COVID-19 Emergency Active Travel Fund

SECTION A: BACKGROUND

Q1. What is your local transport authority name?

Nottingham City Council

Q2. Which geographical region are you in?

East Midlands

Q3. What type of authority are you?

Unitary Authority

Q4. How would you classify yourself geographically?

Urban Large (population over 250,000)

SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)

Nottingham Emergency Active Travel Tranche 1 Bid Programme

This programme is made up of five key packages of schemes focused on areas of Nottingham in greatest need, to support a local green restart. Nottingham is heavily dependent on its public transport network, with amongst the highest bus and tram use per head in the country. A shift to increased walking and cycling is required to address the constrained capacity as a result of social distancing without increasing car trips. The programme will support key workers, encourage new/inexperienced cyclists, prepare for school reopenings and respond to social distancing requirements:
1. Develop new routes in the north and east of the City
2. Create a safer City Centre, District Centres and Neighbourhoods
3. School Streets
4. Improve access to green spaces
5. Supporting measures to promote and maximise use of the new infrastructure created

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

All schemes in Tranche 1 are targeted where we feel significant benefit can be derived in response to restart and recovery as well as being deliverable within the prescribed short timescales. Our list draws upon the Nottingham and Nottinghamshire elements of the D2N2 wide LCWIP. Measures draw on a combination of quick win improvements including new temporary and potentially permanent segregated cycle facilities, provision of new and existing widened footways, point closures, traffic management alterations/parking restrictions, park and cycle facilities and active travel monitoring improvements.

Package 1: Develop new cycling corridors in the north and east of the City.

This will comprise of temporary pop up cycle lanes on key strategic cycle corridors addressing the current lack of segregated routes in the north and east of the City. This will be complemented with point closures/filtered neighbourhoods linking residential areas to main corridors.
- A60 Mansfield Road (strategic cycle corridor N9/N10): This is a major traffic and public transport route but one that has huge potential to increase cycling. Tranche 1 proposals initially provide a mixture of segregated cycle facilities where none are currently in place and combined cycle and bus lane provision. It is expected this route will be developed further outside of the Tranche 1 funding window to provide greater segregated facilities as part of the Tranche 2 bid.

- Hucknall Road (strategic corridor N9). An important corridor connecting to the City Hospital and Ring Road. Protected space will be provided over and above the existing disjointed on road cycle lanes.

- The Wells Road St Anns (strategic cycle corridor N12). We would use segregation to protect cycle lanes, improve pedestrian crossing opportunities, provide more space for cycling and narrow radiuses at side roads to improve cycle safety and provide more room for pedestrians. A route from the City Centre up to Ransom Road would be delivered as part of Tranche 1.

- Carlton Road (strategic route N13) / Porchester Road. This will provide protected space on a busy road with traffic, bus lanes and parking that provides access to the city centre as well as having many shops and businesses. A TRO will be introduced on a recently completed section of the route to protect a shared path from parked vehicles. Porchester Road is an important connection between strategic routes N12 and N13 through a residential area, where protected space over and above the existing on road white lined cycle lanes will be provided.

Package 2: Creating a safer City Centre, District Centres and Neighbourhoods
These schemes will support social distancing and improve mobility as people return to employment and need to access services.
- Southern cross city centre cycle route (A6008 Canal Street): A combination of segregated on road cycle facilities and temporary signage will be introduced to support cross city centre movements at the southern end of the city centre.

- Northern cross city centre cycle route (A6200 Derby Road strategic cycle corridor N4):. The outbound route on Derby Road has a bus lane. Improved markings will be delivered here as identified following a road safety audit, as well as cycle facilities on the inbound side. Where the route links with the Canning Circus gyratory it connects with the strategic cycle corridor route OR1 (Ropewalk), this previously improved route for cyclists will be clearly signed and promoted as a means of accessing various parts of the city centre by bike. On the inbound side of Derby Road a series of point closures and safe streets will be trialled for the benefit of residents and those using the new cycle corridor.

- City Centre footpath widening will take place at locations to aid safe queuing outside of shops and social distancing. These will be identified through needs assessments and consultation with the Business Improvement District Manager.

- Footpath widening in the Hyson Green District Centre will take place to aid safe queuing outside of shops and social distancing. This will be extended to other district centres if required.

- Point closures/filtered neighbourhoods. To ensure a safe connection to the city centre a series of one way streets and point closures has been developed that will connect with the A60 Mansfield Road cycle corridor proposal in the Arboretum area. This will make the streets safer for cyclists, allow space for contra-flow cycle facilities and allow space for footway widening.

As part of Tranche 2 we will look to introduce a City Centre 20 mph zone through an experimental TRO to limit traffic speeds on key routes in/around the City Centre to create a safer walking/cycling environment. Whilst the residential areas in Nottingham are already 20mph zones the key radial routes are not. As part of Tranche 1 and the public consultation we would kick start community engagement on making these

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routes and the City Centre 20mph, especially as these are future cycle corridors (LCWIP).

Package 3: School Streets

Various car-free school streets will be created to allow space for walking and cycling to school and safe social distancing for parents and children.

- The Road Safety Team are currently auditing and scoring the need for facilities at over 100 school sites. It is proposed that 10 schools that score highest in a set of need criteria would have School Street measures implemented in the first Tranche. This would then be rolled out in Tranche 2 to other schools. The criteria will prioritise locations where improved walking and cycling facilities are also being provided.

Package 4: Improve access to Nottingham's green spaces

Nottingham's green spaces have been extremely popular as exercise destinations during lockdown and provide the most attractive locations for new cyclists to gain confidence before venturing back out onto the road.

- Victoria Embankment. This road along the River Trent is open to traffic but it is classified as park rather than adopted highway. This road will closed to through traffic freeing up the space for commuting by bike as well as providing a valuable area for exercise, particularly allowing children to cycle on the road. There is an agreed procedure to this as the area is often used for events.

- Trent Bridge (adjacent to the Embankment) – A two way pop up cycle lane will be installed taking a traffic lane on the inbound side. There is currently national barrier asset protection between the carriageway and footway to protect pedestrians. This will either be moved further out or additional temporary barriers installed. Access onto the bridge on both sides of the river for cyclists would also be improved. Any works at this location will be carried out in coordination with Nottinghamshire County Council as the Bridge is on the administrative boundary.

- Path widening and improvements to facilitate social distancing on selected off road paths. Locations prioritised on the basis of increased demand and condition of existing surfaces.

Package 5: Supporting measures
These elements will support the infrastructure improvements and make the most of the new facilities provided.
- Online mapping tool/communication. To produce an on line map to allow people the opportunity to record concerns and suggestions for travel improvements. This map will supplement a citywide survey of post lock down transport opinions and suggestions that will be circulated shortly. This will form part of the communication programme for the emergency measures.

- Nottingham Bike Aid. Working with partners established through the Access Fund (Sustrans, Bikeworks and Ridewise) an additional 165 bikes will be refurbished and allocated to key workers supported by cycling advice and personalised route planning. This will involve old bikes which have already been donated and repurposed bikes from the Council's cycle hire scheme.

- Way finding. Temporary signing and enhancement to existing signs to clearly indicate the temporary routes and connections to the existing network. The temporary signs will be clear and visible and designed for less experienced cyclists who may not be used to the traditional white on blue signs. New and inexperienced riders will be supported with online information including a suite of video ride-through of new and temporary routes and Dr Bike clinics (by appointment).
Our popular city cycle map will be updated online and reprinted.

- Park and cycle. An expansion of existing parking facilities and an enhancement of security at two of Nottingham's park and ride sites (Clifton and Toton) to enable park and cycle on existing high quality paths that have been installed alongside Nottingham's tram infrastructure. We will propose additional Park & Cycle facilities (hubs and lockers) for other tram and bus based park and ride sites as part of Tranche 2.

- Pop up cycle parking. The Council will add to its mobile cycle parking units it can install and move easily based on demand and public request. This allows different locations to be tested for suitability and demand. Once these are proved the Council will put in permanent cycle racks.

- Pedestrian and cycle counters. A network of pedestrian and cyclist monitoring cameras are in place providing detailed metrics through the Vivacity system. This will be expanded with 10 additional cameras

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allowing us to gain valuable insight in travel behaviour that we will use for the deployment of temporary facilities, future LCWIP planning and permanent scheme prioritisation. The evaluation will be undertaken in association with the Nottingham Trent University Business School.

Showing our commitment to install temporary measures - two further pop up cycle lanes are proposed but not included in the bid as funded from elsewhere.

- Thane Road (NCN 15 link). This is the route to Walgreen Alliance Boots one of Nottingham's biggest employers as well as the City's Enterprise Zone and Coronavirus testing centre. Parking on the road would be removed and the space given over to cyclists using temporary measures, freeing up the existing shared path to pedestrians. This road would then see permanent facilities introduced as part of the TCF programme.

- A6514 Ring Road (strategic cycle orbital route OR3): The Ring Road has seen extensive improvements to the walking and cycling facilities and more is planned as part of TCF. It is an important cycling route linking the city's two major hospitals. The major feature of this off road route is that cyclists are given priority over motorists at side roads. This scheme will take out one of the slip road lanes to make a junction crossing safer.

Some elected members have also highlighted that following discussion with local residents they would like to use their ward Area Capital budgets to implement measures and we will work with them as these will complement and enhance this package.

Given the need to move quickly and that some schemes will be trialling new ways of delivery and design there may be a need to adapt and change schemes once implemented. We propose to make those temporary facilities installed in Tranche 1 permanent in Tranche 2, or potentially through Transforming Cities funding. We will actively engage and consult with the public to find out what they want and where they want it. We will develop our walking and cycling networks accordingly to fit with these new requirements with our medium to longer term aspirations through our work on the LCWIP.

Q7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£510,000. Where there are permanent measures and cross over with our TCF programme we will use TCF funding to ensure we can maximise the benefits derived from this additional funding.

Q8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£360,000. Please see additional information for an estimated breakdown.

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£150,000. Please see additional information for an estimated breakdown.

Q10. This expenditure is not intended to be used for any consultancy spend.Are you intending to use consultants?

No

Q11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?
Yes

LCWIP DETAILS

Q12. Is the proposed scheme located on or within the cycling/walking network plan?
Yes

Q13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)
Yes

SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? Please select all that apply.Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.
Point closures
Segregated cycleway (temporary)
Widening existing footway
Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)
Park and cycle/stride/scooter facilities
Cycle counters and/or other active travel data management diagnostics
Other (please specify): Communication tools to consult with the public and gather suggestions and open dialogue on ideas/improvements. New facilities and supporting services will be promoted through the Transport Nottingham website and social media channels.

Q15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known
Please note lengths are up to and will be a combination of facilities, maximising full segregation wherever possible. - A60 Mansfield Road – 2,400m - Hucknall Road – 3,500m - The Wells Road – 1,500m - Carlton Road – 1,700m - Porchester Road – 2,200m - Southern cross city centre – 700m - Northern cross city centre – 2,000m - Victoria Embankment – 1,600m

Q16. When are the works expected to be completed?

All schemes in this programme have been included for quick delivery on funding becoming available. We are working to the 4 week start and 8 week completion dates stated by the DfT and the start date is dependent on when this funding becomes available.

Q17. When is the scheme(s) expected to be open to the public?

Within 8 weeks of the funding becoming available. Schemes will be opened as and when complete.

Q18. Will Traffic Regulation Orders be required?

Yes

Q19. Please confirm you have read the statutory guidance for local authorities (https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.

Yes

Q20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes

SECTION D: DECLARATION

Q21. Reporting Officer details

Name	John Bann
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Postal address	WFH please contact via phone if a postal addresss is required

Q22. Senior Responsible Officer details

Name	Paul Boulton
Telephone number	0115 876 5565
Email address	paul.boulton@nottinghamcity.gov.uk

Q23. Section 31 Officer (or equivalent with delegated authority) details

Name	Ceri Walters
Telephone number	0115 876 4128
Email address	ceri.walters@nottinghamcity.gov.uk

Q24. Please add further details or clarification

To accompany this form we have produced 2 plans, 1 showing the location of the proposals and the other the schemes in the context of our built network and our proposed LCWIP network. There is also a plan highlighting the strategic corridor route corridors referred to in this form. These have been sent to Louise Clare: Area Lead to send on.

Capital breakdown:
£360,000 for on road measures including design and Traffic Regulation Orders. Where possible the Council will absorb fee costs where works have alternative budget and can be adapted into funded permanent schemes.

Pop up cycle lanes - £185k
- A60 Mansfield Road
- Hucknall Road
- The Wells Road
- Carlton/Porchester Roads
- Southern cross city (supplemented with existing capital programme)
- Northern cross city

Path widening temporary - £70k
- City Centre
- Hyson Green

Road closures including school streets - £60k
- Arboretum
- Off Derby Road
- Victoria Embankment

Way finding - £15k
- Northern and southern cross city

Pop up cycle parking and Park & Cycle - £30k
- Toton and Clifton park and rides

Sub total £360,000

Revenue breakdown:
Bike Aid - £35k
Monitoring and evaluation - £35k
Mapping - £5k
Route Videos and training - £10k
On line Consultation/communication - £10k
Dr Bike - £10k
Programme/project management/equipment rental - £45k
Sub total £150,000