

Executive Board – 21st November 2023

Subject:	Department for Transport: Safer Roads Fund – Road Safety Improvements on the A609 and the A6130
Corporate Director(s)/Director(s):	Sajeeda Rose Corporate Director for Growth and City Development
Portfolio Holder(s):	Cllr Angela Kandola Portfolio Holder for Highways, Transport and Planning
Report author and contact details:	Scott Talbot Service Manager, Road Safety and Traffic Management scott.talbot@nottinghamcity.gov.uk
Other colleagues who have provided input:	Tom Straw, Senior Accountant Capital Programmes thomas.straw@nottinghamcity.gov.uk Tony Heath, Senior Solicitor anthony.heath@nottinghamcity.gov.uk Sue Oliver, Category Manager Places sue.oliver@nottinghamcity.gov.uk Jennifer Williams, Technical Lead – Road Safety Jennifer.williams@nottinghamcity.gov.uk Sushma Fear, Assistant Project Manager, Major Projects sushma.fear@nottinghamcity.gov.uk
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 type="checkbox"/> Expenditure <input checked="" 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Type of expenditure:	<input type="checkbox"/> Revenue <input checked="" type="checkbox"/> Capital
	If Capital, provide the date considered by Capital Board
Date:	6 th September 2023
Total value of the decision:	£1.425m
Wards affected:	Berridge, Hyson Green & Arboretum, Lenton & Wollaton East and Radford
Date of consultation with Portfolio Holder(s):	31st August 2023
Relevant Council Plan Key Outcome:	
Green, Clean and Connected Communities	<input type="checkbox"/>
Keeping Nottingham Working	<input checked="" type="checkbox"/>
Carbon Neutral by 2028	<input checked="" type="checkbox"/>
Safer Nottingham	<input type="checkbox"/>
Child-Friendly Nottingham	<input checked="" type="checkbox"/>
Living Well in our Communities	<input type="checkbox"/>
Keeping Nottingham Moving	<input checked="" type="checkbox"/>
Improve the City Centre	<input type="checkbox"/>
Better Housing	<input type="checkbox"/>
Serving People Well	<input checked="" type="checkbox"/>
Summary of issues (including benefits to citizens/service users):	
<p>The City Council has secured a £1.425m grant from the Department of Transport, Safer Roads Fund, Round 3-Phase 1 to deliver two schemes. The schemes were selected by the Department for Transport based on data that identified these routes as having major road safety concerns. The Safer Roads Fund is part of a national programme aimed at improving road safety for users</p>	

and improving reliability of the road network in doing so.

The project aims to improve road safety on the A609, Ilkeston Road and Wollaton Road and the A6130, Gregory Boulevard, Radford Boulevard and Lenton Boulevard. The proposals on both A-roads aim to reduce the number and severity of road traffic collisions and resultant casualties by providing a safer environment for road users and providing safer crossing points for pedestrians. The Safer Roads Fund grant allows for an investment in highways infrastructure, while assisting to manage traffic and safe travel in the City.

The schemes proposed for the A609 and the A6130 allows Nottingham City Council to proactively drive forward road safety improvements that will benefit all road users. The project includes improving signage, road markings, cross hatchings, signalised turnings, installing central refuge points and School Safety Schemes. The proposals will reduce the risk of collisions, which in turn will reduce congestion, journey times and carbon emissions and promote walking and cycling, encouraging Active Travel.

The proposals put forward for this project aim to achieve three main objectives, firstly, to provide a safer environment for vehicles, secondly, to improve connectivity via safer crossing points for pedestrians and finally to create two School Safety Schemes.

Does this report contain any information that is exempt from publication? No.

Recommendation(s):

- 1** Approve acceptance and receipt of funding secured from the Department for Transport, Safer Roads Fund, Round 3-Phase 1 grant to implement road safety improvements on the A609 and the A6130.
- 2** Approve the road safety improvement schemes for the A609 and the A6130 project to be progressed to the design and development stage and to be implemented.
- 3** Delegate final project approval, initiation of procurement activities and appointment of the contractor/s to deliver the project to the Corporate Director for Growth and City Development in consultation with the Corporate Director for Finance and Resources.
- 4** Approve an application to be submitted for the Safer Roads Fund, Round 3-Phase 2 and to accept the grant, if successfully awarded by the Department for Transport. Executive Board approval will be sought for the project once the proposals are confirmed and have been through the early design stage.

1 Reasons for recommendations

- 1.1 The Department for Transport selected Nottingham City Council to receive £1.425m of grant funding in Round 3-Phase 1 of the Safer Roads Fund; £0.475m for the A609 and £0.950m for the A6130. The City Council were then invited to submit proposals for each scheme, which has been led by the Road Safety and Traffic Management team within the Council. Acceptance of the Grant would allow the proposals to reduce the number and severity of road traffic collisions and resultant casualties on two of the most high-risk A-roads in Nottingham for drivers, passengers and cyclists, to be progressed.
- 1.2 There was a short lead time to submit the application for the Safer Roads Fund grant. Road Safety and Traffic Management submitted proposals for the A609 and the A6130 schemes based on road safety data in line with the guidance and requirements of the funding. These proposals are subject to

feasibility and deliverability advice from Highway Services and early design works including surveys. The project proposals are subject to all necessary Traffic Regulations Orders and other statutory consultations ahead of implementation.

- 1.3 Delegating final project approval, initiation of procurement activities and appointment of the contractor/s to deliver the project to the Corporate Director for Growth and City Development, in consultation with the Corporate Director for Finance and Resources will ensure timely approvals to keep the project on track and to programme while maintaining governance.
- 1.4 The intention is for the Council to submit a full application for Round 3-Phase 2 of the Safer Roads Fund. The Grant funding would allow for further investment in Nottingham and assist to improve road safety on the highest risk roads identified by the Department of Transport.

2. **Background (including outcomes of consultation)**

- 2.1 The aim of the Department for Transport, Safer Roads Fund, Round 3-Phase 1, is to enhance the safety on some of the most high-risk roads in England for drivers, passengers and cyclists. Nottingham City Council were successful in securing a £1.425m grant of the £47.500m Fund to deliver two of their 27 schemes. The grant will assist with safety improvements on two major A-roads in the City; the A609, Ilkeston Road and Wollaton Road and the A6130, Gregory Boulevard, Radford Boulevard and Lenton Boulevard.
- 2.2 The Department for Transport used data provided by the Road Safety Foundation and the analysis was based on a road safety risk, looking at data on those killed and seriously injured alongside traffic levels. This research was used to prioritise the schemes for Round 3-Phase 1 and the Road Safety and Traffic Management team were advised by the Department for Transport that Nottingham City Council had been shortlisted for grant funding. The Department for Transport identified the A-roads and the value of the grant and invited applications to be submitted outlining the project proposals in more detail.
- 2.3 **The A609 is a main arterial route into the city centre from the Ring Road** to the west, it has two running lanes in each direction for the majority of the route, with peak time bus lanes in operation for large sections, and typical daily traffic flows peak as high as 21,000 vehicles. The surrounding area consists of the University of Nottingham Jubilee Campus, residential and student accommodation and a number of commercial outlets and services, creating plenty of destination points for pedestrians. As such, the busy road can be a barrier for people wishing to access some of these facilities.
- 2.4 Between January 2015 and October 2022, there had been a total of 125 road traffic collisions along the section of the A609 that is the subject of this scheme. Two resulted in fatalities, 22 in serious injuries and 101 in slight injuries. Seventeen of the 22 serious injuries were to pedestrians or cyclists.
- 2.5 **The A6130 is a primary local distributor road around the west and north of the city centre** with typical daily traffic flows peaking as high as 20,750 vehicles. Pedestrian footfall is very high along the majority of the route due to a high density of residential dwellings, the presence of schools, sports and leisure facilities including popular areas of green space including the Forest

Recreational Ground, local district centres such as the Mary Potter Centre with a variety of amenities and a number of retail and business parks and the Forest tram park and ride.

- 2.6 Between January 2015 and October 2022 there had been a total of 271 road traffic collisions along the A6130. Two resulted in fatalities, 24 in serious injuries and 245 in slight injuries. Thirteen of the 24 serious injuries were to pedestrians or cyclists.
- 2.7 Detailed proposals are outlined in Appendix 1, Scope of Works, a summary is provided below.
- 2.8 The project will improve and provide road safety attributes that are appropriate for the prevailing traffic speeds. This includes separation of opposing traffic by a wide median or barrier, good line-marking and intersection design, wide lanes and sealed (paved) shoulders and good provision for bicyclists and pedestrians such as footpaths, bicycle lanes and pedestrian crossings.
- 2.9 The proposals for the project are based on identified issues and a requirement for a change on the routes. They aim to reduce the number and severity of traffic collisions and decisions which have informed the project scope have been based on statistical analysis, experienced knowledge and expertise provided by the Department for Transport and the Road Safety Foundation.
- 2.10 A reduction in the number of road traffic collisions on the network will be an improvement to the local economy due to fewer incidents and the knock-on effect of the disruption this brings to other road users, local businesses and transport services.
- 2.11 Dedicated pedestrian crossings, central refuge point with footway build-outs, zebra crossings, and traffic calming measures should encourage citizens to embrace the active travel options created through the improvements and increase physical activity and boosting mental health, especially for shorter journeys and assist to encourage independence for pedestrians.
- 2.12 Better connectivity via footways and cycleways will provide safe and accessible routes to local businesses and services, include schools and a leisure centre.
- 2.13 Improvements to air quality is likely as a result of less congestion reducing the number of idling vehicles, providing a safer, cleaner community, supporting local people and businesses.
- 2.14 Completing the bus lane on the A609 will build on the public transport network and infrastructure, promoting the carbon neutral ambitions. This proposal also provides a safe route for cyclists away from the general traffic.
- 2.15 The project objectives support the outcomes to keep Nottingham Working and Moving aspirations within the Council Strategic plan, by supporting and enhancing the public transport network, reducing congestion, improving air quality and ensure safer travel on the routes and providing options for cycling and walking and contributing towards reducing carbon emissions.

- 2.16 The project aims to provide a safer environment for road vehicles, cyclists and pedestrians. The proposals assist to provide improved conditions and options for residents to improve their health and wellbeing with access to active travel.
- 2.17 The project utilises Central Government investment to enhance the safety on some of the most high-risk roads in Nottingham. The project contributes to the tradition of investment in the high quality, high frequency public transport, cycling and walking networks, while assisting to reduce carbon emissions, the majority of which comes from journeys on minor and A-roads. The project will also expand the cycle network by allowing bicycles to use the improved bus lane and priority measures. The project supports other works being completed on the routes and will continue to promote active travel options and the use of public transport and improvements to the bus infrastructure as well as highways infrastructure to improve road safety for all road users and pedestrians.

3. Other options considered in making recommendations

- 3.1 The option to vary the location of schemes was rejected as this would not comply with the award of the Safer Roads Fund grant and would invalidate the work completed by the Department of Transport to identify the most high-risk A-roads in Nottingham for drivers, passengers and cyclists and the requirement to reduce the risk on these roads and improve road safety.
- 3.2 The option to do nothing and reject the funding was rejected as this would not improve road safety on two busy, high risk A-roads in Nottingham.

4. Consideration of Risk

- 4.1 The project proposals are subject to early design works, including all surveys and assessments, along with feasibility and deliverability advice from Highway Services, so the final proposals may vary. There was limited time to submit the application to the Department for Transport therefore there was not sufficient time to commence any early design works. Following approval, early verification work will be undertaken to design and deliver the project. Consultation and community engagement will be included as part of the project design stage, allowing citizens and partners to input into the project, to feel sense of ownership, empowerment and are able to realise the long-term benefits of the project. The Department for Transport will be informed of the final project proposals following the feasibility works, consultation and detailed design phase to obtain their approval to proceed to the next stage of delivery. This will be in addition to the ongoing project monitoring with the Department for Transport.
- 4.2 The construction programme will be subject to securing road space with Highways Network Management. Discussions will commence early to ensure there are no unnecessary delays to project completion.
- 4.3 We are aware of other works taking place on the route and adjacent roads, the project team will commence conversations with the relevant project managers regarding the scope and programme of these works to ensure there is no cross over in project specification and whether there is any scope for collaboration but also to efficiently coordinate the works to ensure minimal disruption to the community and the highway network.

5. **Best Value Considerations, including consideration of Make or Buy where appropriate**
 - 5.1 The works will be procured through the Highways Services framework and will be managed by them.
 - 5.2 The scope of works will be reviewed in conjunction with colleagues delivering other road schemes adjacent to these to look for opportunities to deliver joined up schemes.
6. **Finance colleague comments (including implications and value for money/VAT)**
 - 6.1 The Round 3-Phase 1 Safer Roads Funding of £1.425m will be an addition to the General Fund Capital Programme following approval of this decision. As this scheme has been endorsed by the Capital Board.
 - 6.2 Due to current pressures on Council financial resources the project manager and project sponsor are required to ensure that these proposed projects can be delivered within the secured grant. Any overspend will have to be resourced from within current funding allocated within the Transport Programme.
 - 6.3 The project team is required to consider the future maintenance liabilities for the Council as part of the capital works being carried out and reduce costs where possible.
 - 6.4 As detailed in recommendation 4, if a Round 3-Phase 2 Safer Roads bid is submitted the anticipated grant will be added to the Planned section of the Capital Programme as part of the Capital Budget process.

Tom Straw – Senior Accountant (Capital Programmes), 24th August 2023

7. **Legal colleague comments**
 - 7.1 This reports seeks authority to accept Round 3-Phase 1 Safer Roads Funding from the DfT to implement specified road safety improvements, approve delegations for the efficient use of funds and approve a further application for Round 3-Phase 2 Safer Roads Funds in due course.
 - 7.2 The information that informs the identified use of this funding is collated by the DfT. For Round 3-Phase 1 of Safer Roads Funding, full details of the roads identified and the DfT proposals for addressing the concerns with those roads are known and the Council has confirmed the feasibility of the proposals. For Round 3-Phase 2 funding, the details of the roads identified by DfT and the DfT proposals are not yet known, hence the request to seek approval for an application at this stage with a further approval to be sought for Round 3-Phase 2 funding use once those proposals are made known to the Council by the DfT.
 - 7.3 The use of the DfT funding will need to be in accordance with any conditions or other stipulations imposed by DfT. Where necessary, those obligations will need to be cascaded to relevant suppliers of service and appropriate indemnities and warranties secured. Legal Services is happy to support, or help identify and manage external legal support, to mitigate the risks to the

Council as far as possible. As the legal support is likely to include some construction related legal advice, the Council should ensure there is budget identified to pay for external legal support and the time required to brief external legal support incorporated into the project timetables.

7.4 The use of the funding will also need to be in accordance with the Council's Constitution and any other relevant laws and regulations. Legal Services are happy to support colleagues, in particular Procurement colleagues, in managing this to mitigate the risks of a successful legal challenge.

7.5 The Council are subject to undertaking statutory consultation as prescribed by the Local Government Act 1999. The Council must ensure it complies with those statutory requirements and general public law principles in undertaking consultations.

Anthony Heath, Senior Solicitor, Contracts and Commercial, 16th August 2023

8. **Procurement colleague comments**

8.1 There are no procurement implications with recommendations set out within the report. The procurement team will support the client with the external procurement requirements to ensure that it complies with the Councils Financial Regulations, Public Contract Regulations.

Sue Oliver, Procurement Category Manager for Places, 22nd August 2023.

9. **Crime and Disorder Implications (If Applicable)**

9.1 Not applicable.

10. **Social value considerations (If Applicable)**

10.1 Social value will be considered and applied during the procurement stage.

11. **Regard to the NHS Constitution (If Applicable)**

11.1 Not applicable.

12. **Equality Impact Assessment (EIA)**

12.1 Has the equality impact of the proposals in this report been assessed?

Yes



Attached as Appendix 2, and due regard will be given to any implications identified in it.

13. **Data Protection Impact Assessment (DPIA)**

13.1 Has the data protection impact of the proposals in this report been assessed?

No



A DPIA is not required because, following correspondence with Information Compliance it has been agreed that as the current proposals do not include the use of traffic sensors/ video monitoring/ survey data, a DPIA is not necessary. If the project scope of works change to involve the collection of

personal data following the project design stage, contact will be made with Information Compliance to progress the DPIA ahead of any proposals being implemented.

14. Carbon Impact Assessment (CIA)

14.1 Has the carbon impact of the proposals in this report been assessed?

Yes



Attached as Appendix 3, and due regard will be given to any implications identified in it.

15. List of background papers relied upon in writing this report (not including published documents or confidential or exempt information)

15.1 None.

16. Published documents referred to in this report

16.1 None.