deer. Is this true?***

Cycling is actively encouraged in Wollaton Park and several Sky Rides have been held there in the past. All visitors to the park should be aware of being careful around the local wildlife, but Wollaton Park is certainly a great venue for local riders.