

Executive Board
21 June 2022

Subject:	Receipt of Funding for the Construction of High-Quality Cycling and Walking Infrastructure
Corporate Director(s)/Director(s):	Sajeeda Rose, Corporate Director for Growth and City Development
Portfolio Holder(s):	Councillor Audra Wynter, Portfolio Holder for Highways, Transport and Parks
Report author and contact details:	Keith Morgan, Principal Transport Planner keith.morgan@nottinghamcity.gov.uk
Other colleagues who have provided input:	
Subject to call-in: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Key Decision: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Criteria for Key Decision:	
(a) <input checked="" type="checkbox"/> Expenditure <input type="checkbox"/> Income <input type="checkbox"/> Savings of £750,000 or more taking account of the overall impact of the decision	
and/or	
(b) Significant impact on communities living or working in two or more wards in the City	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Type of expenditure: <input type="checkbox"/> Revenue <input checked="" type="checkbox"/> Capital	
Date considered by the Capital Board: 16 May 2022	
Total value of the decision: £3,303,199	
Wards affected: St Ann's, Basford and Leen Valley	
Date of consultation with Portfolio Holder(s): 5 April 2022	
Relevant Council Plan Key Outcome:	
Clean and Connected Communities	<input checked="" type="checkbox"/>
Keeping Nottingham Working	<input type="checkbox"/>
Carbon Neutral by 2028	<input checked="" type="checkbox"/>
Safer Nottingham	<input type="checkbox"/>
Child-Friendly Nottingham	<input type="checkbox"/>
Healthy and Inclusive	<input checked="" type="checkbox"/>
Keeping Nottingham Moving	<input checked="" type="checkbox"/>
Improve the City Centre	<input type="checkbox"/>
Better Housing	<input type="checkbox"/>
Financial Stability	<input type="checkbox"/>
Serving People Well	<input type="checkbox"/>

Summary of issues (including benefits to citizens/service users):

Delivering high-quality, sustainable, green transport will enable Nottingham to become a resilient city that is able to cope with and tackle climate change. By improving the liveability of our local neighbourhoods and creating healthier streets that are co-designed with our communities, our residents (both young and old) will benefit from a smarter, cleaner, better-connected and forward-looking transport system, all designed to make Nottingham a better place to live, work, play and invest.

To support this aim, through competitive bidding, the Council has successfully secured just over £3.3 million of external grant funding directly from the Department for Transport (DfT) and via the sustainable transport charity Sustrans.

This report is to approve the allocation of this capital funding to be spent on the delivery of high-quality infrastructure conforming to the latest design standards along the St Ann's Well Road corridor; Lincoln Street, Basford; and the Beechdale Road / Ring Road junction, which will enable and encourage more walking and cycling journeys.

The three schemes are all on corridors that are seen as a strategic priority to the cycle network. Investments of this nature will complement high-profile investments into the cycling network that are taking place through previous Active Travel Fund (ATF) bids and the Transforming Cities Fund (TCF) in the city centre, and on other main road corridors into the City Centre, as well as the proposed new walking and cycling bridge over the Trent. In doing so, this will support wider outcomes such as health benefits and the carbon reduction ambition by reducing the need for motorised transport.

Initial public consultation has shown that the provision of safe and accessible infrastructure specifically for cycling and walking are wanted within the communities where this investment will be made. The proposed schemes will be designed to complement the public transport network and will enhance the look and feel of the communities where the investment is made.

Does this report contain any information that is exempt from publication?

No

Recommendation(s):

1. To accept the Active Travel Fund allocation of £2,200,000 from the Department of Transport (DfT) to deliver a segregated cycling corridor and associated pedestrian improvements along St Ann's Well Road.
2. To accept the DfT grant funding from Sustrans of £1,103,199 for the delivery of walking and cycling improvements on Lincoln Street, Basford and on the Beechdale Road / Ring Road junction.

3. To commence consultation with residents, Ward Councillors and the Portfolio Holder for Highways, Transport and Parks to inform the detailed design of the schemes.

4. To note the requirement to work with Active Travel England on scheme design and delivery, which is a condition of the grant funding.

1. Reasons for recommendations

- 1.1 **Recommendation 1:** £2.2 million has been secured from a successful bid to the DfT's Active Travel Fund. This will be the third successive year of funding the Council has secured from the fund. All costs associated with the delivery of the scheme will be contained within the £2.2 million allocation the Council has been awarded, with no additional funding required. By accepting the funding, the Council will continue to work with the DfT and Active Travel England (ATE) to secure future funding settlements for cycling and walking infrastructure. The scheme will be delivered using in-house resources and approved framework contractors.
- 1.2 **Recommendation 2:** Two further projects have secured funding via the sustainable transport charity Sustrans. Sustrans allocate grant funding on behalf of the DfT and work with local authorities to identify where walking and cycling investment can be best used. This investment has a particular focus on improving the National Cycle Network (NCN), which they are custodians of. In Nottingham, NCN Route 6 runs through the city and both schemes will support improvements to this route.
- 1.3 Sustrans will provide the Council with £451,980 for the Lincoln Street scheme in Basford. The Beechdale Road junction with the Ring Road scheme is to receive £651,219. The second of these schemes will complement wider improvements in the area being delivered through the TCF programme. The schemes will be delivered using in-house resources and approved framework contractors.
- 1.4 **Recommendation 3:** All schemes have had initial public consultation with support shown for investment to improve cycling and walking. All three schemes will require further consultation with the public, local businesses, the Portfolio Holder and Ward Councillors to inform the detailed design and ensure local issues are addressed.
- 1.5 **Recommendation 4:** This is a positive move that has the potential to provide access to funding, training and discussions around best practice in delivering walking and cycling schemes and will be beneficial in developing bids for future funding and ensuring the highest quality of scheme design is provided. It is a condition of the funding that the Council works closely with ATE in working up the details of the schemes.

2. Background

- 2.1 **Recommendation 1:** A funding bid was submitted to the DfT in August 2021. Funding was made available through a third tranche of the ATF (the Council has accepted and delivered two earlier ATF programmes). Earlier rounds of ATF allowed initial consultation and some investment to be made on these schemes prior to the

funding bid to engage with communities and identify a need and appetite for investment. All schemes are within the Nottingham Cycling Strategy that Nottingham has developed with the other D2N2 Local Enterprise Partnership authorities to create the Local Cycling and Walking Infrastructure Plan (LCWIP).

- 2.2 The £2.2 million of funding that has been awarded will enable improvements for walking and cycling along the St Ann's Well Road. This corridor has been prioritised as it serves the north and east of the city where cycling provision is currently lacking compared to other areas. It has the support of the Portfolio Holder and Ward Councillors. Design work for the scheme has been undertaken as part of the bid process. There is no requirement to provide any match funding. The scheme is scalable to ensure delivery without risk of an additional financial burden being imposed on the Council.
- 2.3 **Recommendation 2:** The sustainable transport charity Sustrans is responsible for working with Local Authorities to ensure the upkeep of the NCN. Sustrans has recently upgraded the standard of infrastructure that is needed for a road to be considered part of the NCN. This now requires cyclists to be segregated from traffic. A section of NCN Route 6 is in Nottingham and has been identified as not conforming to this new standard. To support the upgrade of the route Sustrans have provided £451,980 to undertake improvement works.
- 2.4 The funding will be used to deliver improvements on Lincoln Street in Basford (subject to public consultation). This supports improvements which have already been made to the Ring Road (A6514) that has taken place through the TCF programme.
- 2.5 Sustrans have also provided support for the TCF scheme on Beechdale Road. £651,219 has been provided to enhance the connections of this route to the NCN. This funding will be combined with existing budgets to enhance the TCF scheme and the Council will work with Sustrans and ATE to ensure the scheme is designed and implemented to the required design standards.
- 2.6 **Recommendation 3:** The consultation outlined in paragraph 1.4 will be taken forward once funding acceptance has been agreed.
- 2.7 **Recommendation 4:** ATE is a new organisation established by the Government that will work with Local Authorities on the design and delivery of active travel schemes. It is expected that future funding contributions made for walking and cycling schemes will be made to local authorities who actively engage with ATE.
- 2.8 The Council has arranged for lead officers from ATE to visit Nottingham to discuss the schemes and future design requirements to ensure that the Council fully engages and complies with the funding requirements and benefits from opportunities that the organisation will bring to enhancing design and future funding opportunities.

3. Other options considered in making recommendations

- 3.1 To not accept the DfT funding: the Council was offered an opportunity to bid for funding and has worked with the DfT to agree a scheme. The scheme put forward

has support from an initial public consultation and it forms part of the strategic cycle network identified for improvement. The Council has a strong reputation for transport scheme delivery and by entering into this funding agreement it will open up further opportunities for funding as indicated in the grant letter. Not accepting the funding would put future funding to deliver cycling and walking schemes at risk, so this option is rejected.

- 3.2 To not accept the Sustrans funding: the Council has two schemes that form part of the strategic cycle network where one is ready to construct with the funding that has been offered and the other is in the process of being designed. By not accepting the funding it would mean funding would need to be sought from an alternative source to implement the scheme, or the scheme does not go ahead. It would damage the Council's reputation for delivery with Sustrans and risk potential funding opportunities from Sustrans in the future, so this option is rejected.

4. Consideration of Risk

- 4.1 In both cases, schemes will be delivered solely with the external funding and therefore place no burden on Council budgets. The schemes are scalable and will be managed to ensure costs do not exceed the budgets provided. The funding will cover all elements of the project including construction, fees and officer time for project management.
- 4.2 The DfT grant letter states that "Funding must wherever possible be committed by the end of the 2022/23 financial year, and schemes delivered as soon as reasonably possible thereafter, but where this is not possible authorities should discuss options with the Department's/ATE officials." The project team will work to these timescales and maintain a dialogue with the DfT if any issues arise.
- 4.3 Designs are required to comply with the Government's LTN1/20 design standards. The St Ann's Well Road scheme was audited as part of the bid process and designs are compliant. The Council has worked with Sustrans on the design of both schemes to ensure design compliance. Sustrans are respected by the DfT and will be involved in providing national training on LTN1/20 design standards and have audited the design to ensure compliance.
- 4.4 It is a risk that consultation on the next stage of design shows that residents do not support the schemes. However, initial consultation has taken place and there is an appetite to make improvements. As with all transport schemes, views will be listened to and, if necessary, amendments can be made to designs to take account of comments.

5. Finance colleague comments

- 5.1 The recommendations within this report have been endorsed by the Capital Board and the Transport Capital Programme will be increased by £3.3 million following the approval of the enclosed recommendations.

- 5.2 The project manager is required to ensure that all expenditure is in accordance with the grant conditions and meets the capitalisation criteria, support is to be provided by Technical Finance where required.
- 5.3 All capital costs within this decision are required to be managed within the enclosed grant awards and the supporting Transforming Cities grant. Within the recommendations it confirms the projects are scalable if required, however any potential overspend is required to be managed within the Transport Capital Programme resources.
- 5.4 Once the works within this decision have been completed any additional revenue / maintenance costs are required to be managed within current revenue budgets.

Comments provided by Tom Straw, Senior Accountant – Capital Programmes, on 5 May 2022

6. Legal colleague comments

- 6.1 There are no significant legal issues arising from this report. There is no legal prohibition from accepting the funding. The Council must be satisfied that it can meet any funding obligations and ensure that the funding is used in accordance with such obligations.
- 6.2 There are no specific procurement requirements in the report with the expectation that the works will be carried out by the Council's in-house Highways Team. Where work needs to be sub-contracted this would be through the Council's established framework agreements and the ability to call-off from those has previously been agreed at Commissioning and Procurement Executive Committee on 13 April 2021 and 15 February 2022. Should there be any additional contracting needs as the works progress these will be subject to further approvals.

Comments provided by Naomi Vass, Team Leader – Contracts and Commercial, on 24 May 2022

7. Procurement college comments

- 7.1 There are no significant procurement implications with the recommendations set out within the report. Following discussions with the client the two schemes referred to within the report will be delivered internally by the Council Highways Section and again raises no significant procurement risks.

Comments provided by Sue Oliver, Procurement Category Manager, on 25 May 2022

8. Crime and Disorder implications

- 8.1 Investment in the public realm will help improve how the city's streets are used and perceived and encouraging more walking and cycling ensures more people and activity and has the potential to reduce crime.

9. Social value considerations

9.1 This investment will enhance areas and uplift the quality of streets.

10. Regard to the NHS Constitution

10.1 This funding will provide opportunities for more walking and cycling with levels predicted to increase as a result of the expenditure. There are proven health benefits for mental and physical health from walking and cycling.

11. Equality Impact Assessment (EIA)

11.1 An EIA has been produced and is attached as Enc. 1, and due regard will be given to any implications identified in it.

12. Data Protection Impact Assessment (DPIA)

12.1 A DPIA is not required because there are no DPIA implications associated with accepting funding. When public consultation takes place on the schemes the requirement for a DPIA will be assessed.

13. Carbon Impact Assessment (CIA)

13.1 The funding bid required a business case to be produced. This provided a value for carbon reduction that building these facilities will provide through the substitution of car trips to walking and cycling.

14. List of background papers relied upon in writing this report

14.1 None.

15. Published documents referred to in this report

15.1 None.