

9 February 2022**Agenda Item: 11****REPORT OF CORPORATE DIRECTOR, PLACE****STAPLEFORD TOWN DEAL – PROPOSED HIGHWAY SCHEMES****Purpose of the Report**

1. The purpose of this report is to provide an overview of the Stapleford Town Deal and seek Committee approval in principle for a proposed:
 - a. Stapleford cycle ‘superhighway’
 - b. Town centre improvement scheme.
2. The report does not seek Committee approval for construction of either of the two schemes at this time, as Broxtowe Borough Council is still to complete the necessary feasibility, design, consultation, and value for money assessments on the proposals which will enable Committee to consider, in due course, whether the proposals should progress to construction.

Information

3. Town Deals were introduced by the Government in the Autumn of 2019, followed by additional guidance and support over 2020. The Town Deal is designed to support towns to develop a set of proposals which reflect local needs, issues and opportunities, within the parameters of the Prospectus’ stated objectives of supporting Urban Regeneration, Skills and Enterprise development and Connectivity. The Towns Fund is a government initiative to invest £3.6 billion into over 100 towns as part of the government’s plan to level up our regions. The towns listed were invited to develop proposals for a Town Deal, as part of the Towns Fund. Five towns in Nottinghamshire were included within the list, these are, Kirkby, Mansfield, Newark, Stapleford and Sutton.
4. Town Deal resources are predominantly capital and indicative allocations were referenced, suggesting bids of up to £25M per area would be welcome, noting that bids for over that amount could be made in exceptional circumstances. Submissions were to be led by the district councils, in the case of Stapleford this was Broxtowe Borough Council (BBC). BBC undertook a public consultation and engaged with NCC, stakeholders, including residents, workers, and local businesses in the development of their Town Investment Plan (TIP). The TIP comprised of six major projects which were submitted to government, and were subject to government approval, these are detailed below:

Cycle Superhighway	Improvements and additions to the town’s existing cycle infrastructure to reduce usage of cars within Stapleford and to encourage the greater use of sustainable transport.	£4,234,000
Town Centre Traffic Management Strategy	Providing a high quality, pedestrian and cycle friendly Town Centre, implement traffic calming measures within the High Street.	£2,887,000

Town Centre Enterprise Hub	Additional start-up and up-scaling space for businesses, through indoor/outdoor market space in the ground floor and first floor flexible office space.	£4351,000
Town Centre Recovery Fund	The Town Centre Recovery Fund will offer support to high street businesses in Stapleford Town Centre. The fund will be split in to two grants to support different aspects of business recovery. <ul style="list-style-type: none"> • Business Continuity Grant • Building Development Fund 	£1,000,000
Additional Learning Facility	Expansion of Learning Provision Delivered from Stapleford Library. The provision of additional learning space within the existing library to provide additional adult learning and entry level skills, digital access, information, advice and guidance and links with employment opportunities.	£1,294,000
Community Pavilion	The project aims to provide a central pavilion facility, incorporating sports and leisure facilities. Includes a newly built Young People's Centre and Community Outreach Worker.	£6,409,000

5. The two projects impacting on non-highways Nottinghamshire County Council owned assets (Stapleford Library and Stapleford Young People's Centre) were considered by Economic Development & Asset Management Committee at its 25 January 2022 meeting. This report covers the two projects included in the Stapleford TIP which impact on the County Council's highway assets, namely:
 - Cycle Superhighway (£4.234m) – looking to construct a cycle route through Stapleford which would also connect to the wider strategic cycle network
 - Town Centre Improvement Scheme (£2.887m) – The Town Centre Traffic Management Strategy within the TIP submission was a project to transform the existing flow of traffic through the town centre. However, the project wasn't feasible and therefore the project now intends to deliver a Town Centre Improvement Scheme, altering the layout of Derby Road by replacing the existing traffic calming features with new features aimed at creating a more pedestrian-friendly environment.
5. BBC have advised that the Town Deal Board may, however, reserve the right to reduce these schemes where there are difficulties with delivery or to bring any scheme within the level of funding provided. The Board is also considering setting a cap on the Town Centre Improvement Scheme of £2m and only deliver what is possible within that sum.
6. BBC commissioned GT3 Architects to produce the Stapleford Masterplan which was taken to a BBC executive board meeting in July 2020, which included potential routes for a cycle network and initial town centre improvement plans. BBC have commissioned Faithful and Gould to provide project management support for town deal, undertaking the full business case and employing sub consultants in order to deliver elements of the town deal. Currently BBC are developing the business case for the projects included in the TIP.

Cycle Superhighway

7. Nottinghamshire County Council (NCC) officers have been involved in the Town Deal since the public consultation and have been part of the working groups which have overseen the development of these schemes. For the Cycle Superhighway a working group is set up, chaired by Darren Henry MP, with local stakeholders and residents, as well as consultants

and government officers in attendance. Via East Midlands have been commissioned to undertake a feasibility review of the initial concept proposals as identified by GT3 Architects as part of the Masterplan (see Appendix 1) and provide indicative costings. As the Town Deal scheme is government funded any cycle route infrastructure should comply with the latest central government guidance from the Department for Transport (DfT). The plan was produced pre-publication of the government's latest cycle design standards, Local Transport Note 1/20: Cycle Infrastructure Design (LTN 1/20), which NCC adopted as its standards at the Communities and Place Committee on the 3 September 2020. To ensure the proposals are achievable within government guidance, BBC asked Via East Midlands to carry out a desk top study of the proposed routes against LTN 1/20 before they were developed further. The DfT are currently setting up a regulatory body to check compliance of schemes against LTN 1/20, which may give the DfT the opportunity to claw back funding for scheme elements which do not meet the standards. Therefore there is a financial risk should any section of route be constructed and not comply with standards. The report produced by Via concluded that overall results of the route evaluation against LTN 1/20 are not positive, with most of the preferred facility types not appearing possible given the existing highway constraints, road speeds, and traffic flow rates. Essentially the high specification criteria of LTN 1/20 appears to preclude most retrofit options in old towns with established narrow highway corridors. This said, there are still some further options to explore, most of which would be off-carriageway with unsegregated shared use cycle/footpath providing a majority fit. While shared use, unsegregated, off carriageway cycle footpaths seem to be least favoured by LTN 1/20, they are still identified as an option under specific circumstances. Any proposals may be subject to consideration by the Department for Transport's newly formed Active Travel England body.

8. Due to the level of funding provided in the TIP, and the increase in construction costs since Via undertook their indicative cost estimates not all the routes identified by GT3 Architects as part of the Masterplan (see Appendix 1) are deliverable. Also, as demonstrated on the plan, not all of the routes are within the Towns Deal boundary and therefore will not form part of the Town Deal. The working group has requested that 3 routes be given priority, these are illustrated on the attached plan in Appendix 2. The routes are still subject to outcomes from the work being undertaken on the business case and are subject to feasibility design to determine if these routes can be delivered and be compliant with LTN 1/20 design standards.
 - i. Pasture Road has been identified by the Cycle Superhighway working group as the highest priority. The proposed cycle route would extend from its junction of Trowell Road/Ilkeston Road for an approximate length of 985m to its junction of Church Street with Hickings Lane. This corridor is not a strategic priority for NCC as the route has not been identified as part of the draft LCWIP (Local Cycling and Walking Infrastructure Plan). A short 200m section of the route does however form part of an east-west route identified in NCC's LCWIP.
 - ii. Hickings Lane has been identified by the Cycle Superhighway working group as a priority. The proposed cycle route would extend from its junction with Ilkeston Road to its junction with Church Lane for an approximate length of 1160m. This corridor is not a strategic priority for NCC as the route has not been identified as part of the LCWIP.
 - iii. Ilkeston Road has been identified by the Cycle Superhighway working group as a priority. The proposed cycle route would extend from its junction with Pasture Road, for an approximate length of 830m to the junction Hickings Lane. This corridor is identified as a priority in NCC's draft LCWIP strategic cycle network. BBC are also looking at the potential for improving a route through Bramcote Hills Park to accommodate cyclists, this route is within park land and runs parallel to Ilkeston Road.

Town Centre Improvement Scheme

9. For the Town Centre Improvement Scheme BBC commissioned Bancroft Consulting to undertake the civil design work, and attached are two plans for the potential scheme design proposed by BBC (see Appendix 3). The proposed scheme looks to improve the current highway layout for pedestrians and cyclists by seeking a more appropriate balance of movement for all road users on the high street, Derby Road, between its junctions with Halls Road and Church Street, a distance of approximately 650m. The proposals look to do this by reducing the carriageway width, improving the geometry at existing junctions by reducing the length of crossing distances on minor arms, and reducing the number of on-street parking bays. It is proposed as part of the Town Deal to provide a car park in order to accommodate the reduction of parking on the high street. BBC are in the process of commissioning Via to undertake a technical review of the two design proposals for the Town Centre Improvement Scheme undertaken by Bancroft Consulting.
10. Despite the Town Centre Improvement Scheme undergoing a technical review (and the cycling improvements are still subject to the outcome of feasibility, design, consultation, etc.) BBC are currently preparing the full business cases (FBCs) for all projects. Broxtowe is proposing to submit its FBCs on 15 April 2022.
11. The proposed schemes will complement both existing and proposed cycle routes, including one of the schemes included within NCC's pending Active Travel Fund Tranche 3 bid – a proposal to deliver improvements along Baulk Lane in Stapleford to link Stapleford to Toton Tram stop.

Further Scheme/Programme Development, Design and Consultation

Other Options Considered

12. The options currently being considered are as set out within this report. The Cycle Superhighway routes are subject to review as part of the business case and subsequent scheme feasibility, design, consultation and statutory undertakings. The report is seeking only approval in principle at this time. Construction of the schemes, and any proposed changes to the routes, will be subject to consideration at a future committee should they be feasible. The Town Centre Improvement Scheme is still subject to technical review, and subsequent scheme feasibility, design, consultation and statutory undertakings. The final proposed layout of the scheme will be subject to consideration at a future committee as part of approval for its construction.

Reasons for Recommendations

13. The projects detailed within this report are consistent with County Council priorities, national priorities, and local transport goals and objectives. It is not possible for Committee to consider or approve any of the proposed highway works for construction at this time as BBC has not completed the necessary feasibility, design, consultation, statutory undertakings, or value for money assessments. Any schemes that require a formal Traffic Regulation Order (TRO) will require statutory consultation as part of the process.
14. However, BBC has requested that approval in principle be sought prior to the submission of their business case in April 2022, so as not to potentially jeopardise the funding which has been granted. Should Committee approve the proposals in principle the approvals will therefore be subject to the necessary feasibility, design, consultation, completion of statutory

processes associated with the implementation of any necessary TROs, and appropriate future approvals.

Statutory and Policy Implications

15. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

16. There are no financial implications resulting from this report as it is only seeking approval in principle for potential schemes that, if delivered, are to be funded wholly by Broxtowe Borough Council through its Town Deal.

Public Sector Equality Duty implications

17. The County Council will require BBC (and their appointed design/construction partners) to undertake equality impact assessments on each of the schemes as part of the scheme design. The equality impact assessments will be required as part of the design documents to be submitted to the County Council for consideration to ensure that they comply with the Public Sector Equality Duty.

Implications for Sustainability and the Environment

18. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads. It is considered that the schemes contained within this report have been developed to help address congestion, its knock-on effects on carbon emissions, air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATIONS

It is recommended that Committee approve:

- 1) the proposed Stapleford cycle 'superhighway' scheme in principle but subject to:
 - i. Broxtowe Borough Council undertaking the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, and value for money considerations (and submitting the outputs from this work to the County Council);
 - ii. On completion of the above work, a further report being presented to a future Committee to consider approval to construct any/all elements of the proposals.
- 2) the proposed town centre improvement scheme in principle but subject to:
 - i. Broxtowe Borough Council undertaking the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, and value for money considerations (and submitting the outputs from this work to the County Council);

- ii. On completion of the above work, a further report being presented to a future Committee to consider approval to construct any/all elements of the proposals.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Victoria Margeson - Principal Officer, Local Transport Plans and Programme Development, Tel: 0115 977 3176

Constitutional Comments (SJE – 11/01/2022)

19. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to the planning and management of highways and pavements, to integrated transport measures, to parking provision, and to road safety has been delegated.

Financial Comments (SES 05/01/2022)

20. There are no specific financial implications arising directly from this report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Active Travel Fund Tranche 3 – 1 September 2021 Transport and Environment Committee report
- Cycling in Nottinghamshire – 3 September 2020 Communities and Place Committee report
- D2N2 Local Cycling & Walking Infrastructure Plan – 3 September 2020 Communities and Place Committee report
- Local Transport Note 1/20: Cycling Infrastructure Design
- 'Stapleford Town Deal' 25 January 2022 Economic Development & Asset Management Committee report.

Electoral Division(s) and Member(s) Affected

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| • Stapleford and Broxtowe Central | John Doddy and Maggie McGrath |
| • Bramcote and Beeston North | Steve Carr |