Emergency Active Travel Fund - tranche 2 survey

General

Q1. What is your local transport authority name?
Nottingham City Council

Strategic case

Q2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

Nottingham Emergency Active Travel Tranche 2 Bid Programme

Covid-19 has had a significant impact on the travel patterns of those that live and work in Nottingham over the past four months. Prior the pandemic public transport use in the city was amongst the highest in the country, but at the peak of lockdown the number of people using buses and trams was down to 10% of pre-lockdown levels. As more people have been encouraged to get back to work and use public transport where necessary it has increased, but levels are still only around 30%.

As the Government continues to relax lockdown measures and more people are returning to work, education, shopping, and leisure, many will be re-evaluating their transport options - especially whilst social distancing measures are in place. It would be unsustainable for the transport network, and have wider implications on air quality and health, if large numbers of people switch to private car use for these trips. Equally, if significant numbers of people returned to public transport, this could create issues with overcrowding whilst reduced vehicle capacities are in place to facilitate social distancing. To avoid an increase in private car use and to protect public transport services, we feel it is essential to continue with an ambitious programme of measures, which were started through Emergency Active Travel Fund (EATF) Tranche 1 and we will continue to build on in Tranche 2.

All schemes in Tranche 1 are targeted where significant benefit can be derived in response to restart and recovery, as well as being deliverable within the timescales for EATF. We have also ensured that the schemes and measures put forward draw upon the Nottingham and Nottinghamshire elements of the D2N2 wide LCWIP, and complement the work we have begun to deliver through the Transforming Cities fund (TCF).

Programme Overview
Our EATF Tranche 1 bid was viewed favourably by the DfT and local stakeholders for its ambition to re-allocate road space to pedestrians and cyclists, and we have therefore extended the initial five packages of schemes into Tranche 2. These packages are focused on areas of Nottingham in greatest need, to support a local green restart and recovery and include:

• Providing permanent segregated cycle corridors from residential areas into the city centre.
• Extending the low traffic neighbourhoods schemes to allow for safe social distancing in city and neighbourhood centres.
• Supporting schools to re-open by creating traffic-free areas around schools and delivering a complementary behavioural change programme.
• Continuing to invest in parks and open spaces by widening and improving paths to allow for safe social distancing.
• Investing in a series of supporting capital and revenue measures to inspire, encourage and facilitate more walking, cycling and e-scooting; and ‘lock-in’ this change in behaviour.

Capital measures
Appendix A and B outlines the locations of the capital Tranche 2 schemes and their relationship to EATF Tranche 1, our Transforming Cities Fund programme (TCF) and our aspiring delivery programme (LCWIP).

Our EATF Tranche 1 schemes focused on the north and north east of the city. This is a predominantly residential area which, prior to Tranche 1, did not have strategic off-road cycle route provision into the city centre. Residential streets often have issues with car parking, traffic speeds, and congestion. There are also difficulties for cyclists and pedestrians when crossing the main radial routes that intersect these roads. The measures introduced in Tranche 1 addressed these challenges with temporary improvements to segregate cycle lanes and improved crossing facilities. In Tranche 2 these temporary improvements will be made permanent and we will be extending the length of the cycle routes further into residential areas (Package 1).

Through discussion with stakeholders in the development of Tranche 1 it was clear that people need to be able to move east to west through the city but not necessarily through the city centre. We used the Propensity to Cycle Tool and Rapid Cycleway Prioritisation Tool (these are being used as part of the Value for Money Assessment, which will follow this bid submission), consulted with local stakeholders and talked to local elected members to identify routes that people want to use but feel improvement is needed to make it safer and more welcoming. Improvements to address these identified issues have been incorporated into Package 1 and include: upgraded crossing points for pedestrians and cyclists, one way closures of streets to vehicles except cycles, and new permanent cycle lanes.

Lockdown had also led to a concentration in movements, with neighbourhood and district centres becoming a focus for shopping trips and essential services. This re-focus on local movements offers an

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opportunity to encourage more walking and cycling for shorter trips and the content of Packages 2 and 3. We will make our temporary low traffic neighbourhoods introduced in Tranche 1 permanent, and extend them to new locations. This will be paired with a safer School Streets programme, designed to limit traffic around schools, and reactive improvements in the city centre to provide space for pedestrians as footfall increases through gradual reopening of the retail and hospitality sectors.

For many, lockdown has also offered the opportunity to re-discover local parks and green spaces. The wider health and wellbeing benefits of access to green space have been well documented and over the summer months we anticipate the parks will continue to be well-used. To create safe, socially distant, park environments it will be necessary to widen pathways, which forms the focus of Package 4. We also see parks and green spaces as a vital part of our strategic cycle network and will focus efforts on routes that support wider travel, whilst offering a calmer environment away from traffic, in support of mental and physical health and wellbeing.

With all capital packages we recognise there is a need to implement schemes quickly, but we must ensure there is a lasting legacy from this opportunity. This means that the schemes are safe, will be well used and will also benefit all and not dis-benefit anyone, recognising the requirements of the Public Sector Equality Duty. The measures we are proposing will lead to safe, quality cycling facilities that do not compromise pedestrians or particular groups and integrate with public transport services to facilitate an increase in walking and cycling and protect public transport services. All of which we look forward to building on through ongoing work with the DfT on delivering our 15 year LCWIP strategy.

Revenue investment
Within our Tranche 1 bid we included a strong revenue element and it was noted that this was well supported by the DfT. Given that this programme is designed to complement the major capital programme of Transforming Cities that we have begun delivering we are requesting the maximum level of revenue to deliver behavioural change interventions. This includes measures to:

- Support for those that live and work in the city in to understand their travel options.
- Encourage walking and cycling through explainer videos of the best routes.
- Inform people of the new facilities to maximise the use.
- Deliver behavioural change interventions targeted at parents and school pupils
- Support a Nottingham e-scooter trial

Evidence from Nottingham and other cities that have invested in cycle facilities has shown that if you build, they will come, but that growth can be accelerated if the build programme is aligned to promotion and education. We already have an established ‘Lets Keep Nottingham Moving’ brand for transport communications and we have expanded this brand to ‘Let’s Keep Nottingham Moving Safely’ to communicate EATF programme schemes to the public through our various TransportNottingham channels that support this.

Deliverability
We understand that funding for Tranche 2 will depend on the efficiency of the implementation of Tranche 1 scheme. A timetable for delivery for Tranche 1 packages is provided in (Appendix C). The planned works for July and early August are complete and processes are in place to deliver the remaining elements for the rest of August and in September in line with the governance process set out in the Management Case. This early progress demonstrates our ability to effectively implement schemes whilst also carrying out the necessary public and stakeholder consultation and information provision to support delivery. This is particularly important in the light of evidence from elsewhere across the country, where strong push back against emergency schemes has occurred in locations where no prior public discussion of proposals, or warning of their implementation, was given. Appendix D highlights just some of the interventions from Tranche 1 that have already been delivered.

Many of our Tranche 2 schemes, expand on, or make permanent, temporary schemes introduced through Tranche 1 - such as temporary cycle routes installed along Porchester Rd, the A60, through the Arboretum and along the Wells Rd in St Anns. It also includes the delivery of a city centre-wide 20mph zone. As much of the public consultation and stakeholder engagement for these schemes has been carried out as part of the temporary Tranche 1 schemes, this has set the groundwork for delivering the permanent schemes swiftly, within the current financial year. Many of our existing delivery partners for Tranche 1 capital and revenue schemes are existing in-house or framework suppliers, who will continue their roles for Tranche 2 - thereby providing a seamless transition between the two programmed phases of work.

Integration with complementary programmes
As well as building on Tranche 1, Tranche 2 can be delivered alongside our Transforming Cities Fund (TCF) programme and is aligned to the LEP wide D2N2 LCWIP. Through the LCWIP process, we have

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undertaken extensive prioritisation of the routes within Tranche 2 through the promoted tools and based on insights from stakeholder discussions.

For this bid, we have validated the prioritisation of schemes using the Active Mode Appraisal Tool (AMAT). The schemes will make a real change to residents' travel options and can be delivered alongside an already ambitious programme of capital works, perfectly complementing the TCF programme by bringing forward other LCWIP schemes. A plan showing prioritised schemes and how they have been selected for this bid is included as Appendix E.

We look forward to the roll out of the national Cycling Strategy and the recent strengthening of the links between cycle and health are very encouraging. We will review the Government's strategy and aims and update our own cycling. We will continue to keep up to date our Nottingham Cycle Design Guide in line with the recently published LTN 1/20. We expect it to align closely with the new guidance as the Nottingham guide has been updated by consultants who worked on the LTN.

Our own design guide is available from the Nottingham Insight website:
https://www.nottinghaminsight.org.uk/search?q=cycle+design+guide

Q3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

The schemes are grouped into 5 packages which are described below. The schemes are also shown on the accompanying plans (Appendix A and B).

1. Develop new routes for walking and cycling in the north, east of the City
The focus of this package is to expand on the strategic cycling corridors introduced in Tranche 1 and complement the TCF programme. We will make permanent the temporary walking and cycling measures introduced through Tranche 1, and extend the length of the corridors to connect with residential areas at the edge of the administrative boundary providing a continuous cycle route into the city. The permanent schemes will be designed to conform to the Nottingham Design Guide and LTN 1/20. We will deliver a combination of dedicated, protected cycle lanes and (where space is constrained) shared bus/cycle lane provision. Where cyclists share space with buses this will plug gaps along the corridor, greatly improving the current provision and ensuring the continuousness and cohesiveness of our growing urban cycle network. Ultimately this will be something we shall seek to return to and improve, as we progress the delivery of our LCWIP. We are also mindful that it is vital we support our public transport network during this time. Where possible routes will link into cycle routes that extend beyond the City boundary so as to provide a credible alternative to the NET Tram and city bus routes that some people rely upon.

We have also included a scheme to allow us to react to public requests for small scale neighbourhood schemes in locations that intersect the strategic cycle routes improvements. The strategic cycle routes pass through some of the more deprived areas of the city, which lack cycle facilities to enable cycling and walking to local shops or parks, and which could be addressed through this scheme. Schemes have been included that:
- Build on Tranche 1.
- Can be delivered in the timescales.
- Deliver local and strategic cycling and walking improvements.
- Offer real benefit to citizens who live on or near the proposed infrastructure and those who use the routes as part of a longer commute
- Protect our public transport network

Schemes:
- A6200 Derby Road (N4): In EATF1 we added a new section of cycle lane improving connections from residential areas in Lenton and Radford to the City Centre via Derby Road. Low traffic neighbourhood measures provided on adjoining roads to reduce rat running and included introducing eight one-way streets closures, 2 two-way street closures and a new crossing facility. These measures will not only improve the area for residents, but from a safety perspective also improve visibility onto Derby Road and reduce turning movements across the new cycle lane. With EATF2 we will make these temporary improvements permanent and we will upgrade an important crossing facility on Derby Road to a toucan, to enable cycle journeys from the low traffic area to the north of Derby Road, to local shops and services to the south. Upgrading this crossing point will have wider benefits as it will connect to Lenton Boulevard (OR2), which will provide connections to Nottingham's high-profile Western Cycle Corridor (N3) and the southern end of the city centre radial route (OR1), which creates a continuous east -west route which local stakeholders and elected members identified as important. This route also connects with major routes for cycle and pedestrian activity between Nottingham University's campus and an area of student accommodation as well as the QMC (hospital) which is one of Nottingham's biggest employers and trip generators.
- Length – 500m
- Funding - £235,000

- Consultation website responding to the public: In EATF1 we set up a consultation website 'Let's Keep Nottingham Moving Safely' to enable local people to provide their suggestions for walking and cycling improvements. We are reviewing all the responses and want to be able to deliver the more urgent and good suggestions we are receiving through Tranche 2. We will focus some of this investment in the city centre but also in our neighbourhoods that link with the strategic cycling network improvements in Package 1. We feel it is especially important to respond to these improvements whilst people are making more local trips due Covid-19. If more people walk or cycle for these shorter trips, they are more likely to make a long-term change in behaviours and take advantage of the strategic cycle networks for trips into the city centre.

https://keepnottinghammovingsafely.commonplace.is/

- Length – To be calculated once works complete
- Funding – £170,000

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- Carlton Road (N13) / Porchester Road: EATF1 introduced segregated cycle facilities, temporary crossings and a quiet signed route along the proposed strategic cycle corridor on Carlton Road (N13). In Tranche 2 we will make these schemes permanent along Carlton Road and expand to include semi-permanent protected space for cyclists along Porchester Road using cylinders. We will implement a design that the City Council has already worked on with Sustrans, which not only ensures works in terms of on-road parking requirements but also expedites the implementation process given the design work has been completed. The extension along Porchester Road will provide a cycle route near the edge of the City Council boundary which could facilitate cross-boundary connections into Nottinghamshire County Council's cycling network through the D2N2 LCWIP process
- Length – 1,300m
- Funding - £150,000

- A60 Mansfield Road (N10) and London Road: EATF1 focused on a difficult section of road for cyclists connecting the City Centre with the junction of Mansfield Road (N10) and Hucknall Road (N9). In Tranche 2 we will extend the provision for cyclists along the length of Mansfield Road to the City Council boundary. Although there is shared cycle/bus provision along some of this route, the funding will be used to introduce a temporary traffic order to provide a continuous route for cycles and buses away from general traffic. Again, this could facilitate cross boundary connections into the County Council's cycling network.

To the south of the City the A60 (London Road) extends from the City Centre to Trent Bridge, providing a cross-boundary connection into Nottinghamshire. As part of Tranche 1, we proposed the introduction of a two-way cycle route on the inbound carriageway to provide a protected cycle lane over the busy river crossing. Due to major works taking place on the A52 (T) Clifton Bridge and as a longer lead time due to cross-boundary negotiations, this scheme will now be incorporated into Tranche 2 and the additional funding will be used to ensure the provision ties into the improvements from Tranche 1 such as the reopened Arkwright Walk.
- Length – 1,850m
- Funding - £100,000

- St Anns Wells Road (N12): EATF1 provided segregated cycle lanes using cylinders along the length of this road however, as part of the review of the route, additional physical works identified measures that could greatly improve the route for cyclists, pedestrians and bus users. This includes upgrading existing traffic calming features to bring them up to a modern standard and helps to enforce the 20mph speed limit, without compromising on the quality of protected space we want to give to cyclists.
- Length – 1,500m
- Funding - £150,000

Total package funding £805,000 (all capital)

2. Create a Safer City Centre and Neighbourhoods
This package will facilitate more walking and cycling in the city centre and neighbourhood centres by reducing traffic speeds, re-routing vehicles and prioritising pedestrian and cyclists' movements. These measures are especially important as we exit lockdown as many people are still making local trips to access shops and essential services. By introducing measures to support walking and cycling we will mitigate against the risk of rising car use for short journeys and encourage active travel. Pedestrians will benefit from a strong focus on neighbourhood improvements and cyclists will see gaps in the network filled as well as making it easier to negotiate side roads along the busier road corridors. We have included an allocation to directly respond to resident feedback. The neighbourhoods that will receive investment are aligned with the strategic corridors identified in Package 1, are near schools linking with Package 3 and have not had recent investment prior to Tranche 1.

Schemes:
- Sherwood and Berridge Low Traffic Neighbourhood: Improvements being made to the A60 Mansfield Road (N10) strategic cycle route through Package 1 will benefit the neighbourhoods of Sherwood and Berridge. To maximise the local impact of these strategic network improvements, a new low traffic neighbourhood programme is being trialled in both areas in Tranche 2. 1,400m of road has been identified for potential cycle lanes/cycle lane extensions on Haydn Road and a further 1,800m on Perry Road, we will also be reviewing a junction to provide better pedestrian crossing facilities between the two neighbourhoods. As with the Arboretum scheme, we will be involving residents in the development and trial to ensure the measures meet local needs and maximise connections into the wider strategic walking and cycling network.

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- Length – 3,200m
- Funding - £205,000

- Arboretum Low Traffic Neighbourhood: Public engagement with this scheme has been positive and the trial introduced through Tranche 1 will be made permanent in Tranche 2. The low traffic neighbourhood will restrict 'rat-running' by introducing 11 one-way closures to vehicles, creating a quieter environment for walking and cycling. Closing these routes to vehicles will provide better connections to the strategic cycle route along the A60 Mansfield Road (N10) which has been enhanced in Tranche 1 and will be expanded through Tranche 2 (Package 1) and our TCF programme. The Tranche 1 trial is being monitored and consulted upon to assess its impact. This delivery method offers a great opportunity to continue consulting with residents to shape the schemes before we make them permanent. We may modify what we have introduced prior to making it permanent in order to ensure that the route deliver maximum benefits and is well received locally.
- Length – Not applicable
- Funding - £100,000

- City Centre 20mph zone: We are making some major changes to the transport network and public realm to the south of the City Centre through our TCF programme, which involves re-routing vehicle movements further out of the city centre roads to prioritise walking and cycling. To support this, we will introduce a 20mph zone across the City Centre to reduce traffic speeds to create a safer environment for pedestrians and cyclists. A consultation is underway, which we funded with EATF1. In Tranche 2 the consultation will be continued and (subject to the formal consultation process) be made permanent. EATF2 will cover the cost of City Centre-wide signage to help enforce the lower speed limit.
- Length – Not applicable
- Funding - £100,000.

- City Centre Reactive Changes: We have set aside an allocation to address any small-scale reactive changes that may be required in the City Centre to allow people to safely social distance whilst waiting outside shops, pubs and or entertainment venues. It is anticipated that as more retail, entertainment and hospitality establishments re-open this will result in a greater footfall, which in term may require temporary interventions to allow pedestrians and cyclists to travel safely through the area.
- Length – To be calculated once works complete
- Funding - £50,000.

Total package funding £455,000 (Capital only)

3. School Streets
The next major milestone that will impact on travel patterns is the re-opening of schools in September. Not only will this increase local movements with school drop offs and collections, but it will also facilitate wider changes to travel patterns as it will allow parents the opportunity to return to workplaces. Putting measures in place to ensure parents do not default to private car use for these trips is essential to limiting congestion outside schools, improving air quality and maintaining good physical and mental health. Improvements through Packages 1 and 2 will provide transport benefits in specific neighbourhoods and this will be complemented by the safer school streets scheme. In Tranche 1, 9 schools have participated in trial measures and, given the delivery timescales for Tranche 2, we feel we can make up to 5 of these schemes permanent by the end of the financial year. In addition to the 9 trials through Tranche 1, a further 4 schools have contacted the Council and who would like to have temporary measures introduced, which will form part of Tranche 2.

The scheme will involve a combination of capital and revenue interventions to encourage a change in behaviour. Capital measures involve permanent barriers outside participating schools to create more traffic-free space to allow for safe walking and cycling. Permanent signage will be installed to advise the route is 'access-only' and the schemes designs will be implemented using Sustrans' co-design process alongside Nottingham City Council's Road Safety and transport teams. Grants would be made available to all schools in both Tranche 1 and Tranche 2 to also improve cycle parking for pupils.

These capital measures will be complemented by a revenue-funded behavioural change campaign, to educate parents and children on the new measures as well as listen to their concerns about travel during Covid-19 and in general. We will be providing all households in the neighbourhoods where there improvements to schools streets with a travel information pack about the changes to access outside the school, but also to provide information on local walking and cycling routes to encourage them to make a change in behaviour. This will be supported by a comprehensive engagement package in 6 schools involving curriculum activities along with PTP and other measures (detailed further in Section 6 below)

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such as 'Dr.Bike' cycle maintenance sessions to repair pupil's bikes to enable them to cycle to school.

This programme has attracted a lot of interest with local elected members and the schools. We are therefore discussing options and this may see further investment from local councillor area budgets to support and continue the programme beyond EATF funding. We will also further develop the programme as part of our updated Cycling and Walking Strategy.
- Length – not applicable.
- Funding - £405,000

Total package funding £405,000 (£250,000 capital, £155,000 revenue)

4. Improve access to green spaces
Parks and open spaces have been vital for residents' physical and mental health during lockdown and usage has more than doubled. They provide spaces for exercise, children to play, walking and cycling. Working with the Council's parks service we have identified through routes that are well used and require improvement to allow social distancing. In Tranche 1, we will be carrying out works at King Edwards Park, off Carlton Road (N13) and Colwick Park, opened Arkwright Walk to provide a direct cycling/walking from the city centre to the Victoria Embankment/River Trent and closed the Victoria Embankment to through traffic to create a safer environment for pedestrians and cyclists and planned for the introduction of two-way cycle facilities across Trent Bridge for September.

In Tranche 2, we will continue work in Colwick park and also carry out essential works to a 600m section of the Big Track, which is an off-road pedestrian and cycle route along the river and canal. It not only provides an important leisure route for exercise, but also forms part of Nottingham's established off-road cycle network connecting the city centre with major employment sites (hospital and Boots HQ) and residential areas. The works would allow for footpath widening for safe social distancing whilst there is increased demand along the route.

In Tranche 1 we closed off a road through the Victoria Embankment and offered this wide space for families to walk, cycle and skateboard as well as running cycle training and promotional events. This has been undertaken with temporary infrastructure. We would like to make this permanent whilst maintaining the flexibility to be able to allow access for events. We are would therefore like to install a barrier system that allows us to look at innovations and technology to give us the flexibility to be able to open and close the road as and when required and allow a clear message to be put out to the public when we make the changes.

- Total length – 600m
- Funding £70,000 (Capital only).
- Barriers/technology £100,000 (Capital)
- Total funding £170,000

5. Supporting measures to promote and maximise use of the new infrastructure created
Over the Spring and Summer months, we have seen a resurgence in the number people using active travel for local journeys and exercise and have enjoyed the benefits of being more active and less dependent on the car. When schools return in September, and as more employers encourage staff to return to the workplace, we want more of those people to keep walking and cycling for trips to education and employment to 'lock-in' the benefits of active travel and create a long-term shift in behaviour. To make that happen it is essential that we provide support, advice, and incentives to encourage people to keep active and maintain this promotion beyond the normal April – October window. It is important to remember that there have been many new people to walking and cycling during lighter and warmer months and we do not want them to be discouraged over winter, even if people keep it up just one or two days a week it will make a big difference to congestion, air quality and carbon reduction. This package proposes a combination of capital and revenue measures to encourage and facilitate the use of the new infrastructure delivered in Packages 1 – 4. Many of these measures are a continuation of schemes set out in Tranche 1 and expand our successful Access Fund programme.

Schemes:

- E-scooters trial (£50,000 capital, £50,000 revenue): Working with the DfT and linked to our Future Transport Zone (FTZ) programme, a new e-scooter trial is planned for introduction and we are seeking funding from Tranche 2 to fast-track the introduction of the scheme to support our response to Covid-19. E-scooters have an important role in helping to protect public transport services by providing an alternative mode for short journeys. The e-scooters will be particularly important for supporting those people that do not feel comfortable cycling, but where the distance is too far to walk. The Tranche 2

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funding will be used to progress the necessary emergency Traffic Regulation Order to include e-scooters, signage/markings for e-scooter parking zones, marketing materials and communications support via 'Let's Keep Nottingham Moving Safely' site, targeted enhanced training support and contribution towards local monitoring and evaluation.

- Pop-up community cycle centres (£45,000 revenue): These hubs will be in neighbourhoods that intersect the strategic cycle network improvements (Package 1) or have low traffic neighbourhood measures in place (Package 2), to maximise the benefits of the capital schemes. The sessions will be held in local parks, or inside community centres in poor weather. Provisional locations include Sherwood (Woodthorpe Grange Park), Arboretum (Forest Recreation Ground), Lenton / Radford (Lenton Recreation Ground, on Derby Road), Carlton/St Anns (King Edwards Park on Carlton Road). Activities delivered at the hubs:
- Weekly cycle training (Bikeability levels 1 – 3)
- Bike for all training specifically aimed at people with disabilities who want to cycle
- Monthly cycle maintenance courses to teach people to how make simple repairs to bikes and online classes for those who want to participate remotely.
- Fortnightly Dr. Bike cycle maintenance sessions.
- Bike in box course
- Fortnightly guided rides focusing on topical themes winter cycling or social rides such as Halloween and Christmas rides. Prior to each session there will be a briefing about adapting to rain, braking in wet weather, tyres, cycling and tram tracks and appropriate wet weather cycling clothing.
- Signposting to additional services such as online walking and cycling information on the Transport Nottingham website, 'how to' guides to make simple repairs to bikes and Bike Aid.

- Nottingham Bike Aid (£40,000 revenue): This popular scheme funded through the Access Fund provided 166 refurbished bikes to NHS staff and key workers. This will be continued under Tranche 1 to provide an additional 160 bikes for key workers and low paid staff. The Council propose to continue the programme in Tranche 2 to provide where a further 200 bikes will be refurbished for those that would like to start cycling, but cannot afford a bike. To align with the capital funding, they will be made available to those neighbourhoods that intersect the strategic cycle network improvements (Package 1) or have received low traffic neighbourhood measures (Package 2). The strategic cycle routes pass through some of the more deprived neighbourhoods in Nottingham which means we will be providing support to individuals that are most in need.

- Wayfinding videos (£15,000 revenue): To help educate people on the new capital investment programmes the videos will focus on showcasing the new routes with 'ride through' videos so people can see what the route will be like with a specific focus on normalising and show casing everyday cycling. These videos will be hosted on the 'Let's Keep Nottingham Moving' website and shared via Nottingham City Council's communications channels (e-newsletters, social media) to ensure there is maximum exposure to the content.

- Park and Cycle (£10,000 capital, £15,000 revenue): In Tranche 1 we improved cycle parking at the Park & Ride sites at Toton and Clifton tram termini. As more people return to the city centre, we plan to expand this provision in Tranche 2 by improving cycle parking at a number of locations, including Phoenix Park tram terminus and park and ride sites at Wilkinson St and Colwick

- Make permanent popular pop-up cycle parking (£15,000 capital, £10,000 revenue): In Tranche 1, a series of pop-up cycle parking facilities were introduced across the city in anticipation for more people cycling whilst social distancing measures are in place on public transport. In Tranche 2 we will review the monitoring data for the facilities and make permanent those parking spots that we well used. We will also respond to requests via our Lets Keep Nottingham Moving Safely website

- Broadmarsh Cycle Hub (£25,000 capital): Major transport network and public realm re-developments are planned for the southern end of the City Centre through the TCF. With the prioritisation of pedestrians and cyclists in this area, we are bringing forward the introduction of a large (120space) secure cycle parking facility within the new Broadmarsh complex. It will form part of the Nottingham Cycle Parks-operated cycle hubs, encourage cycling into the city centre, aid the recovery and provide city centre workers who do not have cycle parking somewhere to securely park their bike.

- Monitoring cameras (£35,000) – To effectively monitor the use of the new capital infrastructure, we will use this funding to introduce 10 additional cameras to the network to monitor pedestrian and cyclist movements. The data from these cameras will feed into our output monitoring for the programme. The longer-term outcomes and impacts linked to the EATF Tranche 1 and 2 schemes will be evaluated as part of the 5-year LCWIP evaluation. More details on our commitment to monitoring and evaluation have

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been outlined in Section 12.

Total scheme cost: £310,000 (£100,000 capital, £210,000 revenue)

Q4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply

- Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP)
- Scheme(s) identified in Local Transport Plan
- Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (https://www.cyipt.bike/rapid/)
- Scheme(s) identified using the Propensity to Cycle Tool (https://www.pct.bike/)
- Scheme(s) identified through consultation with stakeholders

LCWIPs

Q5. Which LCWIP does the scheme(s) fall under?

The D2N2 Local Enterprise Partnership

Q6. Please provide a URL to the LCWIP if available

The D2N2 LCWIP is still subject to consideration and determination by each of the four D2N2 highway authorities' members (as well as the D2N2 LEP) before publication. Nottingham City Council (as the nominated lead organisation for the D2N2 LCWIP) has sent a copy of the final draft LCWIP to Rabina Nawaz and John Sweetman at the DfT, who deal with both the LCWIP and the EATF bid; and DfT has acknowledged its receipt. Please contact us if the bid assessor has not received the D2N2 LCWIP so that a copy can be resent.

Scheme 1

Q7. Scheme name

Package 1
Scheme example: Derby Road

Q8. Total scheme cost (£)

£275,000 capital

Q9. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

A map showing all schemes is provided separately in addition to a map showing how the scheme fits within our LCWIP and planned investment.

In EATF1 we are installing an on road cycle lane to fill a gap in existing provision on an inbound section of Derby Road. To clearly highlight the lane and that it is part of the Emergency Active Travel Fund we are marking this lane in orange highway paint to clearly define it. In addition we are introducing a low traffic neighbourhood in the residential area directly off the cycle lane. This will have the benefits of reducing traffic through the area and the turning movements from the side streets across the cycle lane and improves the neighbourhood by restricting it to residential traffic. In designing the low traffic neighbourhood it was clear that a number of the side streets that exit onto the main carriageway where the new cycle lane is being installed had poor visibility. We therefore restricted the streets to only allow vehicles to turn in and therefore reducing risk and potential conflict.

We will be monitoring the low traffic neighbourhood to ensure it has the desired effect and will be speaking to residents and local businesses. With EATF2 we then intend to make the scheme permanent. As it is currently temporary it offers the opportunity to modify the scheme during the trial period if required ahead of the formal consultation and installation.

In support of this we will also be installing a new pedestrian crossing to link the residential area to local shops. The main carriageway is wide, on a hill and is challenging to cross and additional crossing facilities will help ensure pedestrians are encouraged to use the formal facilities which we will make as efficient as possible. An existing puffin would also be upgraded to a toucan. In doing this this opens up a north – south route across Derby Road with links to Nottingham's high profile Western Cycle Corridor that provides a segregated cycle route to the southern end of the City Centre. This is in an area that has been identified as having an accident problem for pedestrians and cyclists and these measures will help tackle these issues whilst also promoting greater use.
- Cycle lane and crossings facilities on a radial road corridor the A6002. This is also a major bus corridor and route into and out of the city centre as well as major trip generators on the route such as the QMC (hospital) and Nottingham University.
- The low traffic neighbourhood is a series of residential streets between Derby Road A6002 and Ilkeston Road A609.

It is the intention that all works funded by EATF2 will be permanent.

Q10. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

New segregated cycleway (permanent)

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

Selective road closures using planters, cones or similar

Provision for monitoring and evaluation of schemes

Q11. For corridor schemes, please provide the route length in miles

500m cycle lane

Q12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

Puffin upgrade to toucan
New pelican crossing
6 traffic restrictions to make streets one-way (except cyclists)
2 two-way traffic restrictions (except cyclists)

Scheme 2

Q13. Scheme name

Package 2
Low traffic neighbourhood. Haydn Road/Perry Road area.

Q14. Total scheme cost (£)

£205,000 capital

Q15. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

A map showing all schemes is provided separately in addition to a map showing how the scheme fits within our LCWIP and planned investment.

Perry Road and Haydn Road provide two important east – west connections to the north of the city. They connect LCWIP radial cycle corridors along Mansfield Road (A60), Hucknall Road (A611) and Nottingham Road (B682). They serve a mix of residential, shops, services and employment and are used by cyclists as part of longer commutes to access the Ring Road and major employers to the south west of the City.

We will look at a range of measures to improve the routes for cyclists including segregated cycle facilities using traffic cylinders and centre line removal. This has been successfully utilised on a section of Haydn Road and we would look to expand this measure to provide greater space for cycle facilities whilst helping to enforce the 20mph speed limits.

We would also review the junction of Perry Road and North Gate. This currently lacks pedestrian crossing facilities and has been raised as part of our local consultation as a junction residents would like us to improve to allow safer access to schools and shops.

Interventions would be both permanent and semi-permanent. Centre line removal and crossing facilities would be permanent. Where cycle lanes are installed using traffic cylinders we would monitor and assess and if successful we would look to improve with other infrastructure subject to future funding and LCWIP prioritisation.

We would use the latest design standards to provide a route on a residential street that has car parking and properties that also serves as part of the strategic network. The wide nature of the roads offers an excellent opportunity to present designs that reallocate and make better use of roadspace for the benefit cyclists and residents, without adversely dis-benefiting those that choose not to cycle.

Q16. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

New segregated cycleway (permanent)

Installing segregation to make an existing cycle route safer

Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

Provision for monitoring and evaluation of schemes

Q17. For corridor schemes, please provide the route length in miles

Perry Road: 1,800m
Haydn Road: 1,400m

Q18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

A major review of side roads 30 in total in relation to ensuring they provide for slow speeds and good visibility in line with any cycle enhancements on the main route.

1 major junction upgraded.

Scheme 3

Q19. Scheme name

Package 3
School Streets

Q20. Total scheme cost (£)

£250,000 capital
£155,000 revenue

Q21. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

A map showing all the school locations that are being trialled is provided separately in addition to a map showing how the scheme fits within our LCWIP and planned investment. Within Appendix D we have included examples of designs that are being implemented as part of EATF1 ahead of schools reopening at the start of September.

As part of EATF1 9 school streets have been designed and will be implemented ahead of schools reopening at the start of September. These 9 sites were selected due to ease of installation in the time frame as well ones which would have real benefit for parents and pupils. These will be monitored from the outset and a review will take place. With this second Tranche of funding we would look to make up to 5 of the sites permanent. As well as offering benefits during COVID restrictions these sites would offer long term benefits to the local neighbourhood and help encourage safe walking and cycling to and from school sites. We would select the sites based on how well they worked, reaction of parents, pupils and school staff as well as discussions with local residents.

The streets selected for the trials are residential streets directly outside primary schools. Access to properties will be allowed but no through traffic or pick up and drop off traffic.
To help ensure the success of the programme and assist in the consultation process one of the revenue funded elements of Package 3 will involve working with Sustrans who will work in depth with up to 6 schools:
• Use Sustrans' nationally developed materials to aid social distancing at the start and end of the school day.
• Carry out community engagement on the schemes and provide feedback.
• Work with the schools and local community to explain the thinking and rationale behind the schemes.
• Deliver sessions at the schools to promote active travel. This could be in assemblies, classrooms, on line or in person and as appropriate in the playground.
• Deliver other activities and skills as agreed with Nottingham City Council, which could include Dr Bike sessions, cycle skills, walks, bike rides and class room workshops.
• Deliver personal travel planning sessions for parents, staff and members of the local community as required.
• Promote and support other council and partner organisations and their initiatives in the schools.

Q22. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes

Q24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

Up to 5 schools 5 road closures.

Scheme 4

Q25. Scheme name

Package 4
Big Track improvement

Q26. Total scheme cost (£)

£70,000 capital

Q27. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

A map showing all schemes is provided separately in addition to a map showing how the scheme fits within our LCWIP and planned investment.

It has been clear that during lockdown and as various restrictions have lifted our parks and open spaces have been essential for residents' mental and physical health. They have allowed small gatherings and for those who may not have a garden or much space at home somewhere to enjoy. They are also essential routes that link to our strategic on road/parallel to the road walking and cycle network.

With this funding we are targeting a section of path that runs alongside the River Trent. It forms part of a 10 mile circular route locally branded as the Big Track. It is very well used by walkers and cyclists for recreation and commuting. However the path is of poor quality, has been damaged by flooding and is not fit for purpose given the high level of use it is attracting. We want to ensure new cyclists enjoy and stick with cycling and therefore targeting this route will make the experience much better for a great deal of new cyclists as well as children out with families.

The route would be permanent using tarmac rather than crushed stone. This would ensure longevity and a smooth ride for users. By making the improvements it will also link in with wider planned TCF improvements (which would also be a source of funding) on Queens Drive and Thane Road as well as being directly next to a park and ride site where we would look to promote park and cycle facilities. This path forms part of a network of off road routes that connects to the City Centre, Boots Enterprise Zone, Nottingham University and the QMC Hospital.

No junctions are directly improved however the standard of material used will ensure the route is suitable for all bike types. This will help promote the route to those more confident cyclists as well removing and opening up more direct routes, to provide non trafficked options which some are currently avoiding (despite being more direct) due to the poor quality surface.

Q28. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Widening existing footway

Park and cycle/stride/scooter facilities

Provision for monitoring and evaluation of schemes

Other (please specify):
Upgrade of a narrow poor quality path so that it is suitable for all types of bike and abilities.

Q29. For corridor schemes, please provide the route length in miles

600m

Scheme 5

Q31. Scheme name

Rental E-scooter Trial

Q32. Total scheme cost (£)

£100,000 (£50,000 revenue and £50,000 capital)

Q33. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

The Council (in partnership with Derby City Council) is keen to introduce a rental e-scooter trial as part of the local transport restart activities. The trial will be aimed at people living and working or studying in the city with a particular focus on offering free rides to key workers and affordable rental for other workers and students. Users will be able to access an e-scooter on a weekly or monthly basis to access work or learning. This will be supplemented with a small on-street short term hire scheme based within the two universities in Nottingham to support journeys made across campus by staff, students and visitors.

Due to the obvious similarities between e-scooters and electric bikes, it is intended to experimentally allow e-scooter users to use the same provisions across the city as cyclists. This will include the use of cycle tracks, bus lanes and exemptions at No Entry Points. E-scooters will also be permitted on shared use pedestrian areas but not on pavements.

The scheme will help to reduce car dependency and alleviate constraints on public transport capacity due to current social distancing requirements whilst providing a safe alternative to travel.

A competitive procurement activity commenced in early July to seek an operator to introduce the rental e-scooter trial. The procurement will be concluded imminently. The Council has been in talks with the Future Transport team, DfT about the trial requirements and seeking DfT authorisation for the scheme. The e-scooter trial will likely to go live in early September.

EATF2 funding would be used to support the establishment of the trial within the city. EATF2 funding would be used to cover Council costs associated with:
• Processing of the Experimental Traffic Regulation Order amendment to allow for the inclusion of rental e-scooter use alongside cycles in bus lanes, cycle lanes and through restricted no entry zones permitting cyclists.
• Local signage and markings for e-scooter parking zones at areas across the city, including University sites
• Communications and engagement support via Transport Nottingham channels and the EATF established Keep Nottingham Moving Safely brand to promote the scheme, the appropriate use of e-scooters and local rules e.g. no go zones, slow speed zones.
• Targeted enhanced training and support e.g. personalised journey planning services and demonstration events within communities and workplaces. This will be delivered in partnership with the winning operator and local training providers to encourage considerate and safe riding amongst users.
• During the trial DfT will be evaluating all trials across the country in order to collect robust evidence and inform long term permanent legal changes as to how e-scooters are defined and regulated. In addition to this local monitoring and evaluation activities will be undertaken to understand attitudes and perceptions of both users and non-users. This will be delivered in conjunction with the University of Nottingham.

Q34. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Park and cycle/stride/scooter facilities

Provision for monitoring and evaluation of schemes

Other (please specify):
Setting up and implementation of a rental e-scooter trial scheme.

Finance case

Q37. Total DfT funding sought (£)

£2,145,000. A funding breakdown is included at the end of the pro-forma. A full value for money assessment and BCR will be submitted following this submission.

Package 1:
- Derby Road – £235,000
- Porchester Road – 150,000
- St Anns Wells Road - £150,000
- Consultation website response - £170,000
- A60 - £100,000

Total £805,000 (capital)

Package 2:
- Reduced traffic neighbourhood Sherwood - £205,000
- Arboretum reduced traffic neighbourhood - £100,000
- City Centre 20mph Zone - £100,000
- City centre reactive measures - £50,000

Total £455,000 (capital)

Package 3
- School streets - £250,000
- School streets education and behaviour change - £155,000

Total £405,000 (£250,000 capital & £155,000 revenue)

Package 4:
Paths and green spaces
- £170,000

Total £170,000 (capital)

Package 5:
- E-scooters - £100,000
- Pop up community cycle centres - £45,000
- Nottingham Bike Aid - £40,000
- Monitoring cameras - £35,000
- Park and cycle - £25,000
- Pop up and make permanent cycle parking - £25,000
- Cycle hub Broadmarsh - £25,000
- Way and route finding videos - £15,000

Total £310,000 (£100,000 capital & £220,000 revenue)

Total programme value
Capital - £1,780,000
Revenue - £365,000
Grand Total - £2,145,000

Q38. Total DfT capital funding sought (£)

£1,780,000

Q39. Total DfT revenue funding sought (£)
£365,000

Q40. Total local authority contribution, if applicable, (£)
We expect to apply some local funding to the school streets. This is in discussion with local members and funding levels are still to be determined. We expect to apply additional local funding to the Parks element of the programme.

Management case

Q41. When do you expect to commence construction? (DD/MM/YY)
01/11/2020

Q42. When do you expect to have completed the work? (DD/MM/YY)
31/03/21

Q43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met

A process has been designed to deliver Tranche 1 schemes. This has incorporated all required design stages, approvals and consultations with awareness of the need to consult and listen to public transport operators, representatives of disability groups and other key stakeholders. This process will be refined for Tranche 2 where timescales will enable schemes to be delivered and programmed and prioritised where possible alongside the existing transport programme.

Currently
- The Council will formally accept the money through the Executive Board process. As part of this process an Equality Impact Assessment is undertaken on all of the scheme packages. This covers all areas of equality, identifies any problems and where necessary actions in order to mitigate/remove any problems. These actions will be taken on board as part of the design process.
- A work package lead is assigned for each of the 5 packages.
- A client lead, project manager and engineer are assigned to each scheme within the packages.
- The package lead presents each scheme to a technical group which allows formal feedback from teams such as traffic management, road safety and public transport.
- Once agreed at the technical group the scheme is taken to a Project Board for officer sign off.
- Schemes are then discussed with local members to ensure they take on board any local concerns or can accommodate additional improvements raised by members.
- Schemes are discussed weekly with the transport portfolio holder and formally agreed.
- Schemes are discussed with key stakeholders such as the Greater Nottingham Cycling and Walking Advisory Group. Schemes are also taken to the local Disability Involvement Group (DIG).
- The public are informed of the scheme and that it is a trial and where to provide comment. In Tranche 2 where permanent measures are being installed more detailed public consultation will be undertaken prior to installation.
- Monitoring and evaluation will take place. This will include on-going discussions with public transport operators and disability groups. Before and during monitoring data is taken/will be taken. The Council has produced an EATF Monitoring and Evaluation Strategy (see section 12).

In addition EATF2 schemes will be subject to comprehensive programme management. These will establish robust delivery frameworks for the respective programmes, including procedures for managing risk, budget controls, programme resource planning, change controls etc. This will accord with the Council’s established corporate approach to programme and project management. The programmes and individual projects will be subject to confirmation of business cases (which includes rigorous monitoring through the Council’s Gateway/Project Assurance review processes) and consultation requirements.

Q44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators

As part of our Tranche 1 delivery, we set up a dedicated consultation website (Keep Nottingham Moving Safely) which has allowed the public to identify and comment on points in the city that they would like us to look at and improve. For all individual schemes we produced a leaflet that explained the scheme and the funding, what was intended from the scheme and how this scheme contributed to the aims. We have also ensured that email and phone numbers have been provided to allow anyone who would like to discuss things in more detail to get in touch with us.

The schemes put forward in Tranche 1 have generated local media interest and this in turn has resulted in residents contacting local members. This has been beneficial, as it has allowed us to speak and communicate with the public and work with local members to identity what measures they would like to see in their ward area.

The Council supports the independently chaired Cycling and Walking Advisory Group with members listed below. All Tranche 1 and Tranche 2 schemes are discussed with this group who also played an active role in the LCWIP process and the development of our Transforming Cities Fund programme.
- Pedals (local cycle campaign group)
- Nottinghamshire County Council
- Sustrans
- Cycling UK
- British Cycling
- Public Health
- Active Notts
- Nottinghamshire Police
- Ridewise (local cycle training organisation)
- Nottingham Trent University
- Bike Works (local cycling charity)

Other consultation and engagement has included:
- Public Transport operators
- Disability Involvement Group (DIG)
- Local Access Forum (publically viewed online event)
- City Centre Business Improvement District
- Local Councillors
- Friends of parks groups
- Local media
- Social media - Twitter/Facebook

Q45. Please state which design standards have been followed in developing your scheme (s)

Nottingham Cycle Design Guide (produced 2016 and updated annually with Sustrans)

Traffic signs manual Chapter 8

Schemes have also been discussed with Sustrans to ensure we are taking account of any new and emerging standards nationally. We have also been in discussion with other local authorities to consider what has worked well and not so well to help ensure what we do is successful and can be made permanent/upgraded for long lasting benefits and change. We have done this primarily through the Urban Transport Group and an informal East Midlands liaison group set up with Leicester City Council, Derby City Council and Sustrans.

We will ensure all schemes comply with the Government’s new design guidance and we will update our own Design Guide to ensure it mirrors the latest high standards within LTN1/20.
We will also work and refer to our Design Quality Framework - street design guide. Produced by Phil Jones Associates

Q46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants?

Yes

If yes, please provide details
In house resources will be used for the majority of design work but we are likely to use Sustrans for design support on some elements of the programme where more specialist expertise is required.

Commercial case

Q47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place?

Yes

Please provide details
The project team holds significant knowledge and expertise in delivery of both large-scale infrastructure and specialist, innovative improvements. This includes legal, finance, procurement and project management expertise, all of which will be vital in helping to deliver the programme.

We will seek to maximise existing arrangements for delivery via in-house contracts, existing frameworks and support services that are already procured.

As such the majority of the capital schemes across the bid area will be delivered by the relevant authority's in-house contract, or through Nottingham and Derby joint framework contract, which will enable a joined-up delivery approach. We do not anticipate the need for specialist input but if required, and to ensure value for money is achieved, OJEU procurements will be undertaken.

With regards to the revenue elements of the programme such as Bike Aid and the Cycle Centres we will make use of existing suppliers who have been through previous procurement exercises and have demonstrated that they are uniquely placed and/or as extension to existing contracted arrangements below OJEU limit.

The Suite of more promotional everyday cycling videos will involve a new contract in terms of video production and will be put out to 3 quotes as per financial regulations.

Monitoring and Evaluation

Q48. Has monitoring and evaluation been considered for all scheme(s)?

Yes

If yes please provide details
A monitoring and evaluation strategy has been drawn up that will cover Tranche 1 and 2 as well as aligning to the wider LCWIP monitoring and evaluation. The full strategy has been sent separately (Appendix F) with our other supporting documents.

The Nottingham Emergency Active Travel (NEAT) Tranche 2 funding builds on the interventions initiated by the Tranche 1 funding by enabling these to be made permanent or by providing complimentary schemes thus the evaluation approach of the shorter term outcomes remains consistent for interventions funded by both Tranche 1 and Tranche 2. However, the NEAT interventions dovetails with the LCWIP programme by either bringing implementation forward or extending the LCWIP approach. It is thus envisaged that the longer term outcomes and impacts linked to the NEAT Tranche 2 funding will be evaluated as part of the 5 year LCWIP cycle. This will thus subject the NEAT T2 funded schemes to a full Theoretical Evaluation programme to take into account background exogenous contextual changes, which may become significant beyond the NEAT implementation period. This will also provide causal attribution between the NEAT interventions and the observed changes to the indicators used to measure progress toward the NEAT objectives outlined in this document.

This evaluation will, therefore, use a before and after monitoring approach based on key indicators such as the mode share of cycling and the number of walking trips, supported by comprehensive stakeholder surveys. The main external contexts that need to be considered include public attitudes relating to the C19 situation, changing attitudes to home working and seasonal factors relating to active travel. There is extensive research going on with regards to this both locally (citizen and business surveys) and nationally, so there will be a wealth of evidence to triangulate with our local monitoring. It will be possible, therefore, to frame the changes to our chosen indicators in the light of this data without the need to resort to more complex analysis.

Q49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable")

Not applicable.

Declaration

Q50. Reporting Officer details

Name	John Bann
Telephone number	07939 979413
Email address	john.bann@nottinghamcity.gov.uk

Q51. Senior Responsible Officer details

Name	Paul Boulton
Telephone number	0115 876 5565
Email address	paul.boulton@nottinghamcity.gov.uk

Q52. Section 151 Officer (or equivalent) details

Name	Ceri Walters
Telephone number	0115 876 4128
Email address	ceri.walters@nottinghamcity.gov.uk

Q53. Please add further details or clarification

A separate email has been sent with the following appendices in support of this bid:
Appendices A & B - maps showing the scheme locations and context with LCWIP and Transforming Cities Fund Programme

Appendix C - A scheme tracker showing EATF1 schemes and how the programme has developed into Tranche 2

Appendix D - A montage of EATF1 schemes and EATF2 proposals

Appendix E - Rapid prioritisation and PCT selection plan

Appendix F - Monitoring and Evaluation Strategy

A plan showing our strategic cycle route numbering (for use with A & B)

A letter of support from Sustrans