Nottingham Cycling and the politics of space

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Introduction

Pre 2015 Investment:
- 2008 - Transport Strategy asked to create a Cycle Action Plan to increase cycling levels
- Recognition of the role that cycling has in a modern, efficient & accessible transport network.
- Lack of sustained dedicated funding available
- Politicians frustrated that only small changes could be delivered with available funding
- 2012 - Second Cycle Action Plan and LSTF in addition to Workplace Parking Levy.
- Extension of tram network included new cycle facilities alongside the new tram routes

May 2015 - Cycle City Vision
- World Class Cycling Network with a 10 point action plan to continue growth of cycling levels
- Invest at a higher rate (£10 per head)
- Development of Nottingham Cycle Design Guide with Movement and place functions – space for cycling
- Awarded £6.1m funding from D2N2 LEP to deliver Phase 1 of Cycle City Ambition – political support at a City and Regional level for Cycling

Delivering High Quality Cycle Infrastructure

Western Cycle Corridor – Green light to reallocate roadspace
- High quality cycle corridor from the City Centre to the City boundary connecting key sites such as the Queens Medical Centre and the University of Nottingham. Existing route a mix of advisory cycle lanes and shared paths
- Reorganising existing roadspace in some sections and reallocation of roadspace from motor vehicles in others
- Construction of a of 3m wide, kerb segregated two-way track for much of the route. Removal of some parking to ensure the track was direct and side roads entries distinguished by green surfacing
- Strong political support prior to delivery
- Increase in motor vehicle journey times and queue lengths at some junctions predicted by VISSIM modelling

Scheme review and Outcome
- Some negative public reaction which was noted at a political level
- Predicted increase in journey time and queue lengths materialised. Review of sections of the scheme was requested
- A risk of significant changes to cycle corridor if a solution to ease the impact on traffic was not devised. Potential solutions modelled and funding made available to implement proposals whilst preserving the high quality facility for cycling
- Work on an Eastern Cycle Corridor continuing as part of a larger corridor improvement, as it doesn’t require the reallocation of existing roadspace
- Work on progressing a Northern Cycle Corridor put on hold until it can be demonstrated that the negative impacts of high quality and high profile schemes that after existing roadspace can be mitigated

Future Scheme Delivery

Let’s Keep Nottingham Moving
- Proactive steps to manage the city’s transport network through coordinated planning, enforcement and promotion of alternative transport choices
- Ultimate aim is to tackle congestion, reduce air pollution, as well as offering citizens more options in how they move around the city
- Future Clean Air Zone and Better Broadmarsh Regeneration

Better Broadmarsh
- Regeneration to improve southern gateway to the city centre
- Removal of 25k+ vehicles a day from a gyratory between the Rail Station and Broadmarsh Shopping Centre
- The area will be the meeting point of three cycle corridors
- Some nervousness on the effects changing roadspace will have as it will radically affect how traffic in City Centre operates

Delivery of future cycle corridors
- Political support to deliver 2015 Vision is still there
- Timescale for complete delivery of radial and orbital corridors is uncertain
- Next corridor proposed is a 7km long Northern Cycle Corridor
- Would require significant changes to junctions and roadspace along the route
- Where these exist, there are few suitable options to divert motor traffic to other routes