

3 April 2023

Agenda Item:

REPORT OF SERVICE DIRECTOR COMMUNITIES & PLACE

ACTIVE TRAVEL FUND – A611 DERBY ROAD, MANSFIELD CYCLING IMPROVEMENTS

Purpose of the Report

1. The purpose of this report is to recommend to the Cabinet Member (Transport & Environment) the proposed A611 Derby Road, Mansfield cycle scheme to be delivered during 2023/24.
2. This is a Key Decision because it will result in expenditure of £1 million or over and it will have significant effects on two or more electoral divisions. The key decision was published on 22nd December 2022.

Information

3. The proposed A611 Derby Road cycling improvements form part of the planned strategic cycling network identified through the development of the D2N2 Local Cycling & Walking Infrastructure Plan (LCWIP). Government has made funding available to highway authorities, through its Active Travel Fund, for the delivery of active travel infrastructure improvements along routes identified as priorities within its LCWIP. The proposed A611 Derby Road cycling improvements is one of three schemes for which the County Council has secured funding as part of its Active Travel Fund (Tranche 3) programme. The Department for Transport (DfT) has allocated £4.63m from its Active Travel Fund towards the delivery of the three schemes; and at its 1st September 2021 meeting, Transport & Environment Committee approved the allocation of £0.55m match-funding from its integrated transport block funding towards the delivery of the Active Travel Fund (Tranche 3) proposals. The DfT grant award requires the Active Travel Fund Tranche 3 funding to be committed by the end of the 2022/23 financial year, with schemes to be constructed by no later than 2023/24.
4. At their 26th September 2022 meeting, as part of the '2022/23 Highways Capital & Revenue Programmes' report, the Cabinet Member (Transport & Environment) approved:
 - a contribution from the integrated transport block allocation towards the delivery of the A611 Derby Road, Mansfield cycle scheme, and
 - the development of the three Active Travel Fund (Tranche 3) schemes "*subject to the necessary Cabinet Member approvals prior to their construction, following the aforementioned development work*".

5. Development work on the A611 Derby Road scheme (including design, consultation, and Active Travel England approval for the proposals) has now been undertaken and the purpose of this report is therefore to seek approval for the proposals detailed in this report to proceed to construction.
6. The proposed A611 Derby Road, Mansfield cycling scheme extends between Cauldwell Road and the A60 Nottingham Road, a length of approximately 590m (including the two junctions either end). A plan of the proposed improvements is attached as Appendix A. The cycle route will run adjacent to the College campus and provides a link to connect existing walking and cycling infrastructure in the area. The proposed scheme is estimated to cost £2m and will include the following improvements:
 - New fully segregated cycling facilities on both sides of Derby Road
 - A new 'parallel' crossing on Derby Road at its junction with the A60 Nottingham Road to help segregate pedestrians and cyclists on the crossing
 - Upgrades to the existing crossings (to toucan crossings) on the A60 Nottingham Road north and south arms at its junction with Derby Road
 - A new toucan crossing on Derby Road to enable cyclists to cross Derby Road near the college access
 - New sections of footway adjacent to existing parking bays and improvements to the existing footway on Derby Road
 - Traffic signal upgrades to provide new toucan crossings on Derby Road (north of its junction with Cauldwell Road), and on Cauldwell Road (west of its junction with Derby Road) to link the proposed cycle facility with the existing shared use facility on Derby Road south of the junction.
 - The planting of new trees to replace trees which warrant removal, plus one decent tree which needs to be removed to facilitate the scheme (as detailed below).
7. Following the preliminary design, a tree inspection survey was undertaken along Derby Road, as four trees were identified as being impacted by the design proposals. The survey identified that three of these trees warrant removal due to their condition and/or encroachment on the highway, with one decent tree requiring removal to facilitate the proposed cycle scheme. The tree is located on the north side of Derby Road, opposite Vision West Nottinghamshire College. To replace all of these trees it is proposed to plant nine new trees. The scheme design plan (see Appendix A) shows indicative locations of where the trees are to be planted. Some of the new trees are to be species which are good for absorbing particulate matter, or trees which have a lower mature height if streetlighting projections are an issue.
8. It is proposed to remove a parking bay located on the north side of Derby Road, to the south of Mansfield Crematorium access (the equivalent of six parking spaces) in order to retain three trees of decent/good condition. Along Derby Road, two longer length parking bays are being retained, one on each side, which combined can accommodate a total of 43 vehicles. A parking survey showed the maximum level of demand for parking along Derby Road was for 39 vehicles, therefore there is a sufficient level of parking being maintained to meet current demand.
9. The proposed scheme includes the provision of a parallel crossing on the A611 Derby Road arm of the junction of A611 Derby Road with A60 Nottingham Road. This has been proposed and designed in compliance with the adopted design standards; Local Transport Note (LTN) 1/20 Cycle Infrastructure Design. Via has reviewed the impact of the proposed cycle scheme

on the operation of this junction. Introducing the parallel cycle crossing alongside the pedestrian crossing has a very low impact on the performance on the junction.

10. A targeted behaviour change support package, subject to securing funding, will aim to be delivered following completion of the proposed cycle scheme. This will include engagement with students and staff at Vision West Nottinghamshire College as well as residents and local community groups close to the proposed cycle facility. The details of this will be determined post construction.

Consultation

11. Following the initial feasibility design, consultation was undertaken with local County Council members, Councillor Andre Camilleri and Councillor Sam Deakin. Their suggestions were incorporated into the design, which was then presented for public and stakeholder consultation.
12. The scheme underwent consultation in accordance with the Active Travel Fund Tranche 3 consultation plan which is published on the County Council's website. Consultees included local members, communities, businesses, and local representatives and groups in accordance with the guidance on how to undertake consultation provided by the DfT. Following consultation with the affected local county council members, public consultation was undertaken on the proposals between 10 and 24 November 2022, the scheme consultation was advertised through the following:
- Postcards delivered to 500 properties in the vicinity of the proposed scheme and approximately 300 handed out at Vision West Notts College
 - 25 site notices erected in the local area
 - 23 letters to affected households and 1 to the college
 - 25 letters to stakeholders, 50 stakeholders contact via e-mail
 - Half a day consultation event at Vision West Nottinghamshire College (college promoted event internally to staff and students)
 - Press release/social media posts.
13. People were directed to an online consultation questionnaire which also provided the opportunity for the wider public to be able to respond. For those who did not have access to the online questionnaire, people were also provided with the opportunity to respond by post or telephone.
14. A summary of the consultation responses is below:
- The consultation received 42 responses, of which:
 - 60% (25) of the respondents were either in support or neutral to the proposals (36% [15] and 24% [10] of respondents respectively)
 - 40% (17) respondents did not support the proposals
 - Five of the 42 responses were received from residents of properties located on Derby Road where the cycle route is proposed. Of these responses:
 - 80% (4) were either in support (1) or neutral (3) towards the proposals
 - 20% (1) objected to the proposals.
15. Any concerns about the design raised by residents along the route will be considered as part of the final detailed design process.

16. The most common reasons expressed by respondents who did not support the scheme were that it did not represent value for money, and/or the funding should instead be used to maintain existing highway infrastructure. A cost/benefit analysis using the DfT's methodology was undertaken as part of the funding bid which produced a positive BCR of 2.78, which met the thresholds required. Further details can be found in the 1 September 2021 Active Travel Fund Tranche 3 report. The Active Travel Funding allocated by DfT is specifically ring-fenced for the delivery of walking and cycling improvement schemes which have been identified to deliver government's aim to encourage more people to walk and cycle for short trips and commuting. The Active Travel Fund is therefore not available to be used to maintain existing highway infrastructure in the wider area.
17. Concern was also expressed that the proposals did not link to any existing cycling facilities. The proposals have been designed to specifically link to existing shared-use cycle paths on both the A60 (providing access to Mansfield town centre to the north) and to the shared use facility on the western section of Derby Road (linking to Kirkby in Ashfield).
18. Of the five responses received from stakeholders and statutory consultees, a representative of West Nottinghamshire College expressed support for the scheme. Nottinghamshire Police stated that they had no objection to the scheme. A representative of Mansfield Crematorium raised a number of questions and comments but made no objection to the scheme. No responses were received from either students at Vision West Notts College (despite a consultation event held at the college to promote it) or from local businesses.
19. Following completion of the consultation, a meeting was held on 14 December 2022 with Active Travel England (ATE), proposed scheme designs were discussed and agreed.
20. The proposals are still subject to final scheme design and necessary safety audits. Changes to traffic regulation orders maybe required, if confirmed as part of the final scheme design, formal consultation will be undertaken, and necessary approvals sought in line with current statutory consultation processes. Formal public notification will be required to implement the proposed new toucan crossing on Derby Road. Householders living adjacent to the proposed cycle route improvements will also be notified of the final proposals (once completed) prior to their construction.
21. A cycle and pedestrian count was undertaken on Derby Road to the north-east of Mansfield Crematorium access, across four days (three weekdays and a Saturday) in April 2022. The average weekday number of cyclists observed was 35 cyclists (total two-way flow including on-road and off-road) and 78 pedestrians. Using the DfT's Active Travel Fund 4 Uplifts Tool and Cost Benchmarks Calculator, the tool estimates that the potential number of trips per weekday with the proposed intervention is likely to increase to 73 cyclists and 168 pedestrians.

Link to Nottinghamshire Plan/Annual Delivery Plan

22. Should the proposed scheme be approved, it will help deliver the following Nottinghamshire Plan ambitions/delivery plan priorities:
 - *'Helping our people live healthier and more independent lives'* ambition, and specifically the actions to:
 - *'Use our influence to create healthy and sustainable places'*
 - *'Promote good mental health and wellbeing for everyone'*

- *'Support individuals to improve their health and wellbeing'*
- *'Strengthening businesses and creating more good-quality jobs'* ambition, and specifically the actions to:
 - *'Support and stimulate Nottinghamshire's economic recovery'*
 - *'Help Nottinghamshire's businesses to thrive'*
 - *'Strengthen opportunities for all residents to access work which supports their wellbeing'*
- *'Making Nottinghamshire somewhere people love to live, work and visit'* ambition; and specifically, the actions to:
 - *'Create healthy and sustainable places that promote people's wellbeing'*
- *'Improving transport and digital connections'* ambition, and specifically the actions to:
 - *'Invest in and improve the condition of the County's roads and pavements'*
 - *'Improve local and regional transport connections to make journeys easier'*
 - *'Support people with transport options that are healthier and more sustainable'*
 - *'Expand walking and cycling networks'*
 - *'Keep our highways safe and reduce congestion'*
- *'Protecting the environment and reducing our carbon footprint'* ambition, and specifically the actions to:
 - *'Drive use of public transport and other green ways to travel'*
 - *'Reduce air pollution and greenhouse gas emissions'*.

Other Options Considered

23. Various options have been considered as part of the design process and the design in this report as Appendix A, provides the best solution. As stated in paragraph 19, this scheme design was also agreed in principle by the executive organisation of the funding body (DfT), Active Travel England. The design has subsequently evolved to the option set out within this report (Appendix A). Therefore, the option being considered and recommended for cabinet member approval is as set out in this report.

Reason/s for Recommendation/s

24. The proposed scheme detailed within this report has been developed to help ensure delivery of the County Council's 'Nottinghamshire Plan 2021-31' priorities (see paragraph 22 above), national priorities, and local transport goals and objectives. The A611 Derby Road corridor has been identified for cycling infrastructure investment through the development of the D2N2 Local Cycling and Walking Infrastructure Plan and has been identified as a strategic priority through technical analysis, including a value for money assessment as part of the Active Travel Fund Tranche 3 bid. The scheme also meets the adopted design standards; LTN 1/20 Cycle Infrastructure Design. The Active Travel fund is a specific funding stream from government, allocated by DfT, for the Council to invest in its walking and cycling infrastructure.

Statutory and Policy Implications

25. 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

26. The proposed scheme is estimated to cost £2m and will be funded through existing capital grant and external funding bid allocations. The County Council has secured £4.63m from the Department for Transport's Active Travel Fund for the delivery of three schemes, including the proposed A611 Derby Road cycling improvements. At its 1 September 2021 meeting, Transport & Environment Committee approved the allocation of £0.55m integrated transport block funding towards the delivery of the Active Travel Fund (Tranche 3) proposals; and this match funding was subsequently approved by the Cabinet Member (Transport & Environment) on 26 September 2022 as part of the 2022/23 integrated transport block programmes of measures.

Public Sector Equality Duty implications

27. An equality impact assessment was undertaken on the proposals prior to public consultation to ensure that the scheme met the Public Sector Equality Duty.

Implications for Residents

28. The scheme detailed within this report has been developed to deliver the Nottinghamshire Plan 2021-31 objectives and associated benefits for residents. These benefits are summarised in the 'Link to Nottinghamshire Plan/Annual Delivery Plan' section above and within the main body of the report. Local residents have been consulted on the scheme and details of the consultation undertaken is detailed in the sections above. The proposed scheme will be of benefit to residents by improving accessibility by active travel modes and the outcomes this helps deliver, such as reducing journey time delay, reducing harmful emissions from transport sources, improving health and wellbeing by enabling people to undertake journeys by active modes.

Implications for Sustainability and the Environment

29. 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 proposed scheme has been developed to look to support modal shift by benefiting more sustainable modes. It is considered that the scheme within this report will help address congestion, its knock-on effects on the environment, including climate change and 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

- 1) That the A611 Derby Road cycle scheme be approved for delivery during the 2023/24 financial year (subject to the provisions set out in paragraph 20).

Mark Walker
Interim Service Director Communities & Place

For any enquiries about this report please contact:
Victoria Margeson – Principal Officer, Local Transport Plans & Programme Development

Constitutional Comments (JL 24/03/2023)

30. The contents of this report fall within the remit of the Cabinet Member for Transport & Environment in accordance with the terms of reference set out in the Constitution of Nottinghamshire County Council

Financial Comments (CT 08/03/2023)

31. The proposed scheme is estimated to cost £2m and will be funded through existing capital grant and external funding bid allocations already approved within the Transport and Environment portfolio capital programme.

Background Papers and Published Documents

- Active Travel Fund Tranche 3 – 1 September 2021 report to Transport & Environment Committee
- 2022/23 Highways Capital and Revenue Programmes – 26 September 2022 report to Transport and Environment Cabinet Member

Electoral Division(s) and Member(s) Affected

- Sutton Central & East – Sam Deakin
- Mansfield South – Andre Camilleri and Stephen Garner