



NOTTINGHAM CITY COUNCIL
OVERVIEW AND SCRUTINY COMMITTEE

Date: Wednesday 8 March 2017

Time: 2.00 pm

Place: Ground Floor Committee Room - Loxley House, Station Street, Nottingham,
NG2 3NG

Councillors are requested to attend the above meeting to transact the following business

Corporate Director for Strategy and Resources

Senior Governance Officer: Laura Wilson **Direct Dial:** 0115 8764301

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| 1 | APOLOGIES FOR ABSENCE | |
| 2 | DECLARATIONS OF INTERESTS | |
| 3 | MINUTES | 3 - 8 |
| | To confirm the minutes of the meeting held on 8 February 2017 | |
| 4 | CYCLING STRATEGY IN NOTTINGHAM | 9 - 72 |
| | Report of the Corporate Director for Strategy and Resources | |
| 5 | INQUIRY IN TO LOCAL GOVERNMENT OVERVIEW AND SCRUTINY | 73 - 78 |
| | Report of the Corporate Director for Strategy and Resources | |
| 6 | WORK PROGRAMME | 79 - 84 |
| | Report of the Corporate Director for Strategy and Resources | |

IF YOU NEED ANY ADVICE ON DECLARING AN INTEREST IN ANY ITEM ON THE AGENDA, PLEASE CONTACT THE GOVERNANCE OFFICER SHOWN ABOVE, IF POSSIBLE BEFORE THE DAY OF THE MEETING

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CITIZENS ARE ADVISED THAT THIS MEETING MAY BE RECORDED BY MEMBERS OF THE PUBLIC. ANY RECORDING OR REPORTING ON THIS MEETING SHOULD

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NOTTINGHAM CITY COUNCIL

OVERVIEW AND SCRUTINY COMMITTEE

MINUTES of the meeting held at Ground Floor Committee Room - Loxley House, Station Street, Nottingham, NG2 3NG on 8 February 2017 from 14.01 - 15.54

Membership

Present

Councillor Brian Parbutt (Chair)
Councillor Gul Nawaz Khan (Vice Chair)
Councillor Leslie Ayoola
Councillor Azad Choudhry
Beverley Frost
Councillor Mohammed Ibrahim
Councillor Patience Uloma Ifediora
Councillor Glyn Jenkins
Councillor Sue Johnson
Councillor Neghat Khan
Councillor Ginny Klein
Councillor Anne Peach

Absent

Councillor Josh Cook
Councillor Georgina Culley
(substituted by Councillor Andrew Rule)
Councillor Pat Ferguson

Colleagues, partners and others in attendance:

Councillor Sam Webster - Portfolio Holder for Education, Employment and Skills
David Hobbs - Operations Manager for HMO Team
Graham de Max - Housing Strategy and Partnership Manager
Kate Morris - Governance Officer
Lorraine Raynor - Head of Environmental Health and Trading Standards
Laura Wilson - Senior Governance Officer

44 APOLOGIES FOR ABSENCE

Councillor Josh Cook - work
Councillor Georgina Culley - personal
Councillor Pat Ferguson - personal

45 DECLARATIONS OF INTERESTS

None.

46 MINUTES

The minutes of the meeting held on 4 January 2017 were confirmed as a correct record and signed by the Chair.

47 DISCUSSION WITH THE PORTFOLIO HOLDER FOR EDUCATION, EMPLOYMENT AND SKILLS

Councillor Sam Webster, Portfolio Holder for Education, Employment and Skills, gave a presentation updating the Committee on the progress of achieving the priorities within his portfolio. Alongside comments and questions from the Committee the following points were highlighted:

- (a) two of the 5 key objectives set out in the Council Plan 2015-2019 fall within this portfolio;
- (b) the first key objective is to ensure every child in Nottingham is taught in a school judged good or outstanding by OFSTED and, although the Council is short of the 90% target at 81.4%, there has been improvement as the baseline was 60.6% in May 2015;
- (c) there have been no adverse OFSTED inspections since May 2015 with all schools either remaining stable or improving, and Nottingham City has the highest proportion of outstanding schools in the region;
- (d) there is a risk that due to the changes in OFSTED inspection standards around outcomes that this improving trend may slow as schools can no longer be rated good or outstanding if their outcomes are below the required level;
- (e) there are 12 or 13 schools which have academised since the last round of OFSTED inspections and, as such, currently have no rating;
- (f) it is still unclear if the Council's statutory duty to improve schools extends to academies and free schools. The amount of Education Services Grant that they Council receives for statutory duties has been reduced, but the Council does have an Education Improvement Team that works with maintained schools. Academies can choose to buy the services from the Team, but most academies choose to seek improvement services within their own trust, or from other sources. The Council's fees for this service are competitive and many academies do buy back other services from the Council;
- (g) school admissions are increasingly complex. Only 42% of schools in Nottingham City are maintained schools and have their admissions criteria set by the Council. Academies set their own admissions criteria and follow guidelines set out by the government. Their admissions criteria may differ to those at schools maintained by the Council;
- (h) admissions appeals services are bought back from the Council by many academies and the low rate of appeals success indicates that the admissions authorities are making sound decisions;
- (i) another priority is to give a choice of places for every child at a local primary school, and to achieve this the Council has invested £42million in creating 4000 new school places across the city. 92% of children were allocated their first or second choice school for first admission in September 2016;

- (j) there is still an issue of placement availability when a child moves to a different area within the city as schools are increasingly taking on full Reception classes. This means that for a space to become available for children moving into the area a child has to leave the school;
- (k) the National Audit Office indicated that mainstream schools will be expected to make £3billion in efficiency savings by 2019/20. Teaching unions have estimated that this will mean between £22million and £25million cuts in real terms, taking into account the reallocation of school funding through the new national funding formula;
- (l) special schools, pupil referral units, and children with special educational needs and disabilities in mainstream schools should not be affected by the funding cuts as their funding is separate
- (m) the Council has increased places at special schools from 449 to 517;
- (n) although still below the national average, Nottingham's percentage of young people achieving good GCSE grades in English and Maths has increased;
- (o) there has been national coverage about low levels of literacy, and reading is an issue in primary school test results. The Small Steps Big Changes programme is focusing on literacy for children, as well as the Dolly Parton Imagination Library;
- (p) the second key objective from the Council Plan 2015/19 is to guarantee a job, training place, or further education place for every 18-24 year old. This is to ensure that unemployment does not become a lifelong issue. All opportunities are using the Nottingham Jobs branding to make them recognisable;
- (q) work is also done to secure jobs, training or education for older people, but this is predominantly through the Department for Work and Pensions, as it isn't a statutory Council function;
- (r) the Step Into Work programme works in local areas with community organisations and has engaged 1,005 young people to date. 341 of these are now in employment, 640 are being supported into employment, and 24 have disengaged. The programme is supported by a Board which monitors its progress and is working on how to engage those young people who are more difficult to reach;
- (s) Nottingham City currently has the fastest falling unemployment rate in the UK, and the rate of young people not in education or employment (NEET) is the best of all the core cities;
- (t) the unemployment rate is calculated using the numbers of people claiming Job Seekers Allowance, however, with the shift to Universal Credit this figure does not take into account those people claiming the Employment Support Allowance. This is a national issue so comparisons with other cities are still valid;

- (u) the employment programmes are reliant on European Union funding and this funding may be cut in the coming years. Business leaders will have to lobby the government to ensure that funding from central government covers the gap;
- (v) job and career advice are offered through Futures Advice, Skills and Employment This also carries the Nottingham Job logo to make the employment campaign easily recognisable;

Beverley Frost, 3rd Sector Advocate, submitted a paper containing information and questions for Councillor Sam Webster to respond to outside of the meeting, which was circulated with the minutes.

RESOLVED to thank Councillor Sam Webster for his attendance.

Councillor Neghat Khan left the meeting prior to discussion on the next item due to her role as Executive Assistant for Housing.

48 THE PRIVATE RENTED SECTOR IN NOTTINGHAM

Graham de Max, Housing Strategy and Partnerships Manager, and Lorraine Raynor, Chief Environmental Health and Safer Housing Officer, introduced a report on the Private Rented Sector in Nottingham. Alongside questions and comments from the Committee the following points were made:

- (a) information from the 2011 census showed that 22% of people in Nottingham lived within the Private Rented Sector (PRS). Research has shown that this figure rose to 32% in 2016;
- (b) this increase is reflected nationally and the number of people living within the PRS has been steadily increasing for the last 10 years;
- (c) there are three accepted reasons for the continued increase:
 - lack of growth in social housing;
 - increase in buy to let properties;
 - home ownership being increasingly out of reach;
- (d) the key areas in Nottingham where PRS properties lie are the older more central areas and student areas;
- (e) recent government policy has signalled a shift to level the playing field between people buying to let and buying to occupy. Tax reliefs on buy to let mortgages were removed and additional stamp duty was applied to buy to let property prices;
- (f) there is also a move to increasing regulation in the PRS, including proposals to extend the scope of mandatory licensing;
- (g) the Council commissioned a survey of PRS housing from the Building Research Establishment. Some key findings were:
 - PRS properties are twice as likely to experience disrepair as those that are owner occupied;

- there is a higher percentage of Health and Housing Safety Rating System Category 1 hazards for the PRS (21%) than owner occupier (18%);
 - areas with higher proportion of PRS properties are more than twice as likely to experience issues with disrepair, and 1.5 times more likely to experience excess cold;
- (h) data from the Council shows that two thirds of complaints about property disrepair or poor standards received are attributed to the PRS that are not homes of multiple occupancy (HMO);
- (i) using rent as a proxy for demand, it can be seen that demand for PRS properties is good in Nottingham. The City has the some of the highest rent rates in the East Midlands;
- (j) there are approximately 50,000 students in Nottingham City and the expansion of purpose built student accommodation has had a positive impact on the PRS. It has alleviated some of the pressures in the high demand areas;
- (k) there is currently no specific policy or funding around purpose built group housing for disabled students. Traditionally properties are adapted to suit the needs of the resident;
- (l) an energy performance certificate is being made mandatory for all PRS properties. The grading runs from A to G (A being the highest and G being the lowest) and by 2020 all properties must reach at least grade E in order to be rented;
- (m) feedback from landlords around all of the changes above indicates that there is a lot of work needed on a lot of properties to bring them to sufficient standard;
- (n) PRS properties are an important part of the housing market in Nottingham City. As such, the Council is working to raise the standards of the properties available. The Safer Housing Team works on improving housing quality, from advice to tenants and landlords to enforcement, licensing and accreditation;
- (o) alongside the mandatory licensing of HMOs with 3 storeys or more with 5 or more occupiers, the Council is running a discretionary scheme of additional licensing which began on 1 January 2014 and runs until 31 December 2018 which licences HMOs of 2 storeys or more with 3 or more occupiers. This additional scheme has received 2,300 licence applications. There have been 2 prosecutions associated with the additional licensing;
- (p) the Council is currently consulting on a proposal to introduce a city wide selective licencing scheme for all PRS homes. This would bring 35,000 homes into the licensing scheme. The selective licensing scheme will offer protection to tenants and support and advice to landlords, as well as enforcement;
- (q) the Council works to secure accreditation for properties with Decent and Safe Homes (DASH) for non-student homes and Unipol for student homes, to make up the minimum standard for homes across Nottingham, known as the

Nottingham Standard. To date 2,500 properties, or 6% of properties, are covered. Membership of this scheme is voluntary;

- (r) the Nottingham Private Rented Assistance Scheme (NPRAS) allows the Council to use the PRS in order to prevent homelessness. The scheme assists both tenants and landlords and offers a range of incentives and support packages to landlords;
- (s) there has been a citywide Article 4 Direction in place since 2012 to control the growth of HMO's, and any conversions from a family property to an HMO requires planning permission;
- (t) Nottingham City Homes currently has 33 properties within its PRS market, and it plans on having 100 properties by March 2018. It will bring high standards of management and maintenance to its PRS stock and aims to become a positive influence on the sector.

RESOLVED to thank Graham de Max and Lorraine Raynor for their report and presentation.

49 WORK PROGRAMME

Laura Wilson, Senior Governance Officer, introduced the report setting out the programme of activity for this Committee and the Review Panels for 2016/2017.

RESOLVED to agree the work programme for the Overview and Scrutiny Committee and Review Panels for 2016/17.

OVERVIEW AND SCRUTINY COMMITTEE
8 MARCH 2017
CYCLING STRATEGY IN NOTTINGHAM
REPORT OF CORPORATE DIRECTOR FOR STRATEGY AND RESOURCES

1 Purpose

- 1.1 To review the progress made in the cycling vision for the city.

2 Action required

- 2.1 The Committee is asked to consider the progress made in the Council's vision for cycling in the city.

3 Background information

- 3.1 The Committee agreed to look at cycling in the city when it approved its work programme at the beginning of the municipal year.
- 3.2 John Bann, Cycling and Roadspace Transformation Manager, Nottingham City Council, Keith Morgan, Transport Manager, Nottingham City Council, Gary Smerdon-White, Ridewise, Hugh McClintock, Pedals, and Mark Roxburgh, Highways England, have been invited to attend the meeting, and have provided written submissions for the Committee to consider.

4 List of attached information

- 4.1 Submission from Nottingham City Council
- 4.2 Draft Cycling Strategy
- 4.3 Submission from Ridewise
- 4.4 Submission from Pedals
- 4.5 Submission from Highways England

5 Background papers, other than published works or those disclosing exempt or confidential information

- 5.1 None

6 Published documents referred to in compiling this report

- 6.1 Draft Cycling Strategy

7 Wards affected

7.1 N/A

8 Contact information

8.1 Laura Wilson
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8th March 2017: Overview and Scrutiny Committee

Nottingham's Cycle Strategy

Background

Nottingham's first Cycling Action Plan was introduced in 2008 following a discussion at Overview and Scrutiny Committee about improving cycling in the City. It was updated in 2011 and a [third version](#) has just been released in draft form for stakeholder consultation and is attached as Appendix 1. Since the publication of the first plan momentum has built to encourage cycling in Nottingham. This culminated in a bid for national cycle ambition funding in 2014, the launch of a [Cycle Vision](#) for Nottingham in 2015 (including delivering a 'world class cycling network') and the production of the [Nottingham Cycle Design Guide](#) in 2016. The national bid for funding was not successful but the work done on this formed the basis of a successful application to the D2N2 Local Enterprise Partnership (LEP) for significant investment in cycling.

Justification and links to the wider transport strategy

There is a strong justification to invest in Nottingham's cycle network. Cycling offers a wide range of benefits including health, reducing congestion and pollution, and cheap travel for Citizens. It also works hand in hand with the Council's aspirations for public realm, in particular in the City Centre, where major transport schemes such as the Broadmarsh and Connecting Eastside offer opportunities to improve cross city and city centre permeability with cyclists sharing well designed streets with pedestrians and public transport. This has been demonstrated recently with the approval of three business cases to the D2N2 LEP - for:

- Nottingham Cycle City Ambition Programme (£6.1 million);
- Nottingham Enterprise Zone Sustainable Transport Package (£6 million); and the
- Nottingham Ring Road cycle path upgrade (£750k).

Current Projects

The Council is currently delivering the following schemes which are specifically funded to bring benefits to cyclists and pedestrians. Details, plans and photographs of these schemes will be presented at the Committee.

- **Cycle City Ambition Programme**
 - Four commuter cycle corridors (Southern, Western, Eastern, Northern)
 - Lighting along the Embankment and path upgrades around Colwick Park
 - Childs training bike track – to be built in partnership with the Parks service
 - City Centre quiet routes
 - Citycard cycles relaunch with electronic docking stations
 - Neighbourhood improvements
- **Nottingham Enterprise Zone Sustainable Transport Package**
 - New bridge over the Midland Mainline, including a linking path between University Boulevard and Thane Road across the Boots site
 - New cycle facilities along Woodside Road

- A programme of highway improvements to be constructed by the County Council in Beeston
- **Nottingham Ring Road**
 - Upgrade of shared path alongside the carriageway with cycle priority over side roads

Future Schemes

The Government are set to publish a new Cycling and Walking Investment Strategy, including a requirement for highway authorities to produce Local Cycling and Walking Infrastructure Plans (LCWIPs). In our own Action Plan we have aligned our targets with those that will be in the document. This includes 10% of trips to work by bike by 2025 on the corridors where we have invested and doubling in the level of cycle trips.

In order to achieve these targets we need to keep investing in the proposed network. To do so effectively we will require sustained funding. We will therefore lobby the Government and D2N2 to enable us to continue to deliver a network of high quality cycle routes. The next phase of this will be a second Cycle Ambition Programme which will address more of the major radial and orbital routes.

It is therefore important that the Council remains committed to the long term goal. This will require commitment from Executive Councillors, Ward Councillors and Officers.

Whilst funding for major cycle corridors will come from external bids, Area Capital is an important funding mechanism that should be considered. Benefits for cyclists can be incorporated into public realm and pedestrian improvements. Small scale improvements such as cycle parking outside local facilities and short links that open up longer routes can have a major impact on decisions to cycle. Our Team would be keen to work with any interested Councillors to discuss ideas.

In addition to building infrastructure and helping Citizens to get around by bike we need to ensure that there is a cycling culture within the Council. This includes throughout the Transport, Traffic and Highway services and also with colleagues in key supporting areas such as Sport and Leisure, Parks and Health Promotion.

Other areas which are working on include:

- Closer working with Derby City Council through the Metro Strategy approach.
- A restart and rebrand of the on street bike hire scheme with plans for long term expansion, including offering electric cycles.
- A Road User Respect Code – to improve relationships between pedestrians, cyclist and motorists.
- A cycling excellence exchange programme with cities in the UK and abroad.

All of the above will be presented at the Committee meeting but if you require any further details ahead of this please contact john.bann@nottinghamcity.gov.uk 0115 8764014



Nottingham
CYCLE CITY

BUILDING A BETTER NOTTINGHAM



Nottingham Cycle City Strategy & Action Plan 2016/17-2020/21





Contents

Key Partners	4
Introduction	7
Recent Achievements	8
Why this is the right time to update our Strategy and Action Plan	10
Nottingham Cycling Strategy:	12
Delivering our Cycle City Vision	12
Sport and Recreation	14
Targets	16
Monitoring and Evaluating our progress	18
Bicycle Account	19
Governance	19
Communication	19
Funding	20
Action Plan	21
2017 Network	23
2021 Network	24
Proposed Network Branding	26
2016/17-2020/21 Cycle City Ambition Action Plan	28

Appendices

Cycle Ambition Programme monitoring indicators	50
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Key Partners



We work closely with Nottinghamshire County Council to promote and facilitate cycling in the Greater Nottingham area through the development of joint and related schemes, activities and events.



Highways England are responsible for the operation, maintenance and modernisation of the strategic road network. As part of their investment strategy they recognise their role in supporting the needs of non-motorised users on their network including improving facilities for cyclists.



Pedals are Nottingham's local cycle campaign group.



Sustrans run a number of projects in the City that seek to encourage people to cycle. Sustrans have also worked with us to develop our Cycle Design Guide.



The Big Wheel is a marketing and promotion programme which encourages greater use of sustainable travel with businesses and the public across the greater Nottingham area through communications links and events



Ridewise provide cycle training with a broader aim of engaging with all individuals within a community. Ridewise also offers free led rides in Nottingham.



Nottingham Bikeworks are a not-for-profit organisation providing a variety of maintenance workshops, refurbished bike projects and sales; and courses providing practical skills train, cycle training and instruction to a variety of groups in the community. They are also an accredited provider of City and Guilds qualifications.



British Cycling are the UK's largest cycling organisation committed to helping people to enjoy cycling competitively, for commuting and for leisure. To help support this, British Cycling works with local and national governments to improving conditions for cyclist to ensure that Britain becomes a true cycling nation.



Introduction

Nottingham City Council is committed to delivering our Cycle City Vision. This document outlines what the Council and its partners want to do between 2016/17 and March 2021 to achieve this. This Strategy complements our Vision and our Action Plan at the end of this document sets out how this will be done. Together our Strategy and Action Plan set aims, targets and actions to continue to increase the levels of cycling for transport, leisure, work, education and sport.

In 2008 we published our first Cycling Action Plan and since then there has been significant progress in increasing cycling levels in the city as a form of transport by 34%¹. In recent years this has been largely due to a combination of increased investment in cycling infrastructure through the Local Transport Plan plus smarter choice initiatives delivered as part of the Local Sustainable Transport Fund. Recent national sporting successes have also spurred on an increased interest in cycling for everyday journeys or leisure time.

The benefits of cycling are now well established and well evidenced. In comparison to other transport improvements, investment into cycling has shown to be relatively low cost with a high impact in helping to support economic growth. This is done by reducing congestion, reducing emissions whilst improving connectivity, public health and air quality and more. This is particularly important as the availability of public funding and the delivery of public services continues to change.

The positive impacts of investing in high quality Cycling infrastructure in Nottingham have been acknowledged by the D2N2 Local Enterprise which has provided £6.1 million to deliver our first Cycle City Ambition Programme between April 2015 and March 2017. This is the first major step in delivering our vision of a world class cycling network for the benefit of the citizens, businesses and visitors to Nottingham.

¹ Sourced from Nottingham City Council traffic and cycle count data

Recent Achievements

Our achievements since we published our second Cycling Action Plan in 2012 include:

- An 34% increase in people cycling
- Rollout of 20mph Zones across residential areas in Nottingham
- Delivery of Citycard Cycle Hire Scheme and Citycard Cycle Hubs with secure cycle parking
- Attracted some of the biggest names in British Cycling by hosting a number of high profile cycling events including the Men's Tour of Britain in 2012 and 2015 and the Women's Tour in 2016
- Revived the 'Milk Race' in 2013, 2014 and 2015 as a one day criterium event, including elite women's and men's races
- Continued to support the annual Cycle Live event to celebrate a culture of cycling in Nottingham
- Established UCycle within partner organisations to promote cycling at higher education establishments and the Nottingham University Hospital NHS Trust
- Continued delivery of Bikeability training in schools
- Delivered a closed road circuit and complimentary recreational and competitive cycling programme at Harvey Haden Sports Village
- Opened community transport hubs offering bike hire and opportunities to develop bike maintenance skills
- Produced the Nottingham Cycling Design Guide which will be used by when designing transport Infrastructure in Nottingham to cycle proof our streets and junctions
- Opened segregated cycle routes alongside the NET extension
- Opened our Western Cycling Corridor
- Started work on improving cycle facilities on Daleside Road as part of the Eco Expressway
- Improved lighting on the Victoria Embankment riverside cycle route
- Started to improve the permeability of the City Centre for cyclists
- Reviewed our Cycle signage and route branding
- Identified improvements for cycling in our parks, along the River Leen and Neighbourhoods



Why this is the right time to update our Strategy and Action Plan

A world class transport network that is efficient and accessible to all is seen by the City Council and its partners as being an important element in establishing Nottingham as a world class city. We have already invested heavily into Public Transport, most recently the extension to our tram network. However we now need to match this investment with a world class cycling network to ensure that Nottingham is a thriving sustainable city economically, environmentally and socially. It is important that the City takes a lead on delivering for cycling.

Since we published our last Cycling Action Plan in 2012 there has been an increased interest in cycling at the highest levels of national government. In April 2013 the All Party Parliamentary Cycling Group published the “Get Britain Cycling” report which investigated the state of cycling in Britain making 18 recommendations as to how levels of cycling in Britain could be increased. Following this, in October 2014 the Department for Transport consulted on the draft Cycling and Walking Delivery Plan and in February 2015 the commitment to produce a Cycling and Walking Investment Strategy (CWIS) was included within the Infrastructure Act (2015). This was an acknowledgement from within central government that cycling has an important role to play in encouraging economic growth, improving public health and the environment and is now an important mode of transport.

In December 2015 ‘Setting the First Cycling and Walking Investment Strategy’ was published by the Department for Transport. This document outlined the DfT’s timetable and approach to delivering the first CWIS which will seek to achieve a “cycling revolution”. A draft version of the CWIS was published in March 2016 for consultation to which Nottingham provided a response. In addition Nottingham and D2N2 were selected by the DfT as one of three trials areas to assist in the development of CWIS National and Local Implementation Plans in 2016, putting Nottingham at the forefront of the Government’s vision. The final version of the first CWIS is due to be published in 2017. This Strategy and Action Plan has been developed in line with the draft CWIS with guidance on preparing Local Cycling and Walking Investment Plans (LCWIPs) being developed by the DfT. As such amendments to this strategy will be considered if there are any substantive changes within the national CWIP and LCWIP guidelines.

As an authority, and in close partnership with local transport stakeholders, we have delivered a variety of schemes and initiatives over the last few years with a view to increasing the number of people who cycle on a regular basis in Nottingham for a variety of purposes. We are now also working with and talking to other authorities committed to increasing cycling levels, such as Transport for London. Our aim through this document is to ensure that we continue to implement the most effective measures, tools and innovative ideas to increase cycling levels in Nottingham. This includes physical infrastructure improvements and softer measures, such as promotion and training, to get people on their bikes and establish cycling as a normal day to day and enjoyable activity.

We want to continue to show that Nottingham is a leader in transport innovation and aspiration delivered by investment in infrastructure as well as support for training and promotion. Further we want to continue to support people cycling for their own leisure by continuing to provide opportunities for sport and recreational cycling.

The first phase of the Cycle City Ambition Programme has set us on track to provide the higher levels of investment required to deliver a work class cycling network. To this end we will continue to lobby and bid to the Government, the D2N2 LEP and others for further funding to continue much of the good work that has been done in recent years as part of the LTP, LSTF and other investments into cycling. Having our own Vision, Strategy, Action Plan and Design Guidance will help us to push for more cycling investment at local, regional and national levels.

Nottingham Cycling Strategy: Delivering our Cycle City Vision

In our Cycle City Vision we stated how we will develop and cycle proof ² Nottingham and be on the way to becoming a world class Cycle City by 2025. We are kick-starting this by investing £9.3 million into our cycle network between 2015 and 2017.

Within the vision we identified that our key outcomes from making Nottingham a Cycle City would be:

- A Well connected cycle network
- Safer streets for the bike
- Create a cycling culture with more people travelling regularly by bike
- A city for living in

For us to deliver these outcomes, we need to continue to invest in physical infrastructure to create high quality streets and routes for people to use. We will also support and encourage people to cycle by promoting smarter choices such as providing sustainable travel advice and cycle training. It is vital that we continue to find ways to support the delivery of these kinds of initiatives in conjunction with our partners that include the Big Wheel, Sustrans, British Cycling, the University of Nottingham, Nottingham Trent University, the Nottingham University Hospitals NHS Trust and local businesses.

To continue to deliver our Vision for cycling over the next 5 years, our aims will be:

- **To lead and plan for cycling in partnership**

It is key that we retain support for cycling and cycle proofing by being bold in the development and implementation of schemes while maintaining a strong, positive working relationship with our key partners, citizens and business community. We will work with Nottinghamshire County Council to ensure that cross boundary routes and facilities are consistent. It is important to develop an effective partnership with the D2N2 LEP, Department for Transport, British Cycling and Highways England to maximise resources and drive forward our mutual aspirations for cycling. We will work closely with other likeminded authorities locally, nationally and internationally to learn and share best practice in the delivery of schemes and supporting initiatives.

² Cycle proofing is a term coined by national government covering a number of actions to improve roads and provision for cycling

- **To deliver an on-going investment programme**
 Applying the core principles of our design guide, we will develop and deliver an on-going investment programme for cycling. This will include schemes on key commuter corridors, cross city centre routes, quieter routes and further improvements within our residential neighbourhoods, parks and greenways. We will also look at linking up radial routes with orbital routes such as the Ring Road. We will also improve cycling facilities as part of key developments such as the Nottingham Enterprise Zone and Broadmarsh redevelopment that will help cyclist's access major employment sites and cross the city centre.
- **To support and encourage participation and behavioural change**
 In our 2015 vision we stated that we wanted to support a cycling culture in Nottingham. We will do this by hosting mass participation events such as Cycle Live; British Cycling led rides and continuing to host high profile sporting events such as the Tour of Britain. We will seek to expand delivery of Bikeability in schools and look for opportunities to secure further funding for the delivery of community travel hubs. We now have a dedicated closed road circuit at Harvey Hadden and are looking to construct a Children's play and familiarisation cycle facility on the Victoria Embankment. We will also continue to promote cycling through our Travel Planning activities with businesses and developers.
- **To communicate on and engage in our cycling plans and development**
 It is important to us that we communicate with our key partners, citizens and businesses and engage them in our cycling plans, such as in our annual Cycle forums. We will consult on our schemes from initial concept through to detailed design and delivery using a variety of methods and channels including our website consultation pages and interactive consultation maps. We will also launch 'Respect for Nottingham' our Road User Code of Conduct and Action Plan. The aim of this will be to engender a mutual understanding and respect between all road users.
- **To monitor and evaluate what we do**
 To ensure that we effectively deliver schemes and initiatives to become a cycle city, it is important that we monitor and evaluate what we to ensure that we are getting the most from our investment into the city. In addition to monitoring the usage of our investments and cycling levels in the city, we will also facilitate surveys and focus groups to get quality feedback from users on what we're doing.

As we are already committed to delivering the first phase of our investment programme, we will use 2018 as an opportunity to review what we have delivered and what we will aspire to achieve by 2021.



Sport and Recreation

We are committed to supporting people to cycle for leisure and recreation recognising the role this type of cycling has in improving health and increasing the possibility people may choose to cycle to work, school or for local journeys.

In our Sport and Physical Activity Strategy 2015 – 2019 we are seeking to continue to increase the levels of sport and physical activity in the city recognising the contribution it makes to improving health, employability, economic development and community cohesion. The city will provide on-going and substantive support to organisations that wish to work with and invest time and resources into Cycling as a core sport for Nottingham.

Since 2012 we have delivered BMX pump tracks at Colwick Wood, Broxtowe Country Park and Queens Drive and in 2015 opened a 1.5km Closed Loop Cycle Circuit at Harvey Hadden Sports Village. Already we have established two Go-Ride clubs and have Community User Agreements with nine Road Cycle Clubs and four Triathlon Clubs. Dedicated coach led sessions are also being delivered at Harvey Hadden for women, girls and under 23's in addition to Para – cycling Development sessions. These are seeking to improve riding technique, confidence and fitness.

In addition to support for dedicated sport sessions and development, we have also sought to increase recreational cycling through guided local bike rides in partnership with British Cycling. We have provided a variety of led rides for all ages including the Breeze programme, which focuses on women's cycling participation and social cycling which encourages individuals to participate in a less formal setting. We have also worked closely with local community cycling partners such as Ridewise, Sustrans and Nottingham Bikeworks to promote active travel including the Cycling for All programme, providing inclusive cycling sessions suitable for all ages and abilities. Sport, Leisure and Parks have also developed links with other community organisations including Nottingham City Homes and Nottingham Community and Voluntary Service to increase cycling participation amongst people who do not currently cycle.

We are keen to continue our support for local cycle events such as Cycle Live and the Great Nottinghamshire Bike Ride. Additionally we are looking to continue to attract big sporting events such as the Tour of Britain.

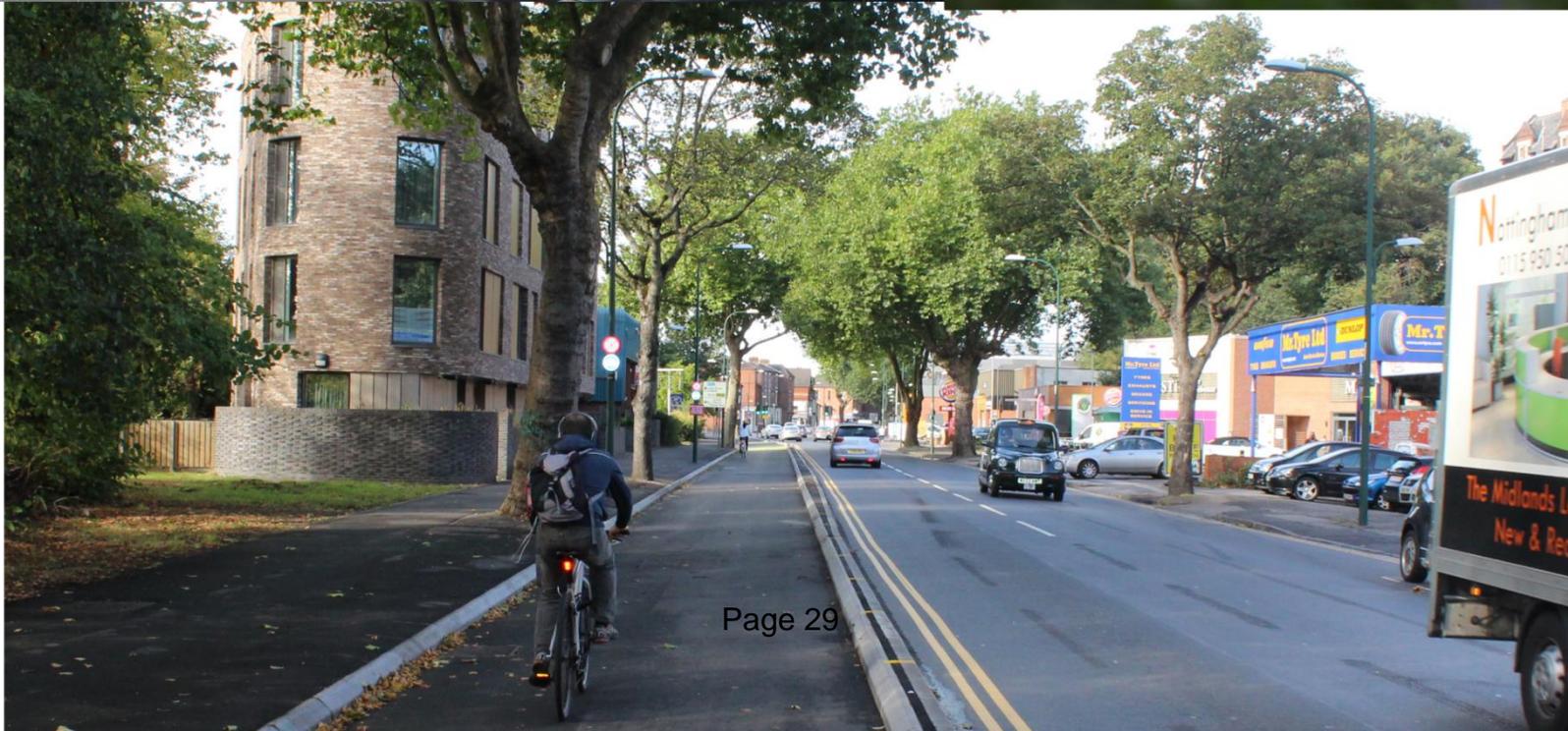
Targets

The Government have set a national target in the draft CWIS to double the number of trips made by bike by 2025. The Council fully supports this ambition to increase cycling levels and to achieve this we will do our bit setting a number of our own targets that will ensure we are moving towards this aspiration.

Firstly, our 2015-2019 Council Plan aims for 10% journeys to be made up of a combination of walking, cycling or public transport journeys by 2019. We will ensure that our investment in cycling contributes to this target.

We stated in our 2015 Cycle City Vision that we want **10% of journeys to work be made by bike by 2025**. This was also the outcome we stated in our successful bid to fund our first Cycle ambition programme. Achieving this by 2025 would mean that we will have more than doubled the number of journeys to work by bike recorded by the 2011 census. Beyond 2025 we want to continue to see these levels rise to 12% of journeys to work by 2027 and 15% of journeys to work by 2030. However this will depend on gaining similar funding levels to the first Cycle ambition programme.

As we deliver our first Cycle City ambition programme, we are compiling baseline data on the use of our cycling network before, during and after this initial £6.1 million investment between 2015 and 2017 which we will publish in a bicycle account. This data will help us to establish the milestones that we are looking to hit during the lifespan of this Strategy to 2021. At this point we will review how we are doing towards achieving this target and will set out what we need to do in our 4th Cycle Action Plan in 2021 to ensure that we reach our target of 10% of journeys to work made by bike in 2025.



Monitoring and Evaluating our progress

To ensure that we are getting the most from our continued investment into cycling and that we are on track to achieving our Vision, we will monitor and evaluate our progress on a regular basis. This will help us to keep our Cycle City Vision relevant and enable us to base our future decisions on credible evidence. This in turn will support our case when we are pursuing funding opportunities to support delivery of this strategy and action plan

Our monitoring strategy sets out how we will collect a range of qualitative and quantitative data on a regular basis to present:

- a wider picture of cycling infrastructure provision and other cycling measures across Nottingham,
- their overall and individual impact across a range of economic and social objectives,
- the levels of user satisfaction with the programme and projects being delivered
- evaluation of innovatory measures, how they work and are perceived by users

As this strategy will be implemented over the lifetime of our Cycle City Vision, a significant amount of data will be collected to allow evidence based decisions to be made to justify funding bids and future proposals. We will publish our *Monitoring Strategy* separately to this action plan. The indicators to be submitted to the D2N2 LEP are included as an appendix to this document. These show how we are monitoring ourselves against the NCCAP objectives, including indicators that are used for reporting to the D2N2 LEP.

Bicycle Account

It is important that our action plan is a living document that is adaptable to change. To do this the Council will produce a publicly available bicycle account during the life of this strategy and action plan. This will be an assessment of cycling development in Nottingham that will report on a number of outputs as identified in our monitoring strategy showing the progress we and our partners are making in delivering this action plan. The account will review the City's cycling conditions, new schemes and initiatives in addition to user satisfaction.

Governance

To ensure that our action plan remains ambitious and continues to deliver outputs that will help us to meet our vision, it is key that we have a strong governance structure to review the progress we are making and direct us in the future. Therefore in addition to the bicycle account, we will maintain a close working relationship with our key partners. We will provide regular updates to the Council Cabinet Portfolio Holder for Transport, the City Cycle Champion and the Greater Nottingham Cycle Development Group. In addition to hosting and participating in bi-annual Nottingham Cycle Forum meetings that bring together the Council, partners, businesses and local cycle groups to focus on cycling issues related to:

- Policy & Planning,
- Health, Sport & Leisure
- Transport and Safety

These meetings will seek to generate creative and interactive discussions to move the action plan forward informing future investment, schemes and initiatives.

Communication

It is important to us that we are clear on our plans and what we are doing to deliver our Vision. We have developed a Cycle City Communications Plan that sets out how we will continue to communicate and engage with our partners, residents and business stakeholders on our proposals from concept to detailed design and implementation. This will be published as a separate document. We have also developed a cycling signage and branding strategy which will be produced separately.

Funding

Our aim for Nottingham is to make cycling and walking the first transport choices for short to medium journeys. This will make the city a more pleasant place to live and do business, attracting jobs and people, making the city safer for those who already live and work here. We must therefore ensure that we invest in the city to achieve this.

Our first Cycle City Ambition programme has enabled us to invest at a level well above the national average until March 2017, in line with the recommendations of the Get Britain Cycling report. Whilst this will deliver significant improvements to cycle infrastructure it is important that we continue to work with our partners to identify how we can continue to deliver smarter choice initiatives previously funded by the Local Sustainable Transport Fund.

To fully deliver our vision we are dependent on securing further funding for infrastructure, training and wider promotion. To put Nottingham in a position where it is well placed to access further funding the Council will work together with its partners. We aim to continue investing a minimum of £10 per person per year and above this where we have the opportunity to do so.

In May 2016 the Department for Transport published its draft Cycling and Walking Investment Strategy. A final version is expected to be published in 2017. We will seek to strengthen our relationship with the DfT to ensure that we are in a prime position to benefit from Government funding in the future.

We will maintain a level of funding from within our annual Local Transport Plan Programme to deliver cycling schemes and match other funding sources as required. We will integrate our proposals with other major schemes and development sites such as the Boots Enterprise Zone, Broadmarsh Area redevelopment, and the Connecting Eastside project. We will continue to investigate other avenues for funding such as further bids to the D2N2 LEP, as part of any devolution deal, in joint working with Highways England to access their funding for trunk roads and through the EU and any other UK funding sources.

We have made an application in partnership with Nottinghamshire County Council and Derby City Council for a share of the DfT's 'Access Fund for Sustainable Travel'.

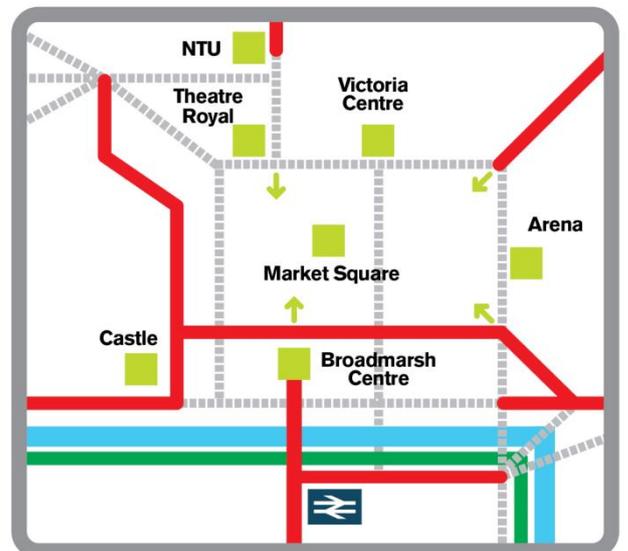


Action Plan



- Nottingham Cycle City Ambition Programme investment
- Off road, Big Track and River Leen
- - - Proposed routes for possible future investment
- Existing Routes

CITY CENTRE



2017 Network

In 2017 we will have delivered the first Cycle City Ambition Programme. We will have constructed new cycle corridors built to a new design standard in line with our design guide that are well used and maintained. In addition we will have delivered a North-South cross city centre route and designed a second that runs East-West; improvements for people walking and cycling in Colwick park; and will have lit a cycle route along the Victoria Embankment. Improvements will have been developed for Bulwell, Lenton and St Ann's and improvements delivered along the River Leen path and Ring Road, improving links to key employment and housing areas in the city. We will have improved links to Trent Bridge along Arkwright Walk. We have also agreed improvements for cycling associated with the redevelopment of the Broadmarsh centre and there will be improved connections for cyclists on the northern side of the rail station on Station Street. This network will have a consistent standard of signing and branding to provide continuity across our network and we will have expanded the City Card cycle hire scheme.

Our Cycle Design Guide will be used to design appropriate facilities in new highways schemes and will be used as a tool by developers in designing new housing and employment sites. Our guide will be reviewed on a regular basis to take into account new innovations and ideas for Nottingham based on shared knowledge and best practice that we have developed with our partners in the UK and Internationally. We will have also further strengthened our relationship with the DfT and Highways England; and we will have established a new and enhanced maintenance regime for our cycling facilities.

We will also continue our support for the delivery of Bikeability training and hosted further cycle events such as Cycle Live in addition to other mass participation events such as British Cycling guided rides. We will have also secured support for further smarter choice measures when promoting cycling such as local bike hubs and delivered more cycle parking facilities in key locations. "Respect Nottingham", our Road user code, will have been launched and activities linked to this will be being delivered.

We will have continued our support of the cycling community in Nottingham and will be in regular communication with them to monitor the impact of our new schemes through surveys, questionnaires and focus groups.

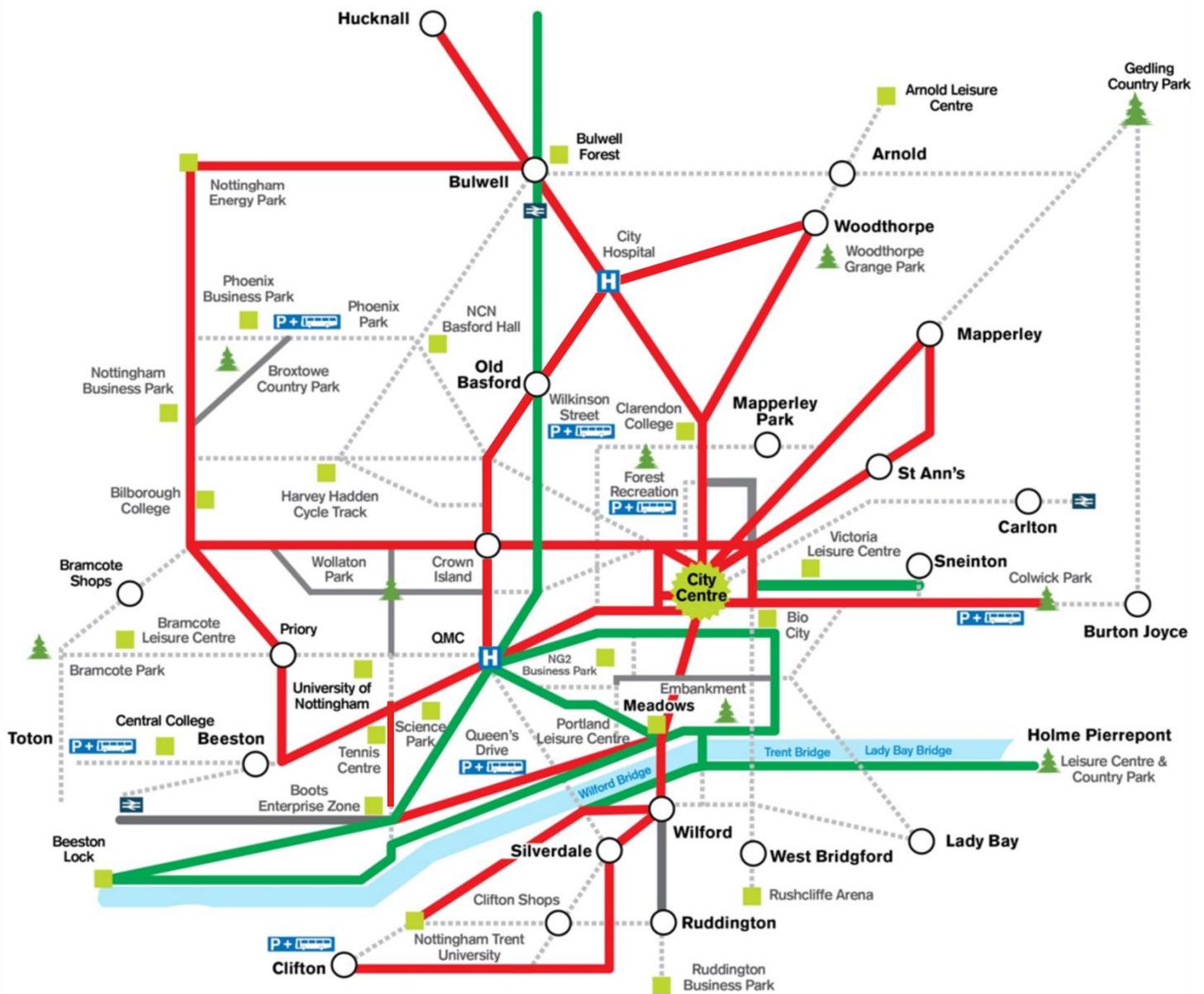
2021 Network

In 2021 we will have continued to deliver sustained investment into cycling in Nottingham and will have expanded our network to link to key development sites identified in the Local Plan such as the Boots Enterprise Zone in addition to corridors on other arterial routes. We will have also established high quality connections to the Nottinghamshire County Council network. We will also have linked the River Leen path into the National Cycle Network and will have developed and started delivery of a D2N2 cycle tourism network. The Broadmarsh roadspace transformation scheme will be complete with improved cycle facilities between the East and West cycle corridors and providing improved access to and around the city centre via the Connecting Eastside scheme. We will also be supporting the delivery of a new River Trent crossing and will have worked with Highways England to improve cycle facilities on trunk Roads in Greater Nottingham such as the A52 and A453.

Our Cycle Design Guide will be used as a key tool in the design of new developments, having undergone a formal review to stay up to date with emerging best practice and also reflect on what we have delivered since we launched our Cycle City Vision in 2015. We will have also further developed our partnerships with other cities.

We will have continued to host a variety of sporting and recreational cycling events to foster and maintain a cycling culture in Nottingham and will have regular led and mass participation rides that are inclusive and open to all. We will also continue to support businesses in encouraging their employees to cycle to work and be delivering Bikeability training in schools to encouraging cycling for shorter journeys from an early age.

We will respond to changing initiatives over the next four years, using feedback from our cycling community and data from our monitoring exercises. In 2021 we will review how we are doing in discussion with the Cycling Development Group and will compare ourselves to similar cities in the UK and beyond to establish our progress towards becoming a world class cycling city. This will enable us to start looking what we need to do beyond 2021 in the Nottingham Cycling Action Plan 4 (2021/22 – 2025/26) to fully realise the vision that we set in 2015.



CITY CENTRE



- Nottingham Cycle City Ambition Programme investment
- Off road, Big Track and River Leen
- Proposed routes for possible future investment
- Existing Routes

Proposed Network Branding

A consistent and well branded cycle network is a key feature of a world class Cycle City. It helps people to navigate the City, improves awareness of routes and promotes cycling and the City's image to residents, businesses and visitors.

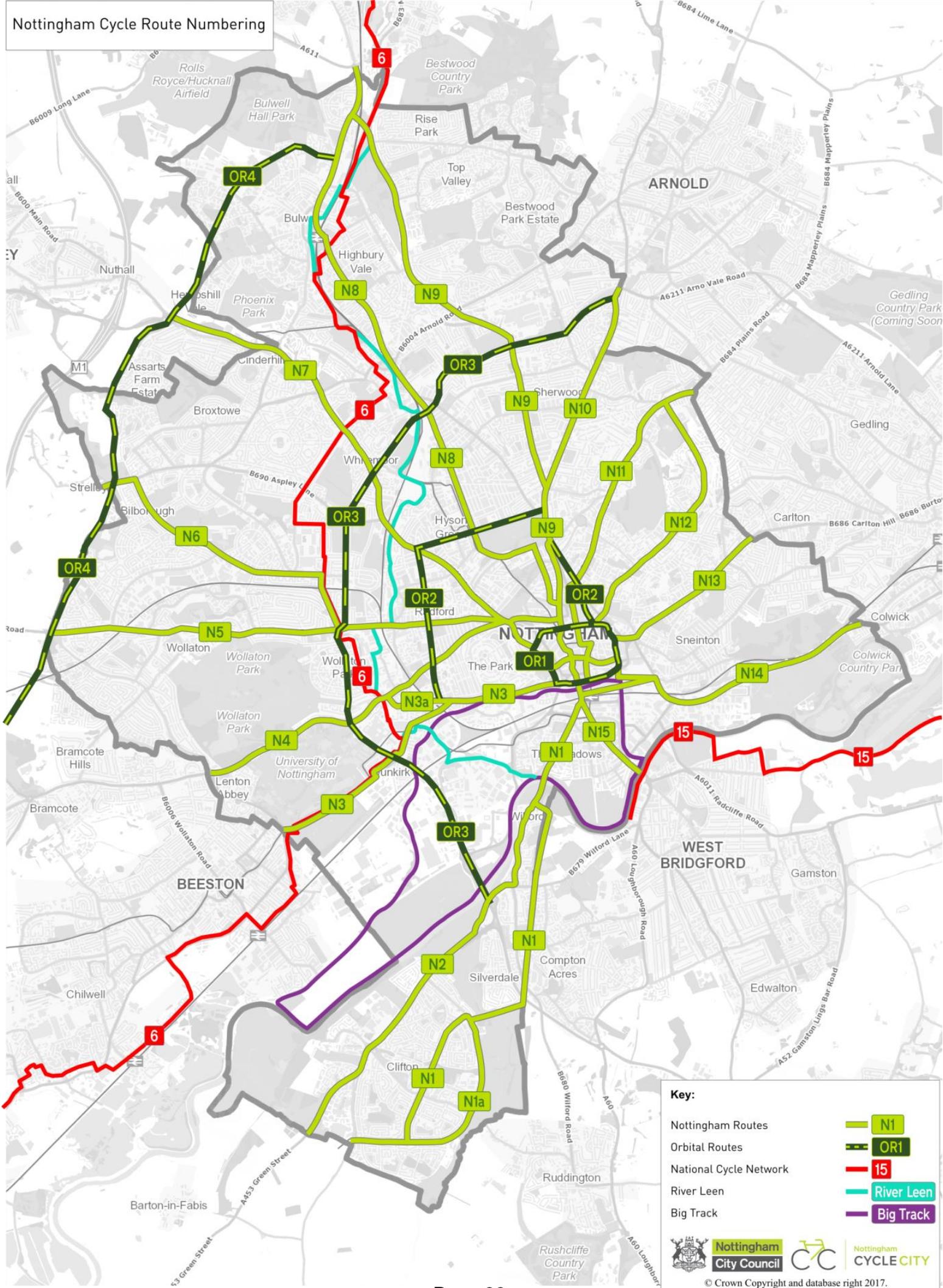
As part of our first cycle ambition programme, we commissioned a review of our existing cycle signage and branding and developed a new set of principles to take forward as we look to improve our network. We will implement the following:

- Radial Routes will be numbered N1 to N15 where N stands for Nottingham. This numbering system will be found on signs and road markings (as appropriate). Our first numbered route will be the route running from the City Centre to Clifton. This will be N1.
- Numbers will run clockwise from N1 and will cross the City Centre
- Orbital routes to be numbered OR 1 to OR4
- Two named leisure routes will be retained - Big Track and River Leen
- Sustrans NCN routes to continue with red/white branding
- Primary & secondary destinations will be used on signs



We will also continue to use the Nottingham Cycle City logo on marketing materials.

Nottingham Cycle Route Numbering



Key:

- Nottingham Routes: N1
- Orbital Routes: OR1
- National Cycle Network: 15
- River Leen: River Leen
- Big Track: Big Track

Nottingham City Council
 Nottingham CYCLE CITY

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2016/17-2020/21 Cycle City Ambition Action Plan

Our Action Plan below sets out how we will deliver our Cycle City Vision and Strategy. This will be achieved not only through an on-going investment programme, but also through continued Leadership, Partnership and Future Planning; Supporting and encouraging Participation and Behavioural Change; and Communicating and engaging on our Cycling Plans and Development. The programme below will be reviewed on a regular basis to take into account changed priorities, delivery progress and funding opportunities.

page 10

NCC = Nottingham City Council

HE = Highways England

TfL = Transport for London

CDG = Cycle Development Group

HDC = NCC Highways Development Control

STC = Greater Nottingham Sustainable Travel Collective

NCoC = Nottinghamshire County Council

GUL = Go Ultra Low

DfT = Department for Transport

NET = Nottingham Express Transit

LEP = D2N2 Local Enterprise Partnership

LTP = Local Transport Plan

EA = Environment Agency

CWIS = DfT Cycling and Walking investment Strategy

ERDF = European Regional Development Fund

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
Lead and plan for cycling in partnership							
Review and update Nottingham Cycle Design Guide	We have adopted the first edition of our design guide. This will be a 'live' document that we will review and update on a regular basis to include best practice and innovation in Nottingham.	Ongoing	<1k	Sustrans/ Sponsor	NCC	Sustrans Pedals Ridewise NCoC	
Work to secure further secure cycle parking on the Northern side of Nottingham Train Station	Working with East Midlands trains, we wish to look at options to improve and increase secure cycle parking on the Northern side of Nottingham Station.	2017	10k	EMT/ ATOC	NCC EMT		
Develop and adopt a Highway Maintenance protocol for cycling infrastructure	We have started to identify principles for maintaining our cycle facilities, on and off road, and seek to adopt and implement these in line with the delivery of NCCAP 1. £100k has been allocated from the LTP capital maintenance funding in 2016/17 specifically for improving the maintenance of cycle routes and facilities. This will be an annual allocation. We will review maintenance of off road cycle routes and public rights of way.	2017	100k p.a	LTP	NCC	NCoC	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
Investigate further opportunities for cross boundary connections with Nottinghamshire County Council.	Working with the county council to improve the cycle network in the greater Nottingham conurbation. For example on the County's proposals for improvements in West Bridgford and the joint Boots Enterprise Zone scheme.	Ongoing	20k	LTP	NCC NCoC		
Engage developers on including cycling in planning process for significant developments	To ensure that facilities for cycling become embedded in significant planning decisions and highway improvements. This 'cycleproofing' will be led by the Council's Highways Development Control team.	Ongoing		HDC Developers	NCC	Developers	
Continue to develop partnership opportunities with the DfT and other authorities in the UK and Europe	To ensure that Nottingham is delivering high quality infrastructure and solutions for cycling, we will continue to build on the professional links we have already established to learn from others in order to achieve our target of 10% of journeys by bike. Nottingham is already a member of the 'Going up a gear' group which was formed by the 8 English core cities. We have also started to engage with Ghent in Belgium and Karlsruhe in	2018,2021	15k	Grants and Sponsorship , In-house consultancy Income streams	NCC	Pedals TfL Other Cities	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	Germany about sharing European Cycling best practice.						
Work in partnership with Pedals and Nottinghamshire County Council to progress options for a new or upgraded pedestrian and cycle crossing across the River Trent	The Council is supportive of a new pedestrian and cycle crossing across the River Trent and are regularly working with our partners to determine and progress options.	2018,2021	3-5m	Developers LEP National Lottery	Local Authority	Pedals	
Work in partnership with other D2N2 authorities and Sustrans to plan for a major D2N2 cycle tourism network	The D2N2 LEP have identified a long term desire to create an attractive network for cycle tourism in the D2N2 area. We will seek to work with the LEP, Sustrans and our delivery partners to plan the network and secure funding to begin delivery.	2021		British Cycling/ HSBC LEP National Lottery	Sustrans	Local Authorities	
Identify and bid for further funding opportunities <ul style="list-style-type: none"> • NCCAP1 > 2015/16 – 2017/18 • NCCAP2 > 2018/19 – 2020/21 • NCCAP3 > 2021/22 – 2023/24 	To ensure a continued investment of at least £10 per person (approx. £3 million per year)/ Seek opportunities for further funding to support cycling in city from any available alternative sources.	2017	18m	LEP DfT/CWIS	NCC	NCC HE	
Record and resolve a list of hot spots for cycle improvements	Based on feedback from our partners and the public, we will maintain a record of suggested	Ongoing	100k p.a.	LTP	NCC	HE	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	improvements for cycling and identify hot-spots to invest in and seek to fund these through the LTP or associated with our Major Projects.						
Secure funding to deliver NCCAP Phase 2	To continue delivery of our NCCAP we will seek to secure funding to deliver Phase from 2018.	2016-2017	70k	LTP	NCC	CDG	
Develop and submit NCCAP Phase 3	In order to ensure a continued programme of delivery we will develop our third NCCAP programme in 2019 to begin delivery in 2021.	2019	50k	LTP	NCC	CDG	
Plan for Cycling Action Plan 4 (2020 – 2025)	To build on the progress achieved in the first five years of the Nottingham Cycle City Vision, we will take stock and review what we need to do to continue towards becoming a World class Cycle City.	2020-2021			NCC	NCC	
Deliver an on-going investment programme							
Deliver NCCAP Phase 1	We secured funding from the D2N2 LEP to deliver the first phase of our Cycle City ambition programme from October 2015.	2015 - 2017					

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
<ul style="list-style-type: none"> • Cycle Corridors 	The council is well underway in delivering its first cycle corridors.						
<ul style="list-style-type: none"> ○ Northern Cycle Corridor 	Connecting into the Guildhall development, this corridor will take cyclists from the City Centre, to Forest Recreation Ground and then onto Hucknall Road. A greenway route on a disused railway line parallel to Hucknall Road north of City Hospital will be developed as funding permits.		1400k	LEP	NCC	-	
<ul style="list-style-type: none"> ○ Eastern Cycle Corridor 	This scheme will be delivered in phases as part of the Southern Growth Corridor running from the City Centre along Daleside Road on a segregated track to Colwick. The first phase from Manvers Street to Trent Lane commenced in October 2016 and will be delivered by March 2017. The whole scheme will be completed by December 2017.		1250k	LEP LTP GUL	NCC	NCoC	
<ul style="list-style-type: none"> ○ Southern Cycle Corridor 	Following the completion of the NET extension, the Southern Cycle Corridor will provide missing links alongside the tram route to Clifton. A design has been developed and		65k	LEP	NCC	NET NCoC	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	consulted on for providing improved facilities for cyclists on Farnborough Road. This will be delivered when additional funding is secured.						
<ul style="list-style-type: none"> ○ Western Cycle Corridor Phase 1 – 2700k Phase 2 – 200k Phase 3 – 440k 	<p>This cycle corridor provides a high quality route between the City Centre and University of Nottingham. Work started on the Western Cycle Corridor in October 2015 and was completed in Autumn 2016. A design has been developed and consulted on for phase 3 along Woodside Road to the Priory Roundabout. This will be delivered as part of the Boots Enterprise Zone scheme if sufficient funding is granted from the D2N2 LEP.</p>		<p>3340k Ph 1 – 2700k Ph 2 – 200k Ph3 – 440k</p>	LEP	NCC	NCoC	
<ul style="list-style-type: none"> ● Improved City Centre access and cross city routes 	Improved access for cyclists around and into the City Centre will be delivered.						
<ul style="list-style-type: none"> ○ North to South 	A route will link to the Western Cycle Corridor and the Broadmarsh development and provide a high quality quiet cycle route around the city centre to Canning Circus.	2017	230k	LEP LTP	NCC		
<ul style="list-style-type: none"> ○ East to West 	Options to create a signed route through the City Centre from Maid Marian Way to		15k	LEP	NCC		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	Beller Gate are being developed. Works around the Broadmarsh Centre as parts of its redevelopment will provide a direct route from the Eastern Cycle Corridor to the Western Cycle Corridor.						
<ul style="list-style-type: none"> • Ring Road Cycle and pedestrian priority improvements 	We have already started a series of side road entry treatments following the ring road improvements. These will give pedestrians and cyclists priority at quiet side roads around the ring road. Pathway improvements are between Derby Road and Nuthall Road. NCCAP2 includes path improvements up to the Mansfield Road junction and side road treatments at more complex junctions.	2017	1800k	DfT LEP	NCC		
<ul style="list-style-type: none"> • Improvements for cycling in Parks 							
<ul style="list-style-type: none"> <ul style="list-style-type: none"> ○ Victoria Embankment lighting 	We are providing further lighting on the Embankment to improve the quality of journeys for cyclists particularly commuters in late Autumn/Winter. There are also improvements to the gateway control and restrictions to motor vehicles at certain times.	2017	225k	LEP	NCC		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
<ul style="list-style-type: none"> ○ Colwick Park – Path Improvements 	Work was delivered in Summer 2016 to repair parts of the paths through Colwick Park	2016	10k	LEP	NCC		2016
<ul style="list-style-type: none"> • Improvements on traffic free routes <ul style="list-style-type: none"> ○ River Leen 	Continuing the Councils desire to provide a high quality route adjacent to the River Leen we have identified a number of improvements to improve the route and the links to other cycle routes and from homes and businesses including the QMC, NG2 business park and the Western and Southern Cycle Corridors. A bid has been made for ERDF funding as part of Priority Axis 6 'Preserving and protecting the environment and promoting resource efficiency'.	2017	531k	LEP LTP ERDF	NCC	EA	
<ul style="list-style-type: none"> • Improvements in neighbourhoods <ul style="list-style-type: none"> ○ Bulwell 	A number of cycling improvements have been identified for Bulwell Town Centre and will be developed as part of the Town Centre Regeneration Plan	2017	1k	LEP	NCC		
<ul style="list-style-type: none"> ○ Lenton 	We are looking to provide an improved ped/cycle link between Willoughby Street and the Lenton Flats redevelopment enabling		5k	LEP	NCC		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	access to the Western Cycle Corridor.						
<ul style="list-style-type: none"> ○ St Ann's 	Designs have been completed to provide a cycle route through St Ann's along the St Ann's Well Road. In addition, ducting has been installed at signals on Edward street in preparation for further improvements at the junction with Parliament Street as part of the Connecting Eastside scheme.		15k	LEP	NCC		
Citycard Cycles	Citycard Cycle hire redevelopment and expansion	2017	250k	LEP	NCC	NCoC	
Cycle Parking	To encourage door to door journeys we will look to identify opportunities to provide cycle parking in desirable locations such as the city centre.						
<ul style="list-style-type: none"> • City centre cycle parking review 	Initial review of city centre cycle parking to identify possible opportunities for increased and improved cycle parking provision in the city centre. This can then be considered in district centres and neighbourhoods where space for cycle storage is at a premium.	2016	<5k	LTP	NCC	Pedals Ridewise CDG	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
Ensure delivery of high quality cycle connections to key strategic housing and employment sites are delivered	Working with the City planning team and Planning portfolio holder to ensure that cycle facilities and links are designed into developments from the outset.	Ongoing					
<ul style="list-style-type: none"> Nottingham Enterprise Zone (Boots) 	The council is working to improve sustainable transport access to the Nottingham Enterprise Zone (Boots). This will include access from University Boulevard across the railway and routes around and to the Boots site.	2018	7100k	LEP s106 GUL	NCC	NCoC Boots	
<ul style="list-style-type: none"> Broadmarsh Regeneration 	Improved pedestrian and cycle facilities are key components of the Broadmarsh regeneration scheme and will provide a high quality link between the Eastern and Western Cycle Corridors.	2019		LEP	NCC		
Establish further connections to the National Cycle Network	We will work with Sustrans to improve connections to the National Cycle Network.	2019		DfT	NCC Sustrans Pedals		
Delivery of children's closed cycle circuit on the Embankment	To encourage cycling from an early age we will build a children's cycle facility on the embankment. This will be dependent on national bids for funding by Parks and Leisure.	2017	55k	LEP	NCC		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
Deliver NCCAP Phase 2	We are keen to ensure we carry on delivering our cycle city vision and will deliver Phase 2 building on what we will deliver in Phase 1.	2018 - 2021		LEP	NCC		
Deliver NCCAP Phase 3	Once we have submitted our bid for NCCAP Phase 3 in 2018, we will begin to prepare to deliver this stage of our programme from 2021.	2021 onwards		LEP	NCC		
Support and encourage participation and behavioural change							
Bikeability training	The Government announced in the 2015 Autumn statement that funding for Bikeability would continue. We have funding for the next three years which will deliver training for approximately 450 places per year.	Ongoing		DfT	NCC		
Deliver smarter choice measures to promote and support cycling	In addition to delivering better infrastructure for cycling, we recognise the importance that 'softer' supporting measures have to play in getting people on a bike. In order to get the funding to deliver these kinds of measures we submitted a bid to the 'Local Access Fund'	Ongoing	TBC	Access Fund DfT	NCC	NTU STC CDG Pedals Ridewise Sustrans British Cycling	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	in September 2016. If successful with this bid we are seeking to deliver a number of initiatives over the next few years.						
<ul style="list-style-type: none"> Road User Respect Charter and Action Plan 	<p>We are developing a Road User Respect charter which will seek to improve the relationship between Cyclists and other road users. Access funding will support a more intensive roll out of the Charter and Action Plan supporting communications, marketing and workshops.</p> <p>Nottingham Trent University will be providing independent research support to the Action Plan</p>	2017 - 2020					
<ul style="list-style-type: none"> Household Personalised Travel Planning 	<p>We have included a proposal to deliver personalised travel planning to residents living near new cycling infrastructure such as the Western and Eastern Cycle Corridors</p>						
<ul style="list-style-type: none"> Community Active Travel Services 	<p>First established as part of our Local Sustainable Transport Fund programme, we are seeking to continue support for Community Cycle Centres. These will engage and support communities with low levels of</p>						

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	activity on or near cycle investment corridors.						
○ Cycle Centres	These will be based at established community locations offering regular drop in sessions to provide communities with access to cycle training, led rides and bike maintenance classes and other smarter choice activities.						
○ E-bikes	We will look to undertake a three year trial of ebikes as part of the Citycard cycle fleet. This will be targeted to make cycling more accessible for those with low levels of fitness and skeletal problems.						
● Mass Participation and Community events	We will produce an annual programme of guided rides in association with British Cycling which will entail mass participation on more localised community events to raise the profile of walking and cycling. This will also promote the use of Harvey Hadden.						
● Cycle Live support	We will continue to support cycle live as a mass participation event that celebrates cycling as an everyday activity						

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
<ul style="list-style-type: none"> Jobseekers Personalised Travel Planning and Support 	We are looking to provide a access to employment service that will office personalised travel planning advice for jobseekers, identifying travel barriers and needs. The service will then enable participants to access a number of local support services such as cycle training, cycle loan schemes, wheels to work and Bike skills courses.						
<ul style="list-style-type: none"> Cycling Excellence Programme 	This will deliver a package of activities to foster local, regional, national and European partnership working around cycling.						
Continued support for cycling clubs using Harvey Hadden closed circuit	A significant number of cycle clubs are already using our closed road circuit and we will support and welcome further clubs to use the facility.	Ongoing	N/A	NCC	NCC British Cycling		
Host sport, leisure and recreational cycle events							
<ul style="list-style-type: none"> Men and Women's Tour of Britain 	Following on from the success of Nottingham hosting the Men's Tour of Britain in 2012 and 2015 and Women's Tour of Britain in June 2016, we are looking to be a host city again	2017-2021	N/A				

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	in the next 5 years.						
<ul style="list-style-type: none"> Provide temporary bike parking at city council and other high profile outdoor events 	With our partners, we will seek to provide increased bike parking at relevant events to support A to B journeys by bike.	Ongoing	N/A	Sponsorship	NCC (Events)	Local Bike Shops Ridewise STC	
Ensure that there is recognisable and consistent signing and branding on our network	It is vital that we provide a consistency in signage and wayfinding in the city to assist people in making journeys	Ongoing	75k	LEP	NCC		
Expand Citycard Cycle scheme	We are identifying locations for further secure cycle hubs in the city and are also reviewing our cycle hire scheme	2020	250k	LEP	NCC		
Support businesses to deliver actions to promote cycling	We are committed to working with employers in Nottingham to promote and support cycling as an option for people to travel to work. This is done through continued engagement with workplaces.	Ongoing		Access Fund WPL	NCC		
Communicate on and engage in our cycling plans and development							
Host and attend best practice seminars with other local authorities and professionals	As a city we are proud of what we have delivered in recent years for transport and we now want promote how we're continuing to invest in the city for cycling. We have presented and facilitated workshops with	Annual		Access Fund			

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	<p>industry professionals in May at Cycle City in Leicester and at the Transport Practitioners Conference in June, here in Nottingham. We also host annual Local Cycle Forums, one for all interested parties and one for local businesses.</p> <p>We are intending to bid to be host for the 2018 Cycle City conference. This annual high profile event attracts UK and international transport professionals, transport authorities and campaign groups working in the delivery of cycling schemes and initiatives.</p>						
Host regular Greater Nottingham Cycle Development Group meetings	It is important that we continue to work with stakeholders by convening on a regular basis to gather updates from all parties to coordinate what we're doing. This will continue to be chaired by a representative of the Nottingham Sustainable Transport Collective.	Ongoing			NCC STC	CDG	
Communicate what we're doing for cycling	We have written and regularly update a communications plan for what we're doing on cycling. This will ensure that we	Ongoing			NCC	CDG	

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	communicate clearly and consistently to residents, businesses and key stakeholders on what we are doing, keeping them informed and engaged.						
Provide and maintain a one stop shop for cycle information <ul style="list-style-type: none"> • In print • Digitally online and using social media • In person at events 	The council realises the importance of being able to access information on cycling in Nottingham and will ensure that this information is readily available by maintaining our website, ensuring that it is up to date. We are keen to continue communicating what we are doing for cycling such as facilities, training and events to seek feedback from residents, businesses and visitors	Ongoing			NCC	NCoC CDG	
Monitor and evaluate what we do							
Undertake comprehensive monitoring of our new cycle facilities	To help support future funding bids we will monitor the use of our new facilities	2018,2021			NCC		
Review and update our monitoring strategy	It is important that our monitoring strategy is kept relevant and is updated to reflect changing factors that may affect the number of people cycling in addition to	2020	<1k		NCC		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	considering innovative monitoring techniques.						
Produce regular bicycle account	To ensure that our partners and the public know how we're doing, we will produce a regular report on our monitoring and evaluation exercises known as a 'bicycle account'. This will look at a number of factors such as the length of segregated facilities delivered and user satisfaction.	2017-2021	<2k		NCC CDG		
Review action plan progress	In order to ensure that we are working towards our cycle city ambition, it is important the review this action plan to take stock of our achievements and ensure that we are on track to deliver our vision. This will also allow us to consider what we can do with new opportunities.	2018,2021	N/A		NCC		
Undertake independent benchmarking exercise to compare our progress against similar authorities	In order to see how we're doing in making Nottingham a place where people choose to cycle, it is important to benchmark ourselves against similar cities in the UK and beyond, particularly in the East Midlands. We are also working to establish relationships with our twin cities of Karlsruhe and	2021	<2.5k	Being Great Fund Sponsorship	NCC		

Action	Progress / Next Steps	Timescale	Estimated Cost (£)	Potential Funding Source	Delivery Lead	Delivery Partners	Completed
	Ghent to share information on how they monitor						
Questionnaire surveys and focus groups	We are keen to get a better idea of what the public and businesses think of what we are doing for cycling in Nottingham. User feedback is important to us and we are seeking to undertake surveys and questionnaires throughout the duration of this Action Plan. So far we have undertaken one survey in May 2016 to see what people thought of what of cycling in Nottingham and will publish the results of this in Autumn 2016.	2017, 2021	<2k		NCC		
Monitoring our facilities	We have a number of cycle counters around the city and will undertake surveys before and after we have implemented schemes. We will also conduct other surveys in response to resident and business concerns with what we're doing.	Ongoing					

Appendices

Cycle Ambition Programme monitoring indicators

We will monitor and evaluate the following indicators specifically where and when we invest in cycling interventions.

Indicator	Information to be collected
Average daily traffic and by peak/non peak periods	Number of vehicles for each key route using traffic data (AM – 7.00am – 10.00am PM – 4.00pm – 7.00pm)
Average AM and PM peak journey time per mile on key routes	Journey time measurement (minutes/mile) from Trafficmaster data
Average AM and PM peak journey time on key routes	Time taken to drive length of key routes (minutes) from Trafficmaster data
Average annual CO2 emissions	From national modelled data
Accident rate	Number of accidents and accident rate by severity and class of road (denominator to be supplied by Derbyshire County Council for rate) To be Confirmed
Casualty rate	Number of casualties and casualty rate by severity and class of road user (denominator to be supplied by Derbyshire County Council for rate) To be Confirmed
Nitrogen Oxide and Particulate Emissions	NOX (tonnes) PM10 (ug/m3) Citywide recording data
Mode Share	AM and PM peak proportion of trips for different travel modes (AM – 7.00am – 10.00am PM – 4.00pm – 7.00pm). Survey taken on Nottingham city centre 'cordon'
Cycle journeys on new/existing routes	Data from automatic cycle counters and manual cycle counts
Length of new or upgraded cycle routes	Total km delivered

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Sustainable Travel Collective - Direction of Cycling

Report for Nottingham City Council's Overview and Scrutiny Committee, February 2017.

1. Charity Overview

We have been promoting and encouraging the use of public transport, cycling and walking in the City since 2001, firstly through the Greater Nottingham Transport Partnership business engagement and lobbying activities and the Big Wheel promotional and events programmes. Since 2006 we have been active in cycle training and led ride programmes and, from 2011, the management of community programmes in the north of the City through our TravelRight project. Presently we train schoolchildren and adults to cycle safely and manage partnership and consultation events with cyclists. We provide accredited cycling instructors to support cycling activities managed by City departments such as Neighbourhoods, Sports and Leisure, Parks, Travel Policy.

2. Past perspectives

The City's success in transport policy and delivery was initially driven by Local Transport Plans developed from 2000. Early focus was on delivering, in partnership, excellent bus networks and services, the first tram routes, integrated ticketing, promotional campaigns and business travel plans. However, by the second LTP (from 2006) cycling began to come to the fore. Over the last 5 years or more cycling has been seen as an important priority and considerable amounts of revenue and capital spent on cycling infrastructure and activities. Although not easy to do, Nottingham has ensured that major capital funding has been won for cycling projects especially as an important part of any major roads, transport or redevelopment scheme.

On the revenue front, from 2011 to 2015, the Local Sustainable Travel Fund meant that the City could support a Cycling programme which included

- Free cycle training for adults, young people and children
- City wide and local community promotional events and activities where cycling activities such as 'fun/novelty' bikes, encouraging those with mental, physical and learning disabilities to cycle and teaching bike maintenance.
- Mass cycling events

This revenue funding helped cycling numbers to grow but was not available in 2016/17 and as a result that cycling programme has almost all been stopped except for children's cycling training. Fortunately, the City has won 'Access Fund' grants from 2017/18 and it is understood many of these activities will now get new life.

3. Strengths of the City's Approach

- Good leadership – cycling is understood to be important from transport, health and air quality perspectives
- Good ambitious long term vision and strategies re cycling network and culture
- Seen as a leader by DfT and other cities.



- Able to show how cycling proposals will supplement any new major capital investments e.g. Tram, Broadmarsh, Eco Zone, LEZ.
- Creative in delivering cycling infrastructure and activities on a small budget.
- Open and engaging with the cycling community in consultations and developments.
- Levels of cycling have increased by at least 30% over the last 3 or 4 years.

4. Areas for improvement

- Many drivers and pedestrians in the City are not in agreement with the transformations taking place because there has been insufficient funding to explain the benefits of cycling and get people supportive of the cycling programmes. This creates a problem because
 - It creates conflict between the different road users because of lack of empathy and intolerance for each other
 - The City might become less bold in this leadership of the cycling 'project'
- Some cycling infrastructure projects have been seen as 'Cinderella' projects within a much larger infrastructure investment and as a result trade-offs are made and incomplete work is left on the cycling facilities. The last tram phase is an example.
- There is insufficient funding for maintenance, developing the infrastructure and developing the cycling culture by promotions, events, activities and training.
- The City's ambition and vision stops at the boundaries of the City – the many commuter cyclists coming from the suburbs do not get the benefits of the City's investment. There is some evidence of changed thinking in that the County Council are investing in cycling in West Bridgford but, whilst it is recognised that County have funding constraints and have not accessed funding as successfully as the City, it is of concern that there is insufficient joint thinking, development and delivery of the conurbations' cycling programmes and networks.



Nottingham City Council Scrutiny Panel Discussion on Cycling of 8.3.17: Comments from Pedals

Pedals welcomes the commitment to higher standards of cycling provision, as in the recently adopted Nottingham Cycling Design Guide, provided that it is kept up to date and reflects the latest developments in best practice.

The Western Cycle Corridor in general is of much higher standard, e.g. wider paths and with more cycle priority at junctions but has some more problematic areas, e.g. at Gregory Street junction, on the Abbey Street cycle path by the QMC, and some issues with the new signals at the Castle Bridge Road junction. Safer connections at the east end to and past the Broad Marsh area and to and from Nottingham Station are also vital. We much welcome the new connecting route between University Boulevard and Thane Road (Boots Enterprise Zone) including the new bridge over the railway etc.

The Eastern Cycle Corridor is also very welcome but will only achieve its full potential with more links, especially across the Island Site to and from the City Centre, Canal Street and Nottingham Station.

Southern Cycle Corridor. Much reliance on the recently built tramside paths but part of these are distinctly substandard and will need upgrading as part of a higher standard route. This route would also achieve more with wider links, e.g. to and from the proposed major new housing development S of Clifton and to and from Rushcliffe Country Park, etc. Needs close collaboration with the County Council and Rushcliffe BC, as well as Highways England.

Close collaboration with the County Council, Rushcliffe BC, and Highways England also needed on the SE side of Nottingham with improved cycle links across the Trent to serve the major new housing developments E and S of West Bridgford, e.g. our proposed new foot-cycle bridge between Trent Lane and The Hook, with upgraded and extended connections on both sides of the river, particularly extended riverside paths between Trent Bridge and Colwick Park, etc. Such a facility would provide much more attractive cycling conditions than on Trent Bridge and Lady Bay bridges, with their very serious congestion and air pollution problems, and would also do much to help promote cycle tourism, as well as being of great appeal to walkers, especially in terms of providing much better connections between the Colwick Park, Colwick Woods and Holme Pierrepont areas, and other major leisure attractions.

Other points of increasing relevance in the future:-

- Growing concern with the very serious health effects of traffic-generated poor air pollution and the need for cycling (and walking) to be seen as part of the measures required to address this, not just cleaner buses and motor vehicles and tram route extensions.
- Growing interest in e-bikes and their value in encouraging longer trips and cycling in hillier areas and by older people. This could do much to encourage cycling in hillier areas of the city. We would much welcome expansion of the Citycard hire bike fleet to include ebikes to help promote this new dimension of cycling.
- Need for upgrading of many older substandard cycle facilities, e.g. narrow cycle lanes, A-frame barriers and inconspicuous bollards on off-road paths.
- Need for all (major) transport, planning, regeneration or traffic management schemes to consider likely impact on cyclists and how cyclists might gain advantages from rather than be disadvantaged by such schemes, including any future NET extensions, especially on-road tram schemes, learning more from the detailed experience of all three existing NET lines.
- Lower speed limits, and proper enforcement of speed limits, vital for promoting the safety of vulnerable road users, particularly cyclists and pedestrians.

Hugh McClintock, for Pedals, 23 February 2017

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Cycling on the Strategic Road Network in Nottingham

Within Nottingham City the Strategic Road Network (SRN) broadly comprises:

- A52 from the A6464 Priory Roundabout to the A60 Nottingham Knight Roundabout
- A453 from the A52 Clifton Bridge interchange to the Mill Hill Roundabout.

Highways England has been given specific funding for cycling under the Designated Funds as part of the Road Investment Strategy (RIS). While this is a welcome support to cycling, the funding only amounts to £100m nationally over 6 years (2015 to 2021), £22m of which is for 2020-21.

Within Nottingham we have secured funds under this program for the preliminary design to improve the cycle facilities alongside the Northbound A52 between the Dunkirk and QMC roundabouts. This work has been developed in consultation with Nottingham City Council and The University of Nottingham; we will continue to consult as the scheme progresses.

We are also exploring opportunities to support development of the Southern Cycle Corridor as it runs alongside the A453 near Silverdale and have secured Integration funding for preliminary design of minor improvements to paths east of the A453 spur between Silverdale and Clifton Bridge.

Highways England is committed to delivering the A52 Nottingham Junctions Improvements, committed as part of the RIS, potentially including works to Silverdale, Queens Drive and Dunkirk Roundabouts. While the details of any works are still being developed these will consider the needs of, and opportunities for improvements for, cyclists and other non motorised users. This scheme extends beyond the city and includes further improvements for cyclists along the A52 and in particular around Radcliffe on Trent.

Between the Priory and QMC roundabouts we have identified potential scope for provision of cycle facilities alongside the A52. This is currently an aspiration for future study and will be prioritised against other needs

We are currently in the process of reviewing our register for cycling needs and priorities within the East Midlands and are planning to hold workshops with our stakeholders later in the year to seek valuable insight and feedback on these.

Finally we are continuing to support the Greater Nottingham Cycle Group.

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OVERVIEW AND SCRUTINY COMMITTEE
8 MARCH 2017
COMMUNITIES AND LOCAL GOVERNMENT SELECT COMMITTEE INQUIRY INTO LOCAL GOVERNMENT OVERVIEW AND SCRUTINY
REPORT OF THE CORPORATE DIRECTOR FOR STRATEGY AND RESOURCES

1 Purpose

- 1.1 An opportunity to provide a response to the Communities and Local Government (CLG) Select Committee inquiry into local government overview and scrutiny.

2 Action required

- 2.1 The Committee is asked to comment on the attached draft response to the inquiry, and delegate authority to the Chair to sign off the final version before submission.

3 Background information

- 3.1 On 24 January 2017 the CLG announced a national inquiry into overview and scrutiny in local government. The Select Committee will consider whether overview and scrutiny arrangements are working effectively and whether local communities are able to contribute to and monitor the work of their councils.
- 3.2 Overview and scrutiny arrangements were introduced by the Local Government Act in 2000 when there was also an increase in decision making powers of Leaders and Cabinets, or directly elected mayors.
- 3.3 The CLG feel that operational shortcomings have been exposed in some areas following a number of high profile cases, including child sexual exploitation in Rotherham, high mortality rates at Mid Staffordshire NHS Foundation Trust, and governance failings in Tower Hamlets.
- 3.4 Clive Betts MP will Chair the Select Committee, and has stated:

“This inquiry is long overdue. Local authority executives have more powers than ever before but there has not been any review about how effectively the current overview and scrutiny arrangements are working since they were introduced in 2000.

Local authorities have a considerable degree of discretion when it comes to overview and scrutiny. We will examine these arrangements and consider what changes may be needed to ensure decision makers in councils and local services are better held to account.”

- 3.5 The Select Committee has invited written evidence on:
- whether scrutiny committees in local authorities in England are effective in holding decision makers to account;
 - the extent to which scrutiny committees operate with political impartiality and independence from executives;
 - whether scrutiny officers are independent of and separate from those being scrutinised;
 - how Chairs and members are selected;
 - whether powers to summon witnesses are adequate;
 - the potential for local authority scrutiny to act as a voice for local service users;
 - how topics for scrutiny are selected;
 - the support given to the scrutiny function by political leaders and senior officers, including the resources allocated (for example, whether there is a designated officer team);
 - what use is made of specialist external advisers;
 - the effectiveness and importance of local authority scrutiny of external organisations;
 - the role of scrutiny in devolution deals and the scrutiny models used in combined authorities;
 - examples where scrutiny has worked well and not so well.
- 3.6 The deadline for written submissions is Friday 10 March 2017.

4 List of attached information

- 4.1 Draft response to the inquiry

5 Background papers, other than published works or those disclosing exempt or confidential information

- 5.1 None

6 Published documents referred to in compiling this report

- 6.1 None

7 Wards affected

- 7.1 N/A

8 Contact information

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Communities and Local Government Select Committee Review of Overview and Scrutiny in Local Government

Proposed submission from the Nottingham City Council Overview and Scrutiny Committee

Robust scrutiny of decision making is a crucial component of good governance. It is vital to have a mechanism for effectively holding decision makers to account for their decisions and the services received by citizens as a result of those decisions. The legislative framework for overview and scrutiny provides the basis for an open and transparent forum for democratically elected councillors to reflect the voice and concerns of local people in the review and scrutiny of decisions taken about local authority, health and other services that directly impact on their lives.

There are some really good examples within our own authority and nationally of where overview and scrutiny has provided constructive challenge and contributed to service improvements. In our experience the process is most effective when there is agreed recognition of the role for scrutiny and the benefits of engaging with overview and scrutiny are clear and accepted by all sides. Because there are explicit statutory duties for health scrutiny that are well established and acknowledged by NHS commissioners and there is otherwise an absence of democratic accountability within local NHS decision making structures health scrutiny is often the most effective aspect of overview and scrutiny activity.

Within the local authority there can be a perception that overview and scrutiny is an 'add on' rather than an integral part of the organisation's governance arrangements. One consequence of how Executive Governance arrangements have developed is that there can be a tendency for council officers to feel that they are primarily accountable to one councillor which risks overlooking the important role of other councillors, including those engaged in scrutiny activities, within the decision making structure. As a result the function is not always afforded the prominence it deserves and opportunities to make the most of its potential can be missed.

When the importance of being able to demonstrate the existence of robust scrutiny is promoted externally, for example by OFSTED, this has created a driver for decision makers to recognise the benefit of proactively engaging with the overview and scrutiny function. More could be done to clarify and confirm the role for overview and scrutiny in mitigating risks, such as the adequacy of safeguarding arrangements, to the local authority which would give overview and scrutiny an explicit and unavoidable part to play.

Being the counterbalance to expanding Executive power in an increasingly complex decision making environment, and risks associated with ineffective scrutiny (as evidenced in Mid Staffordshire and Rotherham for example) means that a lot is expected of overview and scrutiny functions and it can be difficult for lay councillors trying their best to carry out a very challenging role to live up to those expectations.

The role of a scrutiny councillor is difficult. It is sometimes referred to as 'something to keep backbench councillors occupied' but this hugely under-estimates the role. Done well, it requires on-going commitment to identifying issues for scrutiny, gathering local intelligence and evidence, undertaking research, formulating lines of enquiry and being confident enough to ask difficult questions, negotiating options and influencing often very senior decision makers within their own organisation and beyond. This task is made all the more difficult by the rightful need for scrutiny to be conducted in public. There can be a tendency for scrutiny committees to have a large membership, with the need for members to have a specific skill set and experience overlooked. In most circumstances a smaller committee of skilled and committed councillors would be more effective. The importance of selecting against required skills and experience is heightened in the selection of an overview and scrutiny chair. Arguably, chairing an overview and scrutiny committee is one of the most challenging chairing roles within a local authority and the skills and abilities, or otherwise, of the Chair heavily influence the credibility of the committee, which is critical to the process being viewed as beneficial and worthwhile by those that the committee is seeking to influence.

The challenging role of scrutiny councillor is just one of the many roles that local authority councillors are expected to play and therefore in order to carry out the role effectively adequate support is necessary. Ideally this would be through officers that are independent from those being scrutinised but, in reality, they are often not that far removed. We are fortunate to have retained some officers who, as part of their role, provide focused support to our overview and scrutiny committees. But this is no longer a separate and dedicated support function and the roles sit alongside other responsibilities. This has inevitably had a direct impact on the work carried out. As a title rather than an actual post, the introduction of a statutory scrutiny officer role has not made any discernable difference to the support provided to scrutiny. Unsurprisingly given the financial pressure that local authorities are under, the budget available to support our overview and scrutiny activities has reduced significantly since the function was originally established. This limits the ability to carry out activities that incur a financial cost, for example engaging specialist external advisors, but we seek to engage with others and maximise resources through a joint health scrutiny committee, inviting local representatives e.g. Healthwatch and voluntary organisations to contribute to scrutiny work.

A particular challenge that we would like to draw attention to is operating overview and scrutiny in an authority that has a very large majority of its councillors from one political party. It is really positive that legislation requires overview and scrutiny committees to be politically balanced but if the overall number of councillors from minority parties is very small then it can be difficult for them to have the capacity to engage effectively with the work of overview and scrutiny including potentially chairing scrutiny meetings. It is always going to be difficult for scrutiny to be truly independent from the Executive in a relatively small organisation such as a local

authority and this is made even more difficult when the vast majority of scrutiny councillors are from the same political party as the Executive and who they are working closely with on a day-to-day in other aspects of their councillor role. Current powers to summon witnesses are strong but, even with the best of intentions to operate with political impartiality, it is difficult to avoid small 'p' politics and the emphasis that overview and scrutiny needs to place on relationship building in order to successfully influence decision makers means that the decision to fall back on the legislation to summon witnesses is not taken lightly.

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OVERVIEW AND SCRUTINY COMMITTEE
8 MARCH 2017
WORK PROGRAMME 2016/17
REPORT OF THE CORPORATE DIRECTOR FOR STRATEGY AND RESOURCES

1. Purpose

To consider and set the overall programme and timetable for scrutiny activity for the forthcoming year.

2. Action required

- 2.1 The Committee is asked to note the items scheduled on the work programme for the Overview and Scrutiny Committee and Scrutiny Review Panels for 2016/17.

3. Background information

- 3.1 One of the main roles of the Overview and Scrutiny Committee is setting, managing and co-ordinating the overall programme of scrutiny work. This includes:

- mapping out an initial programme for scrutiny at the start of the municipal year
- monitoring progress against the programme throughout the year, and making amendments as required
- evaluating the impact of scrutiny activity and using lessons learnt to inform future decisions about scrutiny activity.

- 3.4 In setting the programme for scrutiny activity, the Committee should aim for an outcome-focused work programme that has clear priorities and is matched against the resources available to deliver the programme. It is intended to hold fewer, but more in depth reviews which will enable panels to explore and challenge more.

Commissioning scrutiny reviews

- 3.5 Delivery of the programme will primarily be through the commissioning of time-limited (2 to 3 meetings maximum) review panels to carry out reviews into specific, focused topics. All reviews must have the potential to make a positive impact on improving the wellbeing of local communities and people who live and/or work in Nottingham; and to ensure resources are used to their full potential, reviews must have a clear and tight focus and be set a realistic but challenging timetable for their completion.
- 3.6 In setting the programme of scrutiny reviews, it is important that the programme has flexibility to incorporate unplanned scrutiny work requested in-year. However, the Committee will only be able to schedule

unplanned work after it has reassessed priorities across the scrutiny programme and considered the impact on existing reviews of the diversion of resources. When the Committee monitors the overall programme for scrutiny at each meeting there will be opportunity to do this.

- 3.7 The Committee held a workshop session in March 2016 and identified a number of areas for consideration during 2016/17. These topics have been identified and are listed in Appendix 1 to this report.
- 3.8 When establishing a review panel, the Committee needs to decide on:
- a clear and tight remit for the review
 - a timescale within which the review should be carried out
 - size of review panel, including whether any co-opted members should be involved
 - chair of the review panel (to be appointed from the pool of five scrutiny chairs)
- and should have regard to the need over the year to engage as many councillors as possible in the scrutiny process.

Policy briefings

- 3.9 Through the process of developing the programme for scrutiny, the Committee may identify issues which call for a policy briefing. The purpose of these briefings is to inform councillors about a current key issue or to prepare councillors for review work that has been commissioned. These informal briefings will not be occasions for scrutiny to be carried out, although they may result in a suggestion for a new scrutiny topic, which would need to be considered by this Committee against the current programme for scrutiny and available resource.
- 3.10 Policy briefings will not form part of the Overview and Scrutiny Committee's agenda but will be held separately and be open to all councillors to attend.

Monitoring programme for scrutiny

- 3.11 On an ongoing basis the Committee will be responsible for managing and co-ordinating the programme for scrutiny and assessing the impact of scrutiny activity. At all future meetings the Committee will monitor the progress of the programme, making amendments as appropriate.

4. List of attached information

- 4.1 The following information can be found in the appendices to this report:

Appendix 1 - feasibility criteria for topics

Appendix 2 - long list of main scrutiny topics

Appendix 3 - long-list of potential future OSC/SRP topics

5. **Background papers, other than published works or those disclosing exempt or confidential information**

5.1 None

6. **Published documents referred to in compiling this report**

6.1 None

7. **Wards affected**

7.1 Citywide

8. **Contact information**

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Appendix 1

Feasibility Criteria

Decision making and being a critical friend	Is it a topic/key decision which requires consultation with Overview and Scrutiny <u>prior</u> to the decision being taken.	Yes – include. No – apply other criteria and consider removing
Public Interest and relevance	Is the topic still relevant in terms of it still being an issue for citizens, partners or the council in terms of performance, delivery or cancellation of services?	Yes – apply other criteria and consider inclusion No – apply other criteria and consider removing
Ability to change or influence	Can the Committee actively influence the council or its partners to accept recommendations and ensure positive outcomes for citizens and therefore be able to demonstrate the value and impact that scrutiny can have?	Yes – apply other criteria and consider inclusion No – apply other criteria and consider removing
Range and scope of impact	Is this a large topic area impacting on significant areas of the population and the council’s partners <u>or significant impact on minority groups</u>. Is there interest from partners and colleagues to undertake and support this review and will it be beneficial?	Yes – apply other criteria and consider inclusion No – apply other criteria and consider removing
Avoidance of duplication of effort	Is this topic area very similar to one already being scrutinised in another arena or has it already been investigated in the recent past?	Yes – consider involvement in the existing activity or consider removing No – apply other criteria and consider inclusion.

Work Programme 2016/17

5 April 2017	<ul style="list-style-type: none">• Work Programme Session To agree a draft work programme for 2017/18
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Scrutiny Review Topics 2016/17

	Topic	Comments
1	Graduate retention and recruitment in Nottingham – a review to look more closely at what work is taking place to improve and encourage graduates to remain in the city.	<p>Status – to be scheduled</p> <ul style="list-style-type: none"> • Councillor Azad Choudhry to chair the Panel. • Scope needs to be finalised with chair and submitted for approval to OSC.
2	Impact of Welfare Reform in Nottingham – What is the impact of the Welfare Reforms introduced in April 2013 on citizens and services in Nottingham.	<p>Status – to be scheduled</p> <ul style="list-style-type: none"> • Councillor Glyn Jenkins to chair the Panel. • Scope needs to be finalised with chair and submitted for approval to OSC.
3	Fracking in Nottingham and Nottinghamshire – a review to look closely at the impact of fracking in Nottingham and neighbouring authorities.	<p>Status – to be scheduled</p> <ul style="list-style-type: none"> • Councillor Brian Parbutt to chair the Panel. • Scope needs to be finalised with chair and submitted for approval to OSC.
4	Effectiveness of Nottingham City Council's consultation process	<p>Status – to be scheduled</p> <ul style="list-style-type: none"> • Councillor Glyn Jenkins to chair the Panel. • Scope needs to be finalised with chair and submitted for approval to OSC.
5	Parking enforcement in Nottingham	<p>Status – to be scheduled</p> <ul style="list-style-type: none"> • Councillor Azad Choudhry to chair the Panel. • Scope needs to be finalised with chair and submitted for approval to OSC.
6	Housing regeneration in Nottingham – Nottingham City Council aims to build 2,500 new houses that Nottingham people can afford to rent or buy. Is that a deliverable target?	<p>Status – to be scheduled</p> <ul style="list-style-type: none"> • Councillor Sue Johnson to chair the Panel. • Scope needs to be finalised with chair and submitted for approval to OSC.
7	Cycling in Nottingham – Nottingham City Council has an ambitious vision for a cycle city and recently secured £6.1m to kick start an overhaul of the Council's cycling facilities.	<p>Status – to be scheduled</p> <ul style="list-style-type: none"> • Councillor Glyn Jenkins to chair the Panel. • Scope needs to be finalised with chair and submitted for approval to OSC.