

**1 September 2021****Agenda Item:8****REPORT OF CORPORATE DIRECTOR, PLACE****ACTIVE TRAVEL FUND TRANCHE 3****Purpose of the Report**

1. The purpose of this report is to:
  - a. update Committee on the submission of the County Council's Active Travel Fund (ATF) Tranche 3 bid; and to seek Committee approval for delivery of the proposed programme should the Department for Transport (DfT) allocate funding for its delivery;
  - b. update Committee on the submission of the County Council's Expression of Interest in undertaking feasibility and development work on a potential Mini-Holland scheme in Stapleford; and to seek Committee approval for delivery of the proposed programme should the DfT allocate funding for its delivery;
  - c. seek Committee approval on the next stages of the development of the D2N2 Local Cycling & Walking Infrastructure Plan (LCWIP).

**Information**

2. In May 2020 government announced a £250m Active Travel Fund (ATF) available during 2020/21 to deliver interventions to encourage more walking and cycling and embed them as part of long-term commuting habits to secure the associated health, air quality and congestion benefits. Two tranches of the ATF have been released by the DfT to date, including £0.263m towards County Council's Tranche 1 proposals; and £2.178m towards our Tranche 2 proposals being developed for delivery during 2021/22 (as detailed within the 'Highways Capital & Revenue Programmes 2021/22' report considered and approved by Committee at its the 10 June 2021 meeting).
3. On 14 June 2021 DfT invited local authorities (LAs) to bid for capital funding from the third tranche of the Active travel Fund and to submit an expression of interest in the Government's 'Mini-Holland' programme. The deadline for submission of the Active Travel Fund bid and the Mini-Holland expression of interest was 9 August 2021.
4. DfT has stated that it would like all highway authorities (HAs) to develop a Local Cycling & Walking Infrastructure Plan (LCWIP) setting out its future strategic cycling networks, as well as priorities for future cycling and walking infrastructure investment. The DfT required a technical assessment of each of the proposed cycle routes included within the LCWIP to identify those that have the greatest propensity to convert short car journeys to cycling/walking if infrastructure was built at that location, which in turn should form the future cycling infrastructure priorities. Future funding available to HAs (including the ATF) will also be prioritised on the infrastructure priorities identified within the LCWIPs.

**Active Travel Fund**

5. The DfT has not provided LAs with indicative funding allocations for the funding to be made available in 2021/22 but has stated that “*the total amount of funding being made available is £239 million, and eligible local authorities may therefore receive broadly similar levels of funding to 2020/21*”. DfT has also advised that only those schemes that meet the Bid criteria will be eligible for funding, i.e. those that:
- have been identified through the LCWIP and form part of the Council’s LCWIP priority cycling network (the Council’s LCWIP provisional priorities were determined at 3 September 2020 Communities & Place Committee);
  - deliver carbon, air quality and congestion benefits;
  - tackle areas with poor health outcomes and with high levels of deprivation;
  - meet Local Transport Note (LTN) 1/20 cycling infrastructure design standards;
  - are deliverable before the end of March 2023;
  - demonstrate they offer value for money.
6. As part of the Bid conditions the Council also had to commit to consultation on all the bid proposals (as it has done on the previous tranches of the ATF); and to ensuring that sufficient time is given to the scheme’s bedding in period, to help enable the scheme benefits to be realised before any changes are made to them. The Leader of the Council provided a letter of commitment to this effect which accompanied the submitted Bid.
7. The ATF Tranche 3 proposals included in the Bid are those schemes that have been prioritised based on the schemes that:
- help deliver the Council’s LCWIP priorities;
  - have been assessed as having the greatest potential to increase cycling levels if infrastructure is provided at the location; and deliver the above carbon, air quality, congestion, and health benefits (using the LCWIP technical analysis tool);
  - are able to be delivered to LTN 1/20 design standards before the end of March 2023;
  - offer ‘high’ or ‘very high’ value for money based DfT’s assessment methodology; and add value to other proposed infrastructure programmes;
  - are able to form a deliverable programme within the approximate likely funding allocation (based on the Council’s £2.44m 2021/22 ATF allocation plus a proposed £0.55m contribution from the integrated transport block).
8. Based on the above the following Active Travel Fund programme is proposed for delivery during 2022/23 and was been submitted as part of the Bid (in their delivery priority order).

Priority	Scheme	District	Benefit Cost Ratio (DfT category)	Cost (£m)	Cumulative cost (£m)
1	B6021 Kirkby Folly Road, Sutton in Ashfield (Links to Sutton Parkway)	Ashfield	3.13 (High)	£1.79	£1.79
2	Baulk Lane, Stapleford (Stapleford to Toton Tram Station Link - HS2 Connection)	Broxtowe	4.52 (Very high)	£0.67	£2.46
3	Cycle Parking Infrastructure Programme (countywide)	Various (TBD)	NA	£0.21	£2.67
4	River Trent Path, West Bridgford (Lady Bay Bridge to Holme Pierrepont)	Rushcliffe	4.02 (Very high)	£0.60	<b>£3.27</b>

9. The two schemes below were also detailed in the Bid as reserve schemes, should the DfT make additional ATF funding available to the County Council.

Priority	Scheme	District	Benefit Cost Ratio (DfT category)	Cost (£m)	Cumulative cost (£m)
5	A611 Derby Road, Mansfield (West Notts College)	Mansfield	2.78 (High)	£1.40	£4.67
6	A612 Colwick Loop Road, Netherfield (Section Private Road #1 to A6211)	Gedling	4.88 (Very high)	£1.80	£6.47

10. Even should the funding be made available the schemes are still subject to the necessary consultation, detailed design, and Committee approvals.

### Mini-Holland Programme

11. Government's Mini-Holland programme involves intensive, transformational spending on local roads and streetscapes to make them, over time, as cycle and pedestrian-friendly as their Dutch equivalents. This includes installation of high-quality segregated cycle lanes on main roads, low-traffic neighbourhoods, and high streets, and greater roadspace allocation for people walking.

12. Government has previously funded three Mini-Holland schemes in London which resulted in dramatic shifts to people walking and cycling – with walking increasing by 13% and cycling increasing by 18% in the first year after construction. It is also reported that congestion did not increase in the longer term because the changes allowed many people who had previously driven very short journeys to walk or cycle instead.

13. Following the success of the London schemes, Government is looking to develop a shortlist of around 12 non-London local authority areas to benefit from intensive investment in mini-Holland schemes on the same model; and has therefore invited local authorities to submit an expression of interest in developing a Mini-Holland within their area. The main focus of such schemes must be on replacing short car trips and the DfT has also indicated that the locations likely to be shortlisted are locations:

- where there is serious political commitment to dramatic change – not just for cyclists but for everyone who lives and works there;
- where there are currently low levels of cycling;
- which are integrated into wider cycling and walking network plans (prioritised through the LCWIP development process);
- they focus on a specific area, not a whole town;
- with links to other levelling-up and regeneration programmes.

14. Technical analysis was therefore undertaken at ward and lower super output area to identify areas that met the above criteria and had the greatest propensity to increase the numbers of people cycling and walking. Given the number of market towns, as well as district, village and local centres in the county, many locations in Nottinghamshire would benefit from a Mini-Holland scheme and deliver the proposed objectives of the scheme. Further sifting of potential locations was therefore undertaken to identify those where the introduction of a Mini-Holland scheme would maximise, and add value, to other regeneration investment programmes currently in development (e.g. Levelling Up Fund, Town Deals, etc.); as well as other significant growth and infrastructure projects (e.g. significant employment/housing development, major transport schemes, and cycling and walking infrastructure programmes).

15. The above work has identified areas of Stapleford as a priority location for a Mini-Holland scheme. Our LCWIP development work has identified that infrastructure in this area would have a significant propensity to increase cycling and walking trips; and several priority routes have already been identified to improve the town's connectivity (including links to nearby planned employment/housing growth, as well as the HS2 major transport project). A Mini-Holland in Stapleford would therefore integrate with the Council's strategic cycle network priorities (and our Active Travel Fund Tranche 3 bid proposals includes one of these schemes). There are also already committed investment plans for dramatic change for everyone who lives and works in Stapleford; and Government has prioritised and allocated funding for Stapleford as part of its Town Deal programme, to help regenerate the town and improve its connectivity, skills and enterprise infrastructure. The proposed Mini-Holland scheme will therefore also integrate with, maximise, and add value to the projects included in the Stapleford Investment Plan, especially those that help improve connectivity (including its proposed 'Cycle Superhighway').
16. The specifics of what would be delivered as part of a Mini-Holland scheme would be determined through consultation with the selected targeted area. This is because it is considered that to deliver the most effective Mini-Holland scheme and get the greatest results from it, what is delivered as part of the scheme should be driven by the local communities – the people who live, work and use the local shops and facilities within them; and the local businesses and services operating within them. This would involve all road user types (and protected groups) to make sure that the needs of, and benefits for, all users are considered in its development. Our Mini-Holland proposal therefore includes:
17. Should Nottinghamshire be shortlisted it will receive development funding from to work up their ideas into a compliant business case. If shortlisted the County Council therefore proposes to use the funding to undertake:
- further data collection and analysis to identify the local issues/trends to help local communities when considering potential options;
  - extensive consultation with the targeted local community to identify existing barriers to them making short car journeys on foot or by bike, as well as potential solutions to these barriers;
  - Feasibility and scheme design (including modelling traffic impacts to allay fears that proposals will negatively impact congestion, etc.);
  - Business case development.

## **Future Cycling Scheme Development**

### **Local Cycling & Walking Infrastructure Plan**

18. Following DfT's recommendation to develop a LCWIP, the Council developed a D2N2 area wide LCWIP in partnership with the other D2N2 HAs to help ensure cross-boundary links and consistency of infrastructure delivery across the whole area. Communities & Place Committee subsequently provisionally approved the D2N2 LCWIP and its short-term infrastructure priorities at its 3 September 2020 meeting. This report noted that further technical assessment work was underway to help identify the Nottinghamshire cycling infrastructure priorities and this work is now nearing completion.
19. The four D2N2 HAs are also required to undertake public consultation on the LCWIP document and its infrastructure priorities. Three stakeholder consultation events were held at key stages of the D2N2 LCWIP development to add stakeholder (district councils, cycling groups, etc.) local knowledge, advice, and scrutiny. As part of its DfT Capability Fund

allocation, the Council has secured £10,000 to undertake this consultation and the four D2N2 HAs now plan to undertake wider public consultation on the document and its priorities before the end of the calendar year.

20. This will give all County Council members, communities, and stakeholders to comment on the proposed networks and make additional suggestions to the proposed D2N2 strategic cycling network. It should also be noted that the LCWIP is a 'live' document and will be reviewed regularly. Any scheme/route suggestions can therefore be assessed and included in the network if they are evaluated as a priority.
21. It is proposed that, following the above consultation, a report will be brought to a future Committee meeting to enable it to determine the Council's future short, medium, and long-term cycling infrastructure priorities.

### **Future Scheme Design**

22. As part of its DfT Capability Fund allocation, the Council has secured £50,000 for the design of short/medium-term priority LCWIP routes. It is hoped that this will enable the Council to develop a portfolio of feasible/deliverable schemes ready for construction should funding become available.

### **Further Scheme/Programme Development, Design and Consultation**

23. Each of the schemes detailed in this report is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design, and value for money considerations. This will involve consultation and/or pro-active information provision on the majority of schemes.
24. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system). Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses on schemes that fall wholly within the highway boundary. The proposed schemes in the ATF programme included in this report will require more pro-active communications with local residents (to be set out in the consultation plan that will be required as part of their delivery).
25. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.

### **Other Options Considered**

Other options considered are set out within this report. The schemes included in the programme are those identified as best meeting the funding criteria using the Council's LCWIP technical assessment tool.

### **Reasons for Recommendations**

26. The capital programmes detailed within this report have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and

objectives. The programme/schemes detailed in the report have been developed to meet the funding criteria as set out in paragraphs 5, 7 and 13 of the report.

## **Statutory and Policy Implications**

27. 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**

28. 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; and County Council contributions will be subject to future Council and Committee approval. The Council's section 151 officer confirmed that the schemes within it offer value for money.

## **Public Sector Equality Duty implications**

29. All programmes detailed within this report comply 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.

30. Should funding be secured for their delivery, equality impact assessments of each of the schemes to be delivered will be undertaken by project managers as part of the scheme design 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**

31. 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 (there are currently two air quality management areas on County Council managed roads). The programmes and measures contained within this report have therefore been developed to 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.

## **RECOMMENDATIONS**

It is recommended that, subject to the provisions set out in paragraphs 23 and 28, Committee:

- 1) approve the proposed Active Travel Fund Tranche 3 bid and its delivery should the DfT allocate funding for its delivery
- 2) approve the proposed Expression of Interest in undertaking feasibility and development work on a potential Mini-Holland scheme in Stapleford; and the undertaking of this work should the DfT allocate funding for its delivery

- 3) approve the next stages of the development of the D2N2 Local Cycling & Walking Infrastructure Plan as set out in paragraphs 18-22.

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

**For any enquiries about this report please contact:** Sean Parks – Local Transport Plans & Programme Development Team Manager, Tel: 0115 9774251

### **Constitutional Comments (EKH 18/08/2021)**

32. The report falls within the remit of the Transport and Environment Committee under its terms of reference. If the bid for Tranche 3 funding is successful then a further report may need to be taken to Committee in accordance with the Constitution to approve any capital or revenue expenditure met by the external funding.

### **Financial Comments (GB 18/08/2021)**

33. The Active Travel Fund capital grant already awarded to the Council is approved within the Transport and Environment's capital programme. Should the Council be successful in securing further capital grant, a request to vary the capital programme to incorporate the new grant will be required through the usual capital approval processes.

### **Financial Comments (SES 18/08/2021)**

34. As part of its DfT Capability Fund allocation, the Council has secured £10,000 to undertake the consultations and the four D2N2 HAs now plan to undertake wider public consultation on the document and its priorities before the end of the calendar year.

### **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
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Place Departmental Strategy – January 2018
- Cycling in Nottinghamshire – 3 September 2020 Communities & Place Committee report
- D2N2 Local Cycling & Walking Infrastructure Plan – 3 September 2020 Communities & Place Committee report
- Transforming Cities Fund Scheme update and funding agreements – 10 February 2021 Policy Committee report
- Annual Budget 2021/22 – 25 February 2021 County Council meeting
- The UK Community Renewal and Levelling Up Funds – 21 April 2021 Policy Committee report
- Highways Capital & Revenue Programmes 2021/22 – 10 June 2021 Transport & Environment Committee report.

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

- All