Local Authority SelfAssessment for Active Travel

Section 1: Background

Q1. Are you:

Submitting a response for the first time

Q2. What is the name of your Authority?

Nottingham

Q3. Please provide your contact details

Name Keith Morgan

Email keith.morgan@nottinghamcity.gov.uk

Q4. What is the approximate total budget your authority holds for transport this financial year? This includes capital and revenue funding.

£48,223,000

Q5. We recognise that many schemes you deliver will have elements of active travel alongside other areas of focus such as maintenance. In that context:

What is the approximate total funding your authority expects to invest in Active Travel initiatives this financial year? In addition to dedicated active travel budgets, you should include funding from crossmodal schemes, other DfT sources of funding and nonDfT sources.	£33,418,000
Over the past five years, approximately what proportion of s106 and s278 transport contributions have been spent on active travel? Please provide a percentage.	75%
What is the approximate total dedicated active travel budget your authority holds in this financial year? You should only include DfT active travel grants and any local funds specifically committed to active travel.	£27,068,000

Q6. Please use this box to share any further relevant information in relation to the headcount and budget questions.

Budgets shown above have been calculated from programmes with details listed below. The majority of Nottingham City Council's transport budgets are spent on active travel and public transport. This culture has been in place for a significant time and this has been reflected in successful funding bids such as Transforming Cities and the Levelling Up Fund (Streets for People and School Streets). The Council also operates a Work Place Parking Levy where investment is made into the tram and bus network. Costs allocated for active travel from this are listed.

Transforming Cities Fund. £39 million allocated for active travel in Nottingham over the TCF programme. It is estimated £14.6 million of this budget will be spent this year.

Transforming Cities Fund. £9 million allocated for public transport improvements which is included in the £48 million total.

Transforming Cities Fund. £24 million additionally to the active travel budget has been allocated to public realm and the removal of traffic from key routes in the city centre. This has enabled additional cross city cycle routes to commence construction as well the creation of pedestrianised areas. It is estimated that £6.5 million will be spent this year.

Active Travel Fund. £2.2 million allocated for 2022/23.

Capability Fund. £150,000 committed for 2022/23.

Active Social Prescribing development. £93,000 committed for 2022/23.

ERDF. Circa £1,000,000 committed for 2022/23.

Sustrans NCN6 development. Circa £1,000,000 committed for 2022/23.

Future High Street Fund. Walking and cycling improvements in the City Centre. £12,000,000 total budget of which £8.61 allocated for transport (mainly walking and cycling) £350k estimated to be spent in 2022/23.

Levelling Up Fund. £8,500,000 allocated for Streets for People. Local improvements for walking and cycling determined by local residents. £4.5 expected to be spent in 2022/23.

School Streets. £1,500,000 allocated from the Levelling Up Fund all of which is expected to be spent and delivered in 2022/23.

Local Transport Plan. £375,000 allocated for Rights of Way and Capital Maintenance exclusive to cycle routes.

S106 secured for a junction rebuild specifically to provide cycle facilities and enhanced pedestrian facilities.

Work Place Parking Levy. £150,000 for the support of Nottingham's bike share scheme (to be replaced by a private operator this year) and the upkeep of our 23 secure cycle parking hubs.

Total budget includes additional LTP not spent directly on active travel and TCF which is allocated for public transport.

Total dedicated budget has had contributions from the Levelling Up Find and Future High Street Fund removed.

Head count is made up of the following: (Total left figure, active travel estimate right hand figure)
Cycling and Walking Infrastructure Team 6 / 6
Active Travel Revenue 2 / 2
Traffic Management 8 / 3
Road Safety 12 / 4
Transport Strategy (not already counted) 17 / 6.5
Public Transport 3 / 0
Highway Design 8 / 4
Highway Design consultant support 3 / 3
Rights of Way 1 / 1
Network Management 3 / 1
Project Management 7 / 4
Total = 70 / 34.5
The Council does construct much of the programme using internal resources. Construction Teams have not been included in the head count figures.

Q7. Are there any funds that you have received from DfT for Active Travel Fund 2 (ATF2) that are not yet contractually committed?

No

Section 1: Background

Q8. How much Active Travel Fund 2 funding is not yet committed?
No Response

Section 1: Background

Q9. What is the approximate total headcount working on transport at your authority? Please provide the full time equivalent (FTE), including any contingent labour / temporary additional resource.
70

Q10. What is the approximate total headcount working on active travel at your authority? Please provide the full time equivalent (FTE), including any contingent labour / temporary additional resource.
34.5

Section 1: Delivery of Schemes to date

Q11. Which of the following schemes have you delivered in the past 3 years or are in the process of delivering? Tick all that apply.
New segregated cycleway (permanent)
New junction treatment
New permanent footway
New shared use (walking & cycling) facilities
Installing segregation to make an existing cycle route safer
Improvements to make an existing walking/cycle route safer
Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)
Bus priority measures at single locations (e.g. bus gates)
Provision of secure cycle parking facilities
New road crossings
Restriction or reduction of car parking availability (e.g. controlled parking zones)
School streets

Q12. Which of the following schemes have you consulted on over the past 12 months or have plans to consult on? Tick all that apply.
New segregated cycleway (permanent)
New junction treatment
New permanent footway
New shared use (walking & cycling) facilities
Installing segregation to make an existing cycle route safer
Improvements to make an existing walking/cycle route safer
Area-wide traffic management (e.g. modal filtering using ANPR, bollards, planters or similar)
Bus priority measures at single locations (e.g. bus gates)
Provision of secure cycle parking facilities
New road crossings
Restriction or reduction of car parking availability (e.g. controlled parking zones)
School streets

Q13. Since the publication of LTN 1/20 guidance, have you installed or proposed any new infrastructure which is not LTN 1/20 compliant?
No

Q14. Do you agree that no scheme, now or in the future, will be removed prematurely? The Network Management Duty requires real-world feedback to be taken account. This means schemes should be retained and adjusted to make them work. Schemes should not be removed unless there is substantial evidence to support this.
Yes, I agree to the above statement

Section 2: Local leadership and support

Q15. This question seeks to understand how supportive your leaders and elected members are of active travel. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best reflects your authority.
Level 3

Local leadership and support - Level 0

Q16. You have selected Level 0 as being the most suitable for your Authority for local leadership and support. Please select from the following statement which criteria your authority meets or exceeds.
No Response

Local leadership and support - Level 1

Q17. You have selected Level 1 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

No Response

Local leadership and support - Level 2

Q18. You have selected Level 2 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

No Response

Local leadership and support - Level 3

Q19. You have selected Level 3 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

Members (including leader and transport portfolio lead) in my authority are strong proponents of ambitious, LTN 1/20-compliant active travel schemes

Members (including leader and transport portfolio lead) in my authority are very committed to increasing active travel in line with the government vision set out in Gear Change

My authority has a track record of completing active travel schemes

My authority has many road capacity reallocation schemes

My authority has many supportive transport policies and plans in place to support and deliver an increase in active travel, covering between 8 and 12 those listed

To improve outputs through the planning process my authority has formally adopted new approaches to planning such as ‘Decide and Provide’ and in adoptable standards by adopting LTN1/20 / MfS documentation for new developments

Local leadership and support - Level 4

Q20. You have selected Level 4 as being the most suitable for your Authority for local leadership and support.

Please select from the following statement which criteria your authority meets or exceeds.

No Response

Section 2: Local leadership and support

Q21. Select from the list below the evidence you are submitting. Tick all that apply

No Response

Q22. Briefly describe what supporting evidence you have available to justify why you have selected the level.

In the box below a series of links has been provided with evidence from our existing Leader, Transport Portfolio Holder and Climate Change Champion but also historic articles from previous Transport Portfolio Holders demonstrating a long term commitment to the delivery of walking and cycling schemes and carbon reduction measures.

Key areas to note that would not have been possible without a strong political leadership and commitment include:
- The introduction of the country's only Workplace Parking Levy in 2012
- Citywide 20 mph zones
- Major traffic rerouting through the city centre with roads closed to general traffic, freeing up space for walking, cycling and public realm infrastructure.
- A strong interest in school streets with ward Councillors requesting schemes in their area. Resulting in Levelling Up Funding after trials through the Active Travel Fund.
- A trial escooter scheme in Nottingham. We are also in the process of tendering and appointing an operator for an e-bike hire scheme through TCF.
- Commitment to ensuring walking and cycling is considered as part of all transport schemes.

Q23. Please provide links to any supporting evidence here.

Nottingham City Council, Council Plan setting out how the Council will deliver on manifesto commitments – see page 26. Keeping Nottingham Moving and elected Member support for cycling and walking
https://www.nottinghamcity.gov.uk/media/3372996/full-strategic-council-plan-2021-23.pdf

Articles including Cllr quotes demonstrating commitment and passion for active travel.
https://www.transportnottingham.com/an-extra-2-million-to-encourage-greener-ways-to-travel/ (Councillor Williams then PfH on bike on EATF measure)

https://www.transportnottingham.com/victoria-embankment-to-remain-closed-to-through-traffic-as-trial-continues/ (Councillors supported a road closure scheme despite strong pressure to remove it from motorists this is being made permanent)

https://road.cc/content/news/145568-nottingham-plans-two-lane-cycle-superhighway-along-castle-boulevard (support from Leader, PfH and Chief Executive for the first of Nottingham's fully segregated cycle routes – LTN1/20 compliant but pre LTN1/20)

https://www.theguardian.com/society/2019/nov/27/green-new-deal-nottingham-wins-top-guardian-award

https://www.mynottinghamnews.co.uk/nottingham-councillor-scoops-national-award-for-being-a-green-pioneer/

https://governmentbusiness.co.uk/features/nottingham-and-2028-carbon-neutral-action-plan

https://www.mynottinghamnews.co.uk/get-involved-in-28for28-to-help-nottingham-go-carbon-free/

https://www.mynottinghamnews.co.uk/have-your-say-on-plans-for-cleaner-air/

https://www.mynottinghamnews.co.uk/%EF%BB%BFdo-your-bit-for-clean-air-day-this-thursday/

https://www.mynottinghamnews.co.uk/how-youre-already-benefitting-from-nottinghams-carbon-neutral-ambitions/

https://www.mynottinghamnews.co.uk/get-great-discounts-and-prizes-when-you-combat-climate-change-with-green-rewards/

Nottingham City Council has committed to becoming carbon neutral by 2028. This has gained national recognition:

https://www.theguardian.com/society/2019/nov/27/green-new-deal-nottingham-wins-top-guardian-award

https://www.mynottinghamnews.co.uk/nottingham-councillor-scoops-national-award-for-being-a-green-pioneer/

https://governmentbusiness.co.uk/features/nottingham-and-2028-carbon-neutral-action-plan

https://www.mynottinghamnews.co.uk/get-involved-in-28for28-to-help-nottingham-go-carbon-free/

https://www.mynottinghamnews.co.uk/have-your-say-on-plans-for-cleaner-air/

https://www.mynottinghamnews.co.uk/%EF%BB%BFdo-your-bit-for-clean-air-day-this-thursday/

https://www.mynottinghamnews.co.uk/how-youre-already-benefitting-from-nottinghams-carbon-neutral-ambitions/

https://www.mynottinghamnews.co.uk/get-great-discounts-and-prizes-when-you-combat-climate-change-with-green-rewards/

Q24. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

- File: Nottm City Leader letter of support.pdf - Download

Section 3: LCWIP Maturity

Q25. This question seeks to understand how developed your Local Cycling and Walking Infrastructure Plans (LCWIPs), or equivalent, are, including their coverage and status of delivery. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority.

Level 4

Section 3: LCWIP Maturity

Q26. You have selected Level 0 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

No Response

Section 3: LCWIP Maturity

Q27. You have selected Level 1 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

No Response

Section 3: LCWIP Maturity

Q28. You have selected Level 2 as being the most suitable for your authority for LCWIP maturity.

Please select from the following statement which criteria your authority meets or exceeds.

No Response

Section 3: LCWIP Maturity

Q29. You have selected Level 3 as being the most suitable for your authority for LCWIP maturity. Please select from the following statement which criteria your authority meets or exceeds.
No Response

Section 3: LCWIP Maturity

Q30. You have selected Level 4 as being the most suitable for your authority for LCWIP maturity. Please select from the following statement which criteria your authority meets or exceeds.
All are published online
Collectively the LCWIP(s) covers most of the population in the Local Authority area.
Completed extensive engagement with a range of stakeholders
Has plans for continued stakeholder engagement.
Delivery of the LCWIP(s) are well underway
Delivered multiple priority schemes as part of an agreed 10-year pipeline
Regularly ensures Developers fund appropriate active travel schemes

Section 3: LCWIP Maturity

Q31. Select from the list below what evidence you are submitting. Tick all that apply.
No Response

Q32. Briefly describe what supporting evidence you have available to justify why you have selected the level.

Nottingham City Council has collectively produced a LEP wide LCWIP covering the D2N2 area. This has resulted in a comprehensive network that spans political boundaries (covering areas that people travel across) ensures partnership working and allows the authorities to consider and address cross boundary connections. Whilst also having Authority specific sections to ensure local priorities and the differing needs of the two cities, various market towns and rural and tourist areas/routes can be addressed.

- Population - The LCWIP covers the whole D2N2 area so covers the whole population of D2N2 (over 2.2 million residents).

- Engagement - 'Completed extensive engagement with a wide range of stakeholders' as three workshops undertaken with stakeholders in the development of the D2N2 LCWIP

- 'Has plans for continued stakeholder engagement' as further public engagement due to be undertaken imminently as part of the refresh of the pipeline of programmes as the originally submitted programme now needs to be updated (to take account of further programme/scheme development and schemes that have been delivered or have now secured funding). This will be taking place very soon and the LCWIP on the link below will be updated to reflect the updated programme and costs.

- Scheme delivery
Through the Active Travel Fund and significantly bolstered by the Transforming Cities programme significant work has taken place on delivering the LCWIP network.

- Pipeline of projects - Each LA in the LCWIP highlights ' a draft 10-year pipeline of active travel schemes that are ready to be delivered' should funding be made available for their delivery; and has 'An agreed 10-year pipeline of active travel schemes' which was submitted to DfT as part of its ATF Tranche 3 bid submission.

Whilst the 10-year pipeline programme exists, and the resources are in place to deliver the pipeline of schemes through existing design/delivery mechanisms, the funding to undertake the work is not yet in place and the City Council welcomes the opportunity to work with ATE and the DfT on design and delivery going forward.

Q33. Please provide links to any supporting evidence here.

The LCWIP and shortened version is available here:
https://www.nottinghaminsight.org.uk/search?q=LCWIP#:~:text=D2N2%20Local%20Cycling%20and%20Walking%20Plan%20Summary

Q34. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

No Response

Section 4: Schemes Delivered

Q35. This question seeks to understand your track record for delivering capital and revenue active travel schemes, and the level of complexity of schemes delivered. Please review the criteria for each of the levels and consider which of the criteria your authority satisfies, and which are yet to be met. It is likely that your authority will not fit neatly into one level, so please select the one that best suits your authority. Please refer to Annex A when answering this question.

Level 4

Section 4: Schemes Delivered

Q36. You have selected Level 0 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

No Response

Section 4: Schemes Delivered

Q37. You have selected Level 1 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

No Response

Section 4: Schemes Delivered

Q38. You have selected Level 2 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

No Response

Section 4: Schemes Delivered

Q39. You have selected Level 3 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

No Response

Section 4: Schemes Delivered

Q40. You have selected Level 4 as being the most suitable for your authority for scheme delivery.

Please select from the following statement which criteria your authority meets or exceeds.

My authority has delivered a high number of LTN1/20-compliant high complexity schemes

My authority conducts continuous engagement with a diverse range of stakeholders inc. businesses and hard to reach groups (BME, young people, disability groups) and consults on all schemes before implementation, exceeding the minimum statutory duty and ensuring representative sample is reached of local residents

The schemes my authority has delivered, including lower complexity schemes, form an extensive developed network of active travel infrastructure across the authority region

My authority has delivered all capital schemes on time

My authority is delivering revenue schemes, all of which are on track to be delivered on time

Section 4: Schemes Delivered

Q41. Select from the below list the evidence you are submitting. Tick all that apply.

No Response

Q42. Briefly describe what supporting evidence you have available to justify why you have selected the level.

A word document is attached with photos and evidence of some of the active travel schemes that we have delivered or in the process of delivering.

A pdf containing information around what was achieved with the revenue funded Access Fund has also been included as an attachment.

Within Nottingham's cycle signing strategy and also the LCWIP strategic cycle corridors have been numbered as an orbital or radial corridor. As each is delivered to an LTN1/20 standard we will brand the corridors with on street signing. This branding will only go on high quality corridors where investment has brought them up to the required standard. As we develop our network this branded network will grow and replace the older network that continues to develop as design standards and user numbers progress and grow.

A plan showing major changes to the City Centre and the construction of segregated cycle routes that connect west connections across the city centre has been uploaded.

Current schemes that have funding that we are either building or designing to LTN1/20 standards include (TCF, ATF):
Cross city centre cycle routes 1km
New walking and cycling bridge and connecting paths up to 2km
Station Street 350m
Queens Bridge Road 160m
Canal towpath upgrade tbc
Cross boundary connections (A453, A6005 and A612) total distances tbc. Sections of route between Nottingham and Derby and Nottingham and East Midlands Airport to be upgraded.
OR3 Ring Road 1.5km
N9 Hucknall Road 3.5km
N10 Mansfield Road 320m junction construction. Design 1.9km (likely to be in the next ATF bid following Sustrans design work)
River Leen tbc
Queens Drive junction upgrades 4 x junctions
N6 Wigman and Beechdale Road 2.6km including a major junction with the Ring Road with supported funding from Sustrans
N13 Carlton Road 1.5km
Lincoln Street 0.5km
St Ann's Well Road 1.5km

Q43. Please provide links to any supporting evidence here.

Through TCF the Council is delivering segregated cycle corridors that cross the city centre. These will provide connections to existing LTN1/20 standard cycle corridors to the east and west of the city. In doing so it will create an LTN1/20 compliant route that is segregated and circa 6 miles in length from the local authority boundaries to the east and west and through the city centre.
The city centre element work is ongoing and information is put out to the public via our Transport for Nottingham webpage
https://www.transportnottingham.com/roadworks/citycentrecycleroutes/
https://www.transportnottingham.com/werebuildinganactivenottingham/

Hucknall Road TCF cycle corridor
https://www.transportnottingham.com/roadworks/hucknallroadimprovements/

Q44. If you have unpublished evidence you want to submit, please upload here. You can upload up to 10 files. Maximum file size per file is 10MB.

- File: 220621 Access Fund overview Joint Mobility Board fv (003).pdf Download
- File: TCF2 CCCR segregated cycle route and PJA junction.pdf Download
- File: 210804 Nottingham City Active travel prescribing EoI App1 slide deck fv (003).pptx Download
- File: Nottingham City Supporting evidence.pdf Download

Finish

Q45. If there is any other relevant information that you want to share, and have not had the opportunity to share through the above questions, please do so below.

As an overall assessment and following internal discussions it is felt Nottingham is a Level 3. We would welcome the opportunity to discuss this further with Active Travel England.

Hopefully this survey has been completed with sufficient evidence to give an impression of the ambition Nottingham City Council has as well as the breadth of knowledge and experience that runs right through all the Council's transport teams.

We recently hosted a visit from Brian Deegan which was really useful in terms of being able to discuss design options and have the reassurance we are delivering routes to the quality aspired to. We look forward to more of these discussions with ATE going forward. If ATE require regional office space this is something we would be happy to discuss as there is capacity at the Council offices and along with Sustrans East Midlands being based in Nottingham it would offer an opportunity for idea/design sharing and partnership working.

Q46. Do you have any feedback on this self-assessment that you would like to share?

The online briefing sessions provided over the last few weeks have been extremely useful - thank you.

Q47. Has this self-assessment been agreed by the Senior Responsible Officer for the cycling and walking programme?

Yes

Q48. Are you happy to submit your responses?

Yes