

## EXECUTIVE BOARD – 17 March 2015

<b>Subject:</b>	Cycle City Ambition Programme 2015/16 and 2016/17		
<b>Corporate Director(s)/ Director(s):</b>	David Bishop, Deputy Chief Executive/Corporate Director for Development and Growth		
<b>Portfolio Holder(s):</b>	Councillor Jane Urquhart, Portfolio Holder for Planning and Transportation		
<b>Report author and contact details:</b>	John Bann, Cycling and Roadspace Transformation Manager. Tel: 0115 8764014. Email: <a href="mailto:john.bann@nottinghamcity.gov.uk">john.bann@nottinghamcity.gov.uk</a>		
<b>Key Decision</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Subject to call-in</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Reasons:</b> <input checked="" type="checkbox"/> Expenditure <input type="checkbox"/> Income <input type="checkbox"/> Savings of £1,000,000 or more taking account of the overall impact of the decision			<input type="checkbox"/> Revenue <input checked="" type="checkbox"/> Capital
Significant impact on communities living or working in two or more wards in the City			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total value of the decision:</b> £6.1 million			
<b>Wards affected:</b> All		<b>Date of consultation with Portfolio Holder(s):</b> 21 July 2014	
<b>Relevant Council Plan Strategic Priority:</b>			
Cutting unemployment by a quarter			<input checked="" type="checkbox"/>
Cut crime and anti-social behaviour			<input type="checkbox"/>
Ensure more school leavers get a job, training or further education than any other City			<input type="checkbox"/>
Your neighbourhood as clean as the City Centre			<input type="checkbox"/>
Help keep your energy bills down			<input type="checkbox"/>
Good access to public transport			<input checked="" type="checkbox"/>
Nottingham has a good mix of housing			<input type="checkbox"/>
Nottingham is a good place to do business, invest and create jobs			<input checked="" type="checkbox"/>
Nottingham offers a wide range of leisure activities, parks and sporting events			<input checked="" type="checkbox"/>
Support early intervention activities			<input type="checkbox"/>
Deliver effective, value for money services to our citizens			<input type="checkbox"/>
<b>Summary of issues (including benefits to citizens/service users):</b>			
<p>On 7 July 2014, the Government announced a series of Growth Deals with Local Economic Partnerships (LEPs) across the country for 2015/16 and beyond with the funding to be provided through the Local Growth Fund mechanism.</p> <p>The Growth Deal for the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) LEP comprised of a range of investments totalling £174.3 million. Part of this deal was a £6.1 million investment by the LEP into Nottingham's cycle infrastructure. Investment in cycle infrastructure was recognised as a key feature in the Growth Deal because it supports economic growth, access to housing and the creation of new jobs as well improving health, social inclusion and access to work.</p> <p>The purpose of this report is to secure approval for the 2015/16 and 2016/17 Cycle City Ambition Programme. The funding has been split to allow £3 million to be spent in 2015/16 and £3.1 million in 2016/17. In securing the funding the Council has outlined a commitment to spend an additional £3,280,000 on transport investment and cycle promotion which will complement the £6.1 million. The areas where this investment is being made are listed within section 4 of this report. In order to allow the Council to deliver the schemes to the highest standards it is also proposed that the Council will look to utilise the latest cycle infrastructure design standards. This will include adopting and developing London Cycling Design Standards (once finalised) and the Sustrans Handbook for Cycle Friendly Design and other good practice from around the world into a Cycle Design Guide for Nottingham.</p>			

<b>Exempt information:</b>
None
<b>Recommendation(s):</b>
<b>1</b> To accept £6.1 million from the D2N2 Local Economic Partnership to invest in the City's cycle infrastructure. £3 million in 2015/16 and £3.1 in 2016/17, subject to receipt of the formal grant award from Derbyshire County Council who are acting as the Accountable Body for the D2N2 Local Economic Partnership.
<b>2</b> Subject to the formal grant award, to approve the expenditure to deliver the schemes and delegate authority to the Deputy Chief Executive/Corporate Director for Development and Growth and Portfolio Holder for Planning and Transportation to make variations to the programme.
<b>3</b> to approve the development of a design guide for cycling in Nottingham, using where appropriate the London Cycling Design Standards and the Sustrans Handbook for Cycle Friendly Design

## **1 REASONS FOR RECOMMENDATIONS**

- 1.1 The delivery of high quality cycle infrastructure is a key priority for the Council and this funding provides the opportunity to begin a step change in the quality and nature of provision within the City. The funding will kick start an investment at a level of at least £10 per head of population, which is the level of investment it is felt necessary (All Party Parliamentary and Walking and Cycling strategy) to bring cycle infrastructure up to standards where a greater proportion of the population will adopt it as a regular mode of travel

## **2 BACKGROUND (INCLUDING OUTCOMES OF CONSULTATION)**

- 2.1 In April 2013 the Government through the DfT provided a bidding opportunity for Local Authorities to apply for funding as part of a competitive process with limited funds.
- 2.2 Nottingham City Council made a bid entitled Nottingham's Cycle City Ambition Grant and a major scheme business case was put together to justify a grant of £6.1million from the fund. Unfortunately the bid was unsuccessful but subsequent discussions with the DfT found that the bid was both strong and sound.
- 2.3 Due to the importance the investment will have on Nottingham's highway infrastructure and the impact it will have on beginning the process of transforming the City's road network, the funding bid was resubmitted via the D2N2 LEP into the Local Growth Fund process. The bid was successful and the £6.1 million additional funds have been made available to the City Council.
- 2.4 The bid is made up of five key strands outlined below:
- 2.4.1 Two high quality cross city cycle corridors. From the north to the south and from the east to the west of the City. These corridors will be built to a high standard in-keeping with the latest design guidance. The design principles used on the corridors will be rolled out on future corridors throughout the City.
- 2.4.2 An inner core cycle route will be delivered as well as a network of cross City Centre cycle routes. These will link to the cycle corridors and enable cyclists to access where they need to get to in the City Centre.

2.4.3A package of neighbourhood improvements to ensure the roads in our communities are the sort of roads which will encourage new and inexperienced cyclists to cycle more when going about local trips and journeys.

2.4.4A package of improvements which will offer good quality and direct alternatives from using roads for both leisure and commuter cyclists. This will include the creation of cycle routes in many of our parks, a walking and cycling route alongside the River Leen and looking at how we can provide off road cycle routes between the facilities.

2.4.5The expansion of the Citycard Cycles hire scheme to benefit more places where people live and work.

2.5 Investment in cycle infrastructure is a high political priority for the City Council. All elements will be designed to an agreed standard following a set of principles which will be agreed with the Council Leader and Transport Portfolio Holder.

2.6 Prior to any construction work taking place on any of the above elements, the schemes and designs will be discussed with the Council Leader and Transport Portfolio Holder. Local Councillors will also be consulted on any proposal which affects their ward.

2.7 Nottingham City Council has been working with engineers who have been involved in the creation of both the Transport for London and Sustrans design documents. This has ensured that the Council's internal design resource considers all possible options and allows the maximum benefit for cyclists to be gained from the proposed changes to the highway. Examples of potential features are set out in Appendix A as well as the features to be included in the Nottingham Cycle Design Guide.

2.8 In addition to the design documents, the Government have released a Draft Walking and Cycling Strategy. The key elements of this are:

2.8.1 Create partnerships between Local Authorities and the Government who are willing to sign up to delivering ambitious targets for improving walking and cycling levels. It has been indicated that this will include priority access to funding.

2.8.2 Ensuring cyclists are considered from the outset of any design process.

2.8.3 Address the public's perception around the safety of cycling and highlight the health benefits.

2.8.4 Appoint an influential champion such as an elected member.

2.8.5 Work towards ensuring a £10 per head of population investment in cycling nationally by 2020/21.

2.8.6 A target of 10% of all trips by bike by 2025.

- 2.9 In order to ensure the Council's policies are aligned with Government strategy and to maximise any potential national investment in Nottingham's cycle infrastructure, the Council will engage with the Department for Transport to establish a dialogue on the best ways to promote and build infrastructure which will increase cycling and walking levels.
- 2.10 As part of the process of engagement the Council will update its Cycling Action Plan to ensure it takes account of the strategy and the latest design standards. The intention is to update the document to coincide with the current available funding in April 2015. The document will also be aligned to ensure cross departmental working with other key Council departments who are working to promote cycling, such as Sport, Leisure and Culture and the Festival of Cycling proposals.
- 2.11 From this process the Council will seek further funding to ensure the £10 per head level of investment, which is provided through the Cycle City Ambition Package, is sustained beyond the two year funding allowance currently provided.
- 2.12 Transport for London and the sustainable transport charity Sustrans are leading on national cycle infrastructure design standards. Their developing design ideas, standards and recommendations are the starting point for the Council's planners and engineers to enhance and promote priority on the highway for both cyclists and pedestrians in Nottingham. A cycling design guide for the City will be produced.

### **3 OTHER OPTIONS CONSIDERED IN MAKING RECOMMENDATIONS**

- 3.1 Not to accept the funding: This option was rejected, as there is not enough funding available within other transport budgets to support this level of investment in the City's cycle infrastructure, and it may significantly impact on the Council's ability to attract similar funding in the future.
- 3.2 Not to consider design documents: This option was rejected, as the Council is looking to provide the highest possible standards in cycle infrastructure design, which is consistent across the City.

### **4 FINANCIAL IMPLICATIONS (INCLUDING VALUE FOR MONEY/VAT)**

- 4.1 The Cycle City Ambition Programme is a grant that will be awarded to Nottingham City Council as part of The Growth Deal for the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) LEP.
- 4.2 The funding is expected to be split over two financial years, with £3.0 million of funding in 2015/16, and a further £3.1 million of funding in 2016/17.
- 4.3 Derbyshire County Council as the Accountable Body are developing a Local Assurance Framework which Nottingham City Council will have to adhere to in order to recover its cost. The framework will cover the reporting, publicity and auditing requirements etc and arrangement for grant payments. Failure to adhere to the requirements in the Framework would lead to loss of grant and an unfunded cost to the Nottingham City Council.
- 4.4 Within the current agreed budgets, the Council will not provide direct match funding towards the delivery of the five key strands of the bid (as listed in section

2), which are to be solely delivered with the £6.1 million from the LEP. In securing the £6.1 million from the LEP the Council has committed to spending £3,280,000 on transport investment and cycling promotion which will directly compliment the LEP funded investment. (The areas of investment are listed below). It is proposed that this funding is split between the two years, with £1,740,000 of funding in 2015/16, and a further £1,540,000 of funding in 2016/17.

4.5 The Council's funding for 2015/16 will come from the following complementary work:

4.5.1 Local Transport Plan (Cycle schemes and Arkwright Walk) £265,000

4.5.2 Local Sustainable Transport Fund £600,000

4.5.3 Ring Road Major (Walking and cycling elements) £875,000

4.6 The Council's funding for 2016/17 will come from the following complementary work:

4.6.1 Local Transport Plan (Cycle schemes) £540,000

4.6.2 Connecting Eastside (Walking and cycling elements) £1,000,000

4.7 In terms of delivering the works, minimising delivery risk and achieving best value the Council will deliver the programme through the following processes:

4.7.1 In-house – Highways Infrastructure Service in Communities Department;

4.7.2 Building on existing contractual arrangements and Framework Agreements (established through previous competition); and

4.7.3 Competitive tendering.

4.8 The Transport Strategy team will put procedures in place to ensure compliance to the grant conditions, and maximise the grant drawdown to cover expenditure incurred by the Council and address other reporting requirements as a result of this grant award.

## **5 RISK MANAGEMENT ISSUES (INCLUDING LEGAL IMPLICATIONS AND CRIME AND DISORDER ACT IMPLICATIONS)**

5.1 Risks to programme delivery will be tracked in accordance with the City Council's corporate risk management principles. The risk management framework requires the identification and recording of risks, an evaluation of their potential and any mitigation actions and monitoring of ongoing progress.

5.2 A risk log was prepared as part of the funding and will be updated as the programme evolves. The types of risks associated with delivery relate to legal, operational, technical, financial, and political risks, which without mitigation could result in increased costs to the programme, reductions in the quality of outputs and slippages in timelines, all impacting the overall benefits and outcomes the programme seeks to deliver.

- 5.3 These risks will be subject to on-going monitoring and mitigated through effective programme management and partnership working. The Risk Register will be presented and reviewed at Project Team meetings and key risks escalated and discussed with the LEP.
- 5.4 Some elements of the design standards in the two documents (Transport for London and Sustrans design guides) are a departure from the highway standards as laid out in The Design Manual for Roads and Bridges. Some features developed by the City Council may be more innovative than those proposed by Transport for London and Sustrans. Where a departure from highway standards is considered it will be subject to a full safety audit and if it is felt necessary that dispensation from the Department for Transport is required in order to implement the design, this process will be fulfilled.

## **6 SOCIAL VALUE CONSIDERATIONS**

- 6.1 A key element of the programmes business case was demonstrating that the schemes will deliver value for money and an economic return on the investment. The programme returned a strong benefit cost ratio but also highlighted that it provides a high level of wider benefits including a high social value. Examples of this include:
- 6.1.1 Providing sustainable and affordable travel to jobs.
- 6.1.2 Increasing the opportunities to encourage an increase in the number of people who undertake active travel. This will improve the health of citizens.
- 6.1.3 Reducing car journeys and subsequent reductions in greenhouse gases and air pollution.
- 6.1.4 Improving neighbourhoods.
- 6.1.5 Supporting family leisure activities through the work in the Parks

## **7 REGARD TO THE NHS CONSTITUTION**

- 7.1 Cycling schemes will encourage people to engage in more physical activity and take greater responsibility for their own and their family's health.

## **8 EQUALITY IMPACT ASSESSMENT (EIA)**

- 8.1 An EIA is attached at appendix B. Due regard has been given to the equality implications identified in the attached EIA.

## **9 LIST OF BACKGROUND PAPERS RELIED UPON IN WRITING THIS REPORT (NOT INCLUDING PUBLISHED DOCUMENTS OR CONFIDENTIAL OR EXEMPT INFORMATION)**

- 9.1 None.

## **10 PUBLISHED DOCUMENTS REFERRED TO IN THIS REPORT**

- 10.1 Draft London Cycle Design Guide: <https://consultations.tfl.gov.uk/cycling/draft-london-cycling-design-standards>

10.2 Sustrans Handbook for Cycle Friendly Design:

[http://www.sustrans.org.uk/sites/default/files/file\\_content\\_type/sustrans\\_handbook\\_for\\_cycle-friendly\\_design\\_11\\_04\\_14.pdfm](http://www.sustrans.org.uk/sites/default/files/file_content_type/sustrans_handbook_for_cycle-friendly_design_11_04_14.pdfm)

10.3 All Party Parliamentary Cycling Group: Get Britain Cycling:

[http://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling\\_goodwin-report.pdf](http://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling_goodwin-report.pdf)

10.4 Nottingham City Council Streetscape Design Manual:

[http://www.nottinghaminsight.org.uk/insight/search/unified\\_search.aspx?q=streetscape](http://www.nottinghaminsight.org.uk/insight/search/unified_search.aspx?q=streetscape)

10.5 Design Manual for Roads and Bridges:

<http://www.standardsforhighways.co.uk/ha/standards/dmrb/index.htm>

10.6 International Cycling Infrastructure Best Practice Study:

<https://www.tfl.gov.uk/cdn/static/cms/documents/international-cycling-infrastructure-best-practice-study.pdf>

10.7 Growth Deal funding announcement:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/327618/08\\_D2N2\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327618/08_D2N2_Growth_Deal.pdf)

10.8 Report to Executive Board - Local Sustainable Transport Fund 2015/16 Programme - 18 November 2014:

<http://committee.nottinghamcity.gov.uk/ieListDocuments.aspx?CId=177&MId=3916&Ver=4>

## **11 OTHER COLLEAGUES WHO HAVE PROVIDED INPUT**

11.1 Maria Balchin, Finance Analyst, [maria.balchin@nottinghamcity.gov.uk](mailto:maria.balchin@nottinghamcity.gov.uk)

11.2 Sarah O'Bradaigh, Senior Solicitor, [sarah.obradaigh@nottinghamcity.gov.uk](mailto:sarah.obradaigh@nottinghamcity.gov.uk)

11.3 John Watson, Procurement Category Manager – Transport, [john.watson@nottinghamcity.gov.uk](mailto:john.watson@nottinghamcity.gov.uk)

11.4 Adisa Djan, Equality and Diversity Consultant, [adisa.djan@nottinghamcity.gov.uk](mailto:adisa.djan@nottinghamcity.gov.uk)