

13 October 2021

Agenda Item:7

**REPORT OF CORPORATE DIRECTOR, PLACE****ACTIVE TRAVEL FUND – TRANCHE 2 INFRASTRUCTURE PROGRAMME****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the final Active Travel Fund Tranche 2 infrastructure programme which has been determined based on the outcome of consultation and design work, as well the level of funding available for its delivery.
2. It should be noted that the programme set out in this report (including its potential delivery) may be affected by future measures which are considered necessary to safeguard the public and employees against infection of COVID-19. This programme could therefore be subject to change and will be reviewed in line with future changes to government and/or County Council guidance on safeguarding practices.

**Information**

3. In May 2020 government announced a £250m Active Travel Fund (ATF) to deliver interventions to encourage more walking and cycling; and embed walking and cycling as part of long-term commuting habits to secure the associated health, air quality and congestion benefits. To date the Department for Transport (DfT) has allocated £2.441m towards the Council's ATF Tranche 1 and 2 proposals (£0.263m and £2.178m respectively). The County Council's ATF Tranche 2 bid also included a contribution towards the proposals from its integrated transport block (up to 20% of the award which equates to up to £0.44m).
4. The Council's Tranche 2 bid proposals totalled over £3m which exceeded the Council's funding allocation and therefore it isn't possible to deliver all the schemes included within the original Bid with the funding available (or to replace any of the Bid proposals with alternative schemes). The total funding available for the Tranche 2 infrastructure programme (including Tranche 1 carry over) is shown in the table below.

<b>Funding source</b>	<b>Amount</b>
DfT ATF capital allocation	£1.743m
DfT ATF revenue allocations	£0.525m
NCC contribution (from its integrated transport block allocation)	£0.440m
<b>Total</b>	<b>£2.708m</b>

5. Further refinement of the infrastructure proposals included in the Bid has therefore been undertaken to determine a programme that fits the above funding. The first stage of this process was to undertake further feasibility work on each of the schemes included in the Bid proposals with the second phase of refinement made following completion of the planned

consultation. Public and stakeholder consultation was undertaken to demonstrate both general support for proposals and on the detailed design of each scheme included in the final delivery programme. The consultation was used to help determine the programme taken forward for detailed design and delivery; and to inform the design of each of the schemes subsequently included in the ATF Tranche 2 delivery programme.

6. After Committee approval of this approach at its 7 January 2021 meeting, the first round of consultation on five potential infrastructure schemes was undertaken during February and March 2021. Following consideration of the outcome of the first round of consultation, at its 15 June 2021 meeting, Transport & Environment Committee determined the next steps for each of the schemes still under consideration in order to inform which of the schemes should progress to construction. This work, which involved further feasibility/design work and consultation on five schemes, has now been completed and the outcomes from this work is detailed below:

- **A6191 Chesterfield Road South, Mansfield** segregated cycleway. Detailed design work has determined that the scheme cannot be delivered within the total budget available due to expected extensive works required to move utilities. Whilst the estimated cost of the scheme means it will not be delivered as part of the ATF Tranche 2 infrastructure programme, design work will be completed to enable the Council to determine if the scheme offers value for money should sufficient funding become available for its delivery in the future.
- **Beeston cycling improvements:** Estimated cost: up to £90,000. This project comprises two elements: a point closure on Dovecote Lane and a cycle parking hub to improve integration with passenger transport:
  - **Dovecote Lane, Beeston** point closure (£45,000) – The location and potential impacts of the proposals are being reviewed following concerns raised during the first round of consultation. It is proposed that an update report is brought to a future Committee once this work has been finalised.
  - **Beeston passenger transport interchange cycle parking hub** (£45,000) – Whilst funding has been secured for the delivery of the cycle parking hub, the proposed cycle hub requires an ongoing revenue budget to support its running costs and maintenance. Conversations are underway to identify a revenue funding source to pay for these costs in future years; and it is proposed that the cycle parking hub will be implemented should a suitable funding source be identified and secured.
- **High Pavement, Sutton in Ashfield** cycleway/footway: Estimated cost: £535,000. It is considered that the scheme shown in the attached Appendix 1 could be taken forward for construction. There were, however, very few responses to the two rounds of consultation undertaken on the proposed scheme (9 responses received during the first round and 38 responses received during the second round of consultation). Of the limited numbers of people that responded, 44% of respondents (4) in the first round and 53% of respondents (20) did not support the scheme.
- **Randall Way, Retford** segregated cycleway/footway: Estimated cost: up to £843,000. Design work has identified issues concerning land ownership and the extents of the highway boundary that impact on the proposed scheme that Via EM Ltd developed and consulted on. Officers are therefore investigating if an alternative scheme can be delivered within the highway boundary. Should such a scheme be identified and be deliverable within the funding constraints this will progress to construction. Discussions with the affected landowners are underway so that if this is not possible, agreements can be sought

so that the scheme is developed so that it can be considered for inclusion as part of a future funding bid.

- **Regatta Way, West Bridgford** segregated cycleway/footway: Estimated cost £1.24m. Whilst design work has identified several issues along the proposed route that have increased scheme costs, it is considered that the scheme shown in the attached Appendix 2 is taken forward for construction. During the two rounds of consultation this scheme received strong public support (only 7% of the 83 respondents in the first round and only 12% of the respondents in the second round of consultation opposed the scheme).

7. The total value of the proposed programme is as follows:

<b>Scheme</b>	<b>Estimated cost</b>
Beeston cycling improvements	Up to £0.090m
Randall Way, Retford	Up to £0.843m
High Pavement, Sutton in Ashfield	£0.535m
Regatta Way, West Bridgford	£1.240m
<b>Total</b>	<b>£2.708m</b>

8. The proposed package of measures includes only those schemes that were considered to fully meet the requirements set out in this tranche of ATF. A further tranche has subsequently been announced, and the county council has submitted a bid for funding to construct or improve cycle facilities at
- B6021 Kirkby Folly Road, Sutton in Ashfield
  - Baulk Lane, Stapleford
  - River Trent Path, West Bridgford.

In addition, the county council also submitted a bid for a countywide cycle parking infrastructure programme.

Two further schemes were also included in the bid as reserves, should government be able to allocate additional funding. These are located at A611 Derby Road, Mansfield and A612 Colwick Loop Road, Netherfield. This was reported to Committee on 1<sup>st</sup> September 2021.

9. A key requirement for securing funding is that proposed schemes are included within the county council's Local Cycling and Walking Infrastructure Plan (LCWIP). The Plan is divided into three separate geographical areas, each with their own bespoke strategies and priorities, to ensure that each area of the county is given equal weight and priority for delivery.

## **Further scheme/programme development, design and consultation**

### **Other Options Considered**

10. The options currently being considered are set out within this report. Details of the options previously considered and reported on are detailed within the 7 January 2021 Communities & Place Committee and 15 June 2021 Transport & Environment Committee papers.

### **Reason/s for Recommendation/s**

11. The programme detailed within this report have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives. The

measures detailed in the report have been developed to reflect a balance of delivery of the County Council's strategic and transport objectives, member, public and stakeholder requests and priorities, evidence of need (including technical analysis), and value for money.

## **Statutory and Policy Implications**

12. 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**

13. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 25 February 2021 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids.

## **Public Sector Equality Duty implications**

14. The programme detailed within this report complies with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.

15. Equality impact assessments of each of the individual elements of the ATF Tranche 2 infrastructure programme have also been undertaken by project managers as part of the scheme development to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

## **Implications for Sustainability and the Environment**

16. 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. The ATF Tranche 2 infrastructure programme contained within this report has been developed to help address congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

## **RECOMMENDATION/S**

It is recommended that Committee approves the following schemes as set out in this report and its appendices:

- 1) the funding of the cycle parking hub in Beeston, should funding for its ongoing maintenance and running costs be secured
- 2) the delivery of the Regatta Way, West Bridgford cycle/footway improvements
- 3) the delivery of the High Pavement, Sutton in Ashfield cycle/footway improvements

- 4) the delivery of the Randall Way, Retford cycle/footway improvements, should a scheme be identified and be deliverable within the funding constraints.

**Adrian Smith**  
**Corporate Director, Place**

**For any enquiries about this report please contact:**

Sean Parks – Team Manager, Local Transport Plans & Programme Development

### **Constitutional Comments (SJE 04/10/2021)**

17. 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, management and maintenance of highways and pavements, of traffic management, of integrated transport measures, and of road safety, has been delegated.

### **Financial Comments (RWK 04/10/2021)**

18. There are no additional financial implications arising from the report. The revenue and capital costs detailed in the report are included in current revenue budget and capital programme allocations.

### **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.

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- D2N2 Local Cycling and Walking Infrastructure Plan – 3 September 2020 Communities & Place Committee report
- Annual Budget 2021/22 – 25 February 2021 County Council meeting
- Provisional Highways Capital & Revenue Programmes 2021/22 – 7 January 2021 Communities & Place Committee report
- Highways Capital & Revenue Programmes 2021/22 – 15 June 2021 Transport & Environment Committee report

### **Electoral Division(s) and Member(s) Affected**

- |                             |                               |
|-----------------------------|-------------------------------|
| • Sutton Central & East     | Sam Deakin                    |
| • Ashfields                 | Jason Zadrozny                |
| • Retford West              | Mike Quigley                  |
| • Beeston Central & Rylands | Kate Foale                    |
| • Mansfield West            | Sinead Anderson, Paul Henshaw |
| • Mansfield North           | Ben Bradley, Anne Callaghan   |
| • Radcliffe on Trent        | Roger Upton                   |