

## Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

### **Applicant & Bid Information**

**Local authority name / Applicant name(s)\*:** [Nottingham City Council](#)

*\*If the bid is a joint bid, please enter the names of all participating local authorities / organisations and specify the lead authority*

**Bid Manager Name and position:** [James Ashton, Transport Strategy Manager](#)

*Name and position of officer with day-to-day responsibility for delivering the proposed scheme.*

**Contact telephone number:** [0115 876 3093](#)

**Email address:** [james.ashton@nottinghamcity.gov.uk](mailto:james.ashton@nottinghamcity.gov.uk)

**Postal address:** [Nottingham City Council, Loxley House, Station Street, Nottingham, NG2 3NG](#)

**Nominated Local Authority Single Point of Contact:** [James Ashton](#)

**Senior Responsible Officer contact details:** [Chris Carter, Head of Transport Strategy, email: \[Chris.Carter@nottinghamcity.gov.uk\]\(mailto:Chris.Carter@nottinghamcity.gov.uk\)](#)

**Chief Finance Officer contact details:** [Clive Heaphy, Strategic Director of Finance](#)

**Country:**

**England**

**Scotland**

**Wales**

**Northern Ireland**

Please provide the name of any consultancy companies involved in the preparation of the bid:

[Integrated Transport Planning Ltd \(Economic case/Value for Money assessment\)](#)

For bids from **Northern Ireland applicants** please confirm type of organisation

Northern Ireland Executive

Third Sector

Public Sector Body

Private Sector

District Council

**Other (please state)**

## PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

### 1a Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

Yes

No

*Please ensure that you evidenced this in the financial case / profile.*

### 1b Gateway Criteria for private and third sector organisations in **Northern Ireland bids only**

(i) Please confirm that you have attached last two years of audited accounts.

Yes

No

(ii) **Northern Ireland bids only** Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)

## PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

The 'Renewing Local Streets' transport programme outlined in this bid will benefit citizens across all of Nottingham with highest levels of investment to be targeted within ward areas of greatest need.

Population characteristics:

- Nottingham has a population of 333,000 (mid-year estimate 2019).
- Approximately 35% of the population are from BME groups.
- The City has a relatively young age structure but has a higher than average rate of people with a limiting long term illness or disability.
- Nottingham is ranked 11th most deprived district in England in the 2019 Indices of Multiple Deprivation (IMD).
- Just under a third of super output areas in the City are in the worst 10% nationally (IMD 2019).
- 34.2% of children and 25.8% of people aged 60 and over are affected by income deprivation.
- A higher proportion of people aged 16-64 in Nottingham claim some form of benefit than regionally and nationally.
- The unemployment rate remains higher than the regional and national average.
- Nottingham has a higher proportion of people of working age with no qualifications, compared with the national average.
- Residents who live in the City have a lower average income than people who work in the City.
- There are high levels of child poverty in the City with around a third of children and young people living in workless households.
- Rates of car ownership are low, particularly amongst pensioners living alone and lone parents.

The initiatives set out in this programme will help target groups as follows:

- Making it easier for people from low income groups to walk and cycle will improve access to employment and training opportunities
- BME groups are over represented in lower income groups and will benefit in the areas targeted for higher levels of investment.
- Encouraging more walking and cycling, reducing car dependence will help to keep people healthier and fit to work.
- Upgraded pavements and walkways will help older and disabled people continue to live independent lives.
- Encouraging more pupils to walk and cycle to school will help to keep them healthier that is known to improve educational outcomes.

- Restricting car movements will reduce the risk of casualties around schools for young people.
- Lower income groups are disproportionately affected by poor air quality therefore reducing vehicle emissions and encouraging the take up of electric vehicles will be particularly beneficial to these groups.
- In its approach to communication the Council makes specific efforts to engage with all target groups and ensure as many people as possible have the opportunities to feed in their views.
- Wherever possible local employers will be used to deliver the programme to maximise employment and training benefits from the investment.

When authorities submit a bid for funding to the UKG, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within five working days of the announcement of successful bids by UKG. UKG reserves the right to deem the bid as non-compliant if this is not adhered to.

please specify the weblink where this bid will be published:

<https://www.transportnottingham.com/policies/levelling-up-fund/>

### PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

Single Bid (one project)

Package Bid (up to 3 multiple complimentary projects)

3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

#### **Renewing Local Streets**

This programme is about targeting neighbourhoods that will benefit most from an uplift in the streets where people live. It will build on the shift to more active travel that has occurred as a result of the Covid pandemic and support them through recovery as well as making a positive contribution to improving air quality and reducing carbon.

These areas have suffered from significant underinvestment over many years. Residents complain that neglected footways and too many potholes discourage

them from being more active. It also provides the opportunity to make existing streets greener.

Nottingham has benefitted from funding to increase trips made on foot or cycle. This includes the Cycle City Ambition Package (Local Growth Fund), Transforming Cities and Active Travel Funds (now Capability Fund) that are helping to create a more comprehensive network of high quality walking and cycle routes, multi-user paths, school streets, low traffic neighbourhoods and traffic free public realm areas.

The Renewing Local Streets programme compliments this investment by targeting the streets where people live. At the same time this will support the broader strategic aims of reducing traffic, improving air quality and lowering carbon emissions.

The programme has three investment themes:

**Streets for people:** Identified by local people and prioritised by ward councillors, this will take the form of minor works to improve the condition of existing footways, repairing potholes in streets and cycle ways, installation of more dropped crossing to help people with mobility impairments, subway treatments as well as adding in new links where required to improve access to local centres. Signing will be reviewed to reduce clutter, improve direction signing and replace street name plates. The addition of street trees and landscaping, together with upgrading the condition of footways and cycle ways will help to make sustainable travel more attractive. This project will also improve access to local centres such as Bulwell, Hyson Green, Sherwood and Clifton.

**School Streets:** Building on the success of the Active Travel Fund programme that has put in place trial measures to encourage more walking, scooting and cycling to schools during lockdown, work with residents and schools will be expanded to make more areas around school entrances safer, with less traffic and more inviting approach routes. New road crossings will also be included to reduce severance.

**Greener Streets:** This component is focused on a large scale upgrade of our street lighting to bring the lamps up to modern LED standard. It will be applied on an area wide basis and contribute to significant energy savings whilst maintaining high quality lighting standards. The second element involves expanding our network of publically accessible electric vehicle charging points in residential areas with limited off-street parking.

Funding for the 'Streets for People' strand will be allocated through the existing Area Capital Fund (ACF) approach. The ACF allocates a proportion of annual Local Transport Plan block funding through a formula based on a ward area's population and index of multiple deprivation status. Areas with a high degree of multiple deprivation are awarded a higher level of funding per head than wards with lower deprivation levels. It also gives local Councillors greater influence in how local money is spent as they determine scheme priorities.

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:		£18m
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	0%
	Cultural	0%
	Transport	100%

## PART 4 STRATEGIC FIT

### 4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

4.1a Have any MPs formally endorsed this bid? If so confirm name and constituency. Please ensure you have attached the MP's endorsement letter.

Yes  
 No

This Renewing Local Streets Nottingham transport bid impacts on three parliamentary constituencies. These are Nottingham North, Nottingham South and Nottingham East. If successful funding will be allocated to all three constituency areas.

Alex Norris MP, Nottingham North is supportive of this Nottingham transport bid on a non priority basis as an additional Nottingham bid (letter of support is enclosed). Nottingham North has the lowest income of the Nottingham constituencies and thus would receive the largest share of funding.

Lilian Greenwood MP, Nottingham South has also written in support of the bid on a similar basis (letter of support enclosed).

Nadia Whittome MP, Nottingham East has been briefed on the content and submission shared with her but she has been unavailable to provide a letter of support.

Appendix B contains letters of support from MP's

### 4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)

The measures outlined in this bid builds on the success of our delivery approach and engagement for the Emergency Active Travel Fund and more latterly Active Travel Fund programmes.

A comprehensive engagement plan is being utilised to best understand the needs of our citizens. The plan makes use of online channels together with more traditional

letter/leaflet drops to affected residents and businesses. Newsletters, public meetings and drop-in sessions, social media contacts, website portal, media briefings and electronic roadside signs also play their part in informing as many people as possible. We will continue to use these tried and tested means within the limitations of Covid 19 restrictions.

Within this approach the Council makes use of the Commonplace website to help gain an understanding the needs people who travel by using sustainable forms of transport. The website was set up in 2020 and enables citizens to give direct feedback on sustainable transport schemes as well as highlighting barriers that make walking and cycling difficult and for identifying footway and carriageway faults.

For this programme communications material will focus on the following key messages:

- the benefits of more active travel to health and air quality;
- how access to local employment, training, shops and other local facilities will be improved;
- how schemes support a greener recovery from Covid-19 for the local economy;
- how increased active and sustainable travel is key to the city's Carbon Neutral 2028 ambition.

Analysis of consultation surveys shows that active travel schemes in local areas are generally very strongly supported in Nottingham. One scheme to improve pedestrian and cycling links to the west of the City that included improved signing and lining, new toucan crossings, and provision of cycle awareness features was supported by more than 80% of respondents Other similar schemes typically receive between 70% and 60% support.

Likewise, consultation on school streets measures across 14 school areas across the city received favourable responses from between 70% and 55% of respondents. Where citizens or businesses have objected to proposals officers engage on a one to one basis to address any concerns and where necessary modify the scheme.

Councillors conduct regular surgeries with citizens and are continuously engaging with residents in their ward areas and so have a very good understanding of the specific needs of their own areas.

We use a variety of methods to engage with hard to reach groups, including seeking advice and using contacts of our Neighbourhood Development Officers, who are ward-based and familiar with their communities and methods available to reach them. We are proactive in developing and building relationships with local groups, for example the Disability Involvement Group and universities. In addition, we use options available through digital media, such as Facebook advertising, to target specific demographics, while also ensuring paper-based materials are available during consultation exercises, and we regularly carry out door-to-door leaflet drops to maximise reach. We also have the option to provide materials in multiple languages. In some areas we have specifically engaged with young people who

rarely engage in more formal consultation processes. (Appendix A shows a ward map of Nottingham with indices of multiple deprivation)

4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)

As outlined above the measures outlined in this bid will build on the success of schemes delivered through the Emergency Active Travel Fund and Active Travel Fund. The council conducted a comprehensive consultation exercise on the schemes and found that they received broad public support.

By its nature the Streets for People programme will comprise schemes which address particular problems identified by citizens themselves. It is possible that as further details are worked up some local residents may object to certain traffic restrictions around individual schools. We would not expect any significant objections to the Greener Streets components.

The council will use the consultation exercise as for the ATF schemes as the basis for another round of consultation on the Levelling Up Fund programme. The consultation plan contains a decision matrix which helps the council to modify any proposals that do not receive public support. In the event that schemes do not receive support the matrix requires that that council to conduct a redesign taking in to account the results of the consultation. If schemes are amended significantly through this process the council will initiate a new consultation with residents and key stakeholders.

Councillors conduct regular surgeries with citizens and are continuously engaging with residents in their ward which will also be fed in.

4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?

- Yes
- No
- N/A

For Northern Ireland transport bids, have you appended a letter of support from the relevant district council

- Yes
- No
- N/A

### 4.3 The Case for Investment

**See technical note Table 1 for further guidance.**

4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

Nottingham is identified as a priority one area for Levelling Up. Nottingham currently ranks 11<sup>th</sup> most deprived districts in England for multiple deprivation. Just under a third of super output areas are in the worst 10% nationally. The City also suffers from a low rate of economic activity compared to other areas.

There are low levels of car ownership but access to public transport is generally good. Access to services is more determined by the needs of the individual. Unequal access to services is not restricted to social class or geography but is also influenced by ethnicity. Improving access to services is not just dependent on capacity, geographic location and transport planning but is also down to information addressing travel horizons, affordability and perceived safety.

The Covid pandemic has compounded many existing inequality issues for Nottingham in that low income households are at a greater risk and have been most affected but shut down sectors and have less capacity to absorb income shock. Similarly young people are more likely to work in shut down sectors and have lost employment opportunities. They are also less financially secure with education leavers the most vulnerable.

Although there are good transport links both within the city and also to employment hubs, congestion is experienced during peak times. Our transport model suggests that congestion costs the economy up to £18m a year. It also forecasts that trips could increase by up to 11% by 2033 as a result of planned growth in housing and employment.

The effects of the covid pandemic have generated uncertainty over future travel patterns, however it is clear from our traffic flow monitoring that general traffic levels have increased more quickly than other modes with the exception of cycling. Traffic flows are largely back to pre covid levels with public transport still not yet back to normal. The data also shows that the number of people cycling has seen the biggest increase demonstrating an increased desire for to travel by bike.

Since the start of the pandemic and the introduction of lockdown restrictions where possible people have been working from home with many continuing to work from home for the foreseeable future. As a result, they are now more likely to walk or cycle to their local centres for an essential shop or to eat or socialise.

In order to boost the numbers of people walking and cycling and mitigate the negative impacts of road traffic (including increased greenhouse gasses, poor air quality and noise) we must continue to make sustainable modes more attractive.

Travel to school is a significant contributor to motorised trips particularly during the morning peak. Many of these journeys are short and therefore ideal for switching to more sustainable modes.

The City Council has set an ambition to become the first carbon neutral city in the UK by 2028. This requires a rapid reduction of carbon dioxide emissions from all sectors of our economy (See section 4.4a). Although carbon dioxide emissions emanating from the transport network have fallen over the last 20 years they have not fallen as fast as other sectors of the economy (such as those from industry,

commerce and residential dwellings). Due to the fact that emissions from other sectors have fallen more rapidly transport now accounts for a greater proportion of total emissions than in 2005.

The reduction of carbon emissions from transport and transport infrastructure is central to this project and the outputs of this scheme contribute to a wider set of actions to develop a high quality sustainable transport network. Transport assets make a significant contribution to carbon emissions and making our street lights as efficient as possible will save both energy, reduce carbon emissions and save on running costs.

Around 40% of households in Nottingham do not have a driveway so continued expansion of the public charge point network is important to encourage the take up of electric vehicles. Lower income households are more likely to live near busy roads who will also benefit through reduced emissions.

4.3b Explain why Government investment is needed (what is the market failure)? (Limit 250 words)

The City Council is responsible for the maintenance of 774km of carriageways, cycleways and footways that has been valued at £1bn. Asset Management Planning shows that in order to effectively manage and maintain the condition of this asset in a steady state there is a current shortfall in annual spend of approximately £5 million. The City's maintenance block allocation is currently only £1.4m although this is supplemented with some additional performance funding and pot hole funding. Deterioration of our highway assets has led to a perception that many existing footways and cycleways in residential areas are uncomfortable to use, cause problems for people with a disability and leads to increased insurance claims.

The proposal to move away from incandescent lighting towards more efficient LED lighting will help the Council to reduce energy and maintenance costs as well as achieve wider benefits. An initial capital investment is required to realise these savings as early as possible. The Council cannot currently invest to save as it is experiencing some significant financial challenges and is currently needing to reduce its borrowing level.

Our current contract with BP Pulse will ensure that expansion of our public electric vehicle charging network will continue to be properly managed and maintained but grant funding is required to pay for the additional charging equipment and installation.

4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)

The 'Streets for people' strand is focused on local small scale improvements to streets in residential areas and routes to local centres identified by local people. The main aim is to improve the condition of existing footways, repairing potholes in

streets and cycle ways, installation of more dropped crossing to help people with mobility impairments to cross the road, subway treatments as well as adding in new links where required to improve access to wider networks. The project will include a review of signage to remove old signs and reduce clutter and to improve direction signing together with the provision of new street name plates to improve legibility. The addition of street trees and landscaping, together with upgrading the condition of footways and cycle ways will help to make sustainable travel more attractive. This project will improve access to the local centres and link residential areas and district centres to a wider network of walking and cycling routes as well as public transport stops and interchange points.

The School Streets component builds on the Active Travel Fund programme that was successful in creating low traffic areas around school entrances during lockdown. These areas were designed to help school pupils to walk, cycle or scoot to school by introducing measures to reduce traffic flow and parking around school entrances including measures such as traffic barriers, planters and signing. This funding will help to make the existing temporary measure more permanent together with expanding the programme to more schools. It will also expand to include new road crossings, wider traffic reduction schemes. The programme will also be complimented by behaviour change measures such as park and stride schemes, walking bus together with comprehensive communications and engagement with schools, parents and nearby residents.

The Greener Streets: component comprises two sub elements. A large scale upgrade of our incandescent street lighting to bring the lamps up to modern LED standard. The project will focus only on lighting and no lamp columns will be changed as part of the project. LED lighting has a greater lifespan than traditional high pressure sodium lamps, resulting in reduced maintenance costs. More significantly it will help save energy and reduce carbon emissions. The Council looks after a total of 79,033 streetlights, illuminated street furniture and controls, of which 35,175 are streetlights. The Council has already converted 1,112 streetlights to LED as part of a previous trial.

The Council has been successful in rolling out a network of electric vehicle charge points which have been made available for public use. Aligned with the phasing out of petrol and diesel vehicles the Council is seeking to expand the existing network of publically available electric vehicles charging infrastructure to keep up with the increasing demand for battery electric vehicles.

Interventions will be implemented in all wards across the City but as described in section 3b there will be a bias in the allocations to areas with the highest levels of multiple deprivation.

Table setting out scheme outputs and where funding is to be spent.

Theme	Outputs	Measure	Outline Costs
Streets for People (£10.5m)	Upgraded surfaces in residential streets	Fewer surface defects and less potholes	Footway and cycle way repairs estimated at between £12- £15 per m <sup>2</sup>

	Upgraded routes to local centres  Increased numbers of street trees Street clutter removed	Greater numbers of people walking and cycling  Increased footfall in local and district centres  Increased vegetation cover	This will enable an equivalent of 700,000m <sup>2</sup> of footway, cycleway or carriageway improvements to be completed although other equivalent measures will also be delivered as prioritised by local people which will affect final output.
School Streets (£1.5m)	Physical measures such as traffic barriers, signing and planters to restrict vehicle movements around school entrances  New road crossings	Increased numbers of pupils walking, scooting or cycling to schools  Reduced traffic outside schools  Fewer parked vehicles around schools  Improvement in road safety	Average of £75,000 to be allocated per school to enable the delivery of up to 20 school street schemes
Greener Streets (£8m)	Upgrade street lighting to 100% LED across the City  Expanded network of off street community charging hubs for people without off street parking	Reduced electricity consumption  Increased number of electric vehicle charge point charging events	Up to 35,000 luminaries to be replaced (£7m)  Allocate average £125,000 per site to enable up to 8 new community charging hubs, typically 1x rapid and 3x fast chargers per hub (£1m)

4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)

Yes

No

See Appendix C

4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [MHCLG's appraisal guidance](#). (Limit 500 words)

A theory of change has been developed to support the programme rationale. This can be articulated in logic map form.

The following objectives have been derived from the programme rationale:

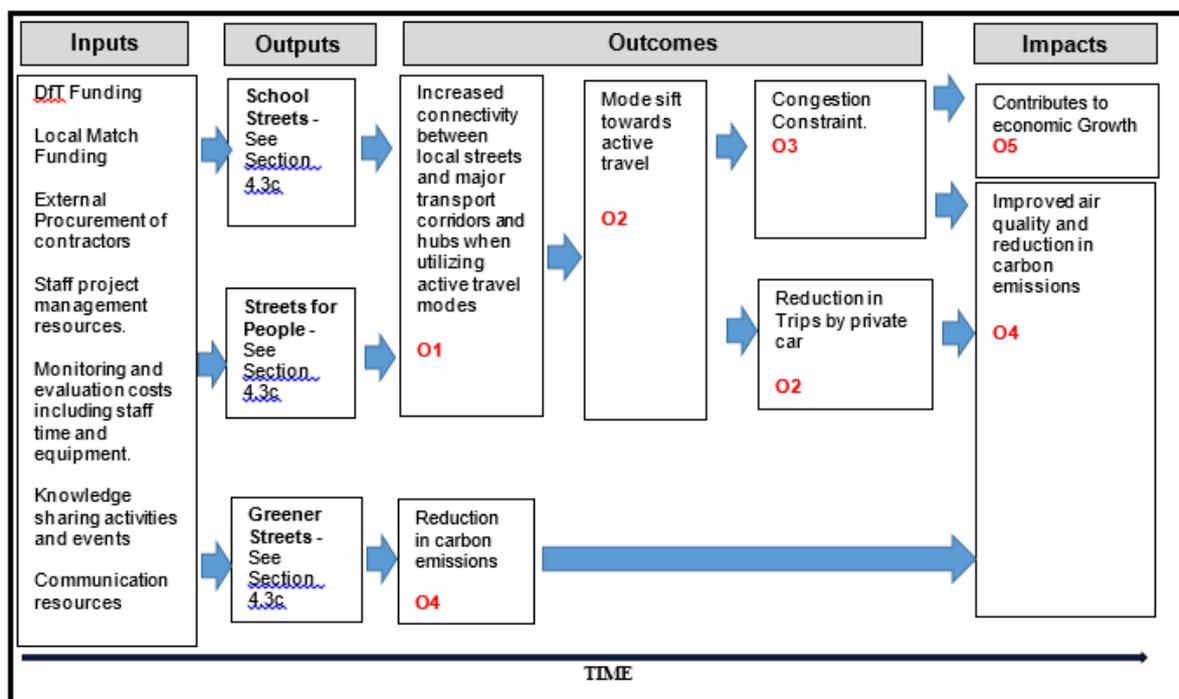
- O1 – Improve accessibility from local neighbourhoods to existing transport corridors and hubs
- O2 – Increase the uptake of cycling and walking and encourage mode switch away from the private car
- O3 – Contribute to congestion constraint
- O4 – Improve air quality and reduce carbon emissions to help Nottingham to become carbon neutral by 2028
- O5- Contribute to local economic growth

The inputs that will be required to implement the outputs and how this in turn this will lead to the short and medium term outcomes and longer term impacts as well as the key outcomes and impacts that are required to facilitate the five programme objectives are identified within the logic map and supporting tables in Appendix D.

How, why and when the desired change will occur is mapped showing each step on the causal pathway from implementation to the desired longer-term impacts. The figure below provides a summary and identifies main outcomes and impacts in relation to each objective.

Individual mechanisms of change are inserted into the main logic map at key points to explain why particular linkages occur. It therefore incorporates elements of Realistic Evaluation thus not only showing each step on the causal pathway from scheme implementation to the eventual desired impacts but also the mechanisms which explain how progress from one step to the next is to be achieved.

### Summary Logic Map



#### 4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.

4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

The City Council has set out an ambitious strategy to become one of the first carbon neutral cities in the UK. The strategy known as CN28 is accompanied by an action plan which details how reducing carbon dioxide emissions from the following areas: The built environment, Energy Consumption, Waste and Water, Consumption and Transport can be achieved. In 2017 nearly a third of all carbon dioxide emissions in Nottingham came from transport. The plan sets out how car journeys need to be reduced and walking, cycling and public transport made more attractive.

The current Nottingham Local Transport Plan sets out a strategy to reduce traffic congestion, improve air quality and reduce carbon emissions. The plan seeks to develop an integrated transport system and prioritises investment in sustainable modes. The Council is in the process of refreshing the Plan to support economic recovery and align it more closely with the CN28 plan. The new plan will therefore be placing even greater emphasis on the need to support more walking and cycling for short trips.

The City Council is the lead authority for the development of the D2N2 Local Enterprise partnerships Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP covers four local transport authorities, including Derby City Nottinghamshire, Derbyshire as well as Nottingham City. The LCWIP sets out a comprehensive plan to develop walking and cycling infrastructure.

In addition to the above the City Council's Local Plan is underpinned by a hierarchical approach to travel demand management that places priority on delivering the most sustainable modes of transport first (such as cycling and walking improvements) with network management and highway capacity improvements as a last resort when considering new developments.

The Nottingham Joint Strategic Joint Needs Assessments has been created on a series of individual health and wellbeing issues looking at the level of need in our community and at the services in place to address them. Tackling obesity through encouraging more physical activity as well as supporting mental health are each programmes potentially supported through this programme.

4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects in particular should clearly explain their carbon benefits. (Limit 250 words)

In July 2017, the Department for Environment Food and Rural Affairs (DEFRA) published its “UK Plan for tackling roadside Nitrogen Dioxide concentrations”. Following the release of this plan Nottingham City Council was mandated by the Secretary of State to produce a plan showing how concentrations of nitrogen dioxide would be reduced to within the legal limits. The main measures in the plan were to retrofit the cities busses and to bring in measures to modernise our hackney carriage fleet. The plan contained a commitment to go much further in improving air quality than just meeting the air quality directive limit for nitrogen dioxide. It is also actively engaged in a strategy that will see people shift away from the use of the private car for short trips towards walking and cycling. The council received funding through DEFRA’s Early Measures Fund to help with the implementation of schemes aimed at improving our cycling infrastructure. Supporting more walking and cycling within neighbourhoods particularly for short journeys will further help achieve cleaner air.

The Council is fully committed to reducing carbon dioxide emissions from all sources within Nottingham. On the 13th January 2020, the Council acknowledged the scale of this challenge posed by climate change by declaring a Climate and Ecological Emergency at Full Council, recognising the immediate action required to achieve sustainable carbon neutrality. Shortly afterwards the Council published its Carbon Neutral Charter which set out the ambition to achieve carbon neutrality by 2028. Accompanying the charter is a detailed carbon neutral action plan which sets out the measures necessary to achieve a resilient and carbon neutral Nottingham. Encouraging more walking and cycling within neighbourhoods, encouraging people to travel by sustainable modes to school, more efficient street lighting and further supporting the take up of electric vehicles will all contribute to cutting carbon emissions.

4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)

As previously stated in section 3 the Council has benefitted from a number of complimentary funding sources which are supporting significant investment in walking and cycling infrastructure, behaviour change measures, wider sustainable transport and cleaner vehicles. These are outlined as follows:

**Local Growth Fund** – Nottingham was awarded £6m via the D2N2 Local Enterprise Partnership to deliver a Cycle Ambition programme that included a network of high quality cycle routes to the north, south east and west of the city and further separate funding to deliver a new pedestrian and cycle bridge to connect to the Nottingham Boots Enterprise Zone which it has delivered.

**Transforming Cities Fund** – Nottingham in partnership with Derby made a successful bid to the Transforming Cities Fund and was awarded £160m. The programme includes developing high quality cycling corridors connecting to major employment centres and other growth areas and a new connecting route between the two Cities via the east Midlands Airport Growth area. A new pedestrian and cycling bridge across the river Trent and new cycle hire/e-bike hire scheme are also being implemented.

**Access Fund**– the Access Fund and follow-on Continuation Fund enabled the Council to engage in behaviour change aimed at changing perception of cycling and walking and helping to remove barriers to active travel.

**Active Travel Fund (now Capability Fund)** – Initially in response to changed travel patterns as a result of Covid the Council used its share of funding to temporarily re-allocate road space to encourage people to walk and cycle more. Tranche 2 funding is now being used to make many of the measures introduced permanent.

**Clean Air Fund** – Linked to Nottingham’s Local Air Quality Plan Nottingham was awarded funded to retrofit buses with cleaner exhaust systems and encourage the take up of cleaner taxis. Previous linked Early Measures Funding was used for cycling improvements all support the purchase of electric Council fleet vehicles.

**Go Ultra Low** – the Council was awarded £6m by the Office of Low Emission Vehicles which has enabled the installation of over 400 publically accessible electric vehicle charge points, the UK’s first ULEV lane and enabled the Council to continue to lead by example by converting more of its fleet to electric.

4.4d Please explain how the bid aligns to and supports the Government’s expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government’s cycling design guidance which sets out the standards required. (Limit 250 words)

This bid will strongly support the Government’s aim to deliver high quality walking and cycling infrastructure. By investing in local neighbourhoods and improving access to local centres to support more active travel the bid is seeking to lock in and make permanent the changes to travel habits that have occurred as a result of the Covid pandemic.

The Council has developed its own Nottingham Cycle Design Guide (produced in 2016 and updated annually with Sustrans). Traffic Signs Manual Chapter 8 Schemes has also been discussed with Sustrans to ensure we are taking account of all new and emerging standards nationally.

We have regular discussion with other local authorities to consider what has worked well and not so well to help ensure what we do is successful and can be made permanent/upgraded for long lasting benefits and change. We have done this primarily through the Urban Transport Group and an informal East Midlands liaison group set up with Leicester, Derby and Sustrans.

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



## PART 5 VALUE FOR MONEY

### 5.1 Appropriateness of data sources and evidence

See technical note Annex B and Table 1 for further guidance.

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)

In Nottingham:

- 15.9% of adults aged 18-85 cycle for any purpose each week, making around 4.2m cycle trips/yr (DfT CW0302).
- 78% of the same cohorts walk for any purpose at least once per month, with over a third walking at least 5 times per week, making over 30.5m walking trips/yr (DfT CW0302).
- Around 3% of school pupils cycle to school regularly and 41% walk to school (NTS 0615).
- Ownership of Battery and Plug-in Hybrid Electric Vehicles (BEVs and PHEVs) (0.9% of all vehicles), lags behind the national average (1.3%) – (DfT VEH 0105 and 0132).
- 3.2% of the city's 35,175 streetlights are powered by energy efficient LED lanterns, with Cermic Metal Halide bulbs used in residential areas and High-Pressure Sodium on traffic routes (NCC data).

The Covid-19 pandemic reduced overall trip numbers through 2020/21, but the number and proportion of total trips made by walking and cycling to local facilities has increased significantly – particularly through summer 2020. While this is reflected in cycle counts along priority corridors improved through Nottingham's Cycle Ambition, TCF and Active Travel Fund investment programmes (+12%-13% uplifts in baseline levels from local counts) it has also served to highlight the poor quality of many local footpaths, cycle routes, street crossings and street furniture (seating, resting areas, directional signage and local area information).

Improving these facilities will seek to sustain higher levels of active travel for a rising number of hyper-local trips, maximise the efficiency of street lighting, and encourage higher levels of electric vehicle uptake in target areas.

5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)

The following sources of data underpin the evidence that has been used to formulate the economic appraisal and value for money assessment of the proposed interventions:

- Vivacity traffic flow monitoring data (2020-21).
- Highway asset condition surveys and XAIS highway asset maintenance model (2020-21).
- Lighting energy consumption analysis based on Nottingham City Council's CMS evidence (2020-21).
- [Common place website feedback](#) (2021), collecting public attitudes and opinions on the usefulness of temporary walking and cycling schemes implemented using the Active Travel Fund. These evidence the degree of support/opposition to making schemes public by collating the views and opinions of local residents affected by/benefitting from the schemes.
- School surveys for continuation fund and ATF (2021). This reflects that some of the School Streets interventions will involve converting the 12 temporary School Street schemes to permanent ones.
- NCC's automated cycle count data in time series from 2010-20 on key routes, and from more recent years on new routes (such as Castle Boulevard and sections of the NET Tram cycle route).
- Charge-cycle data derived from the D2N2 EV public charge-point network (BP Pulse/Chargemaster), which reveals most EV charging points are currently used (on average) three times per day on weekdays and twice a day at weekends.
- Average range data for BEV and PHEV data (sourced from <https://newmotion.com/en/knowledge-center/news-and-updates/the-electric-range-of-an-ev>) for the whole of the UK.
- Proportions of local ULEV vehicle fleets that are BEV/PHEV are sourced from DfT data table VEH0132.
- Greenhouse Gas emission values are calculated based on energy consumption (street lights) and total vehicle distances travelled (EV charging, Streets for People and School Streets interventions), to which the BEIS Greenhouse Gas conversion factors for 2020 have been applied.
- Forecast highway asset maintenance need and associated costs have been forecast for each category of urban road using the XAIS highway condition model for Nottingham (2021).
- Street lighting energy consumption values are derived from an 'invest to save' draft outline business case prepared by Nottingham City Council on behalf of SALIX (2020).
- School pupil population derived from [Jan 2021 NCC pupil characteristics dataset](#), and number of schools in Nottingham ascertained from [UK Government school performance comparison website](#).

- Usual mode of travel to school derived from NTS 0615 data table.
- Adult population for Nottingham derived from ONS mid-year estimates 2019.
- Levels of adult cycling and walking trips for any purpose derived from percentages recorded in DfT data table CW0302 and applied to local population data.

All data sources and associated assumptions have been clearly documented and referenced in line with the calculations set out in the Economic Appraisal spreadsheet that accompanies this bid.

5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)

The majority of the datasets used to inform the economic appraisal are local to the whole Nottingham City area, reflecting either the network-wide nature of the intended improvements (e.g. street lighting upgrade, EV chargepoint expansion) or the as-yet unspecified nature of the target areas and detailed interventions (School Streets and Streets for People improvements to local footways, cycle routes and street crossings).

Localised datasets have been used wherever possible, drawing upon project monitoring and outcome evaluation data derived from similar previous interventions. Specifically, these include:

- Levels of EV charge-point utilisation.
- Highway maintenance need on residential (Class C and unclassified) roads.
- kWhr and energy price data for Nottingham City Council's current stock of streetlight assets.
- The population of school children and parents that are likely to benefit from the School Streets interventions, based on the percentage of all facilities that will be improved as a result of proposed Levelling Up Fund interventions.

It was necessary to infer an 'average' type of walking and cycling network facility that will be improved through the Streets for People and School Streets interventions in order to apply the estimated baseline and forecast uplifted (with scheme) numbers of walking and cycling trips to the DfT's Active Mode Appraisal Toolkit. A number of sensitivity tests were applied to this approach, reflecting this uncertainty.

## 5.2 Effectiveness of proposal in addressing problems

5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

A spreadsheet model has been prepared to set out the economic appraisal (Appendix E). It combines baseline evidence, assumed behavioural and environmental responses (based on precedent evidence from similar previous interventions) and TAG data book values/GHG conversion factors, alongside Active Mode Appraisal Toolkit outputs. These have been collated into three scenarios (Low, Core and High) which seek to evidence, quantify and monetise the range of anticipated scheme benefits relative to their implementation costs. Wherever possible, these have been based on local precedents and NCC's own monitoring data from similar schemes.

Forecast impacts are summarised in the ASTs for each scenario, and include:

- Localised improvements to the surfaces, facilities, and continuousness of pedestrian footways, cycle-ways, street crossings, and streetscape environments will improve the accessibility and quality of journey experiences for people making between 12,200 and 12,500 cycle trips and between 90,000 and 92,500 walking trips in Nottingham each day.
- A secondary benefit of these Streets for People and School Streets improvements, which are expected to combine the extension of facilities with some preventative maintenance, is a forecast net reduction in the long-term maintenance need (in 2030) for Nottingham's highway assets of between £7.9m and £15.9m (2021 prices).
- A net reduction of between 935 and 1,871 motorised car trips per day, resulting from:
  - A 2% to 4% uplift in the number of all walking and cycling trips for any purpose by adults in Nottingham, 11% of which are expected to have otherwise been made by car (a standard AMAT assumption) arising from the Streets for People interventions. This is forecast to result in between +430 and +870 more cycling trips, and between +3,200 and +6,350 more walking trips per day, with a corresponding reduction in car trips of between -397 and -795 trips per day.
  - A 1.5% to 3% point reduction in car use among the anticipated population of adults and children travelling to the 20 schools in which School Streets will be implemented. This is forecast to result in between +180 and +360 more cycling trips, and between +360 and +720 more walking trips per day, with a corresponding reduction in car trips of between -538 and -1,076 trips per day.
- A net reduction of almost 618,000 vehicle trips by internal combustion engine-fuelled vehicles, generating a saving of over almost 1,500 tonnes CO<sub>2e</sub> per annum over the 20-year asset life of the infrastructure, arising through the greater availability of EV charging points in residential areas of Nottingham where on-street charging is not possible (e.g. due to residential parking being predominantly on the public highway).

- A net energy consumption reduction of over 5.8m kWhr per annum arising from the investment in LED streetlight lanterns. This is also forecast to achieve up to £17.8m in financial savings (at 2020 prices) for the City Council over the 20 year asset life of the lanterns, reducing to £10.7m (at 2020 prices) if a 12-year asset life is assumed.
- Un-quantified improvements to local townscape, journey time reliability (arising from decongestion resulting from mode-shift), access to services, affordability and severance issues in the areas where Streets for People and School Streets interventions are targeted. These could be significant, on the basis that the Council intends to target locations with higher than average levels of deprivation and health inequalities, and lower incomes.

5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)

Assumed behavioural responses to the Streets for People and School Streets interventions drive the valuation of benefits for these components, through the DfT's Active Mode Appraisal toolkit. A total of six AMAT tests have been appended to this submission, with the parameters selected and output values documented in the relevant tabs of the Economic Appraisal spreadsheet.

The level of behavioural response assumed in the Core Scenario, which forms the basis for this Value for Money assessment, has been informed by scheme monitoring and outcome evaluation evidence from the following sources:

- Nottingham City Council's Cycle Ambition programme, which has recorded 12%-13% uplifts in cycling and walking levels along new active travel corridors delivered over the last 10 years. This was factored down to a 2%-4% uplift to reflect the localised nature of the improvements being planned through these interventions.
- [TfQL's School Streets evaluation evidence](#), which reported an average 3% point reduction in motor vehicle trips at 27 schools in 7 local authority areas and a contingent increase in walking and cycling trips.
- An assumed improvement in the provision of cycling infrastructure equivalent to upgrading a shared bus lane for cycling to an on-road segregated route. This average level of infrastructure improvement was consistently assumed for both the Streets for People and School Streets interventions across all three appraisal scenarios tested.
- Assumed improvements to pavement evenness and level access crossing points, as well as the provision of additional seating/resting and directional signage facilities along walking routes in residential areas/School Streets locations. This average level of infrastructure improvement was consistently assumed for both the Streets for People and School Streets AMAT tests across all three appraisal scenarios tested.

Sensitivity tests are based on higher (High Scenario) and lower (Low Scenario) levels of behavioural response to these interventions and show that the AMAT tests are particularly sensitive to forecast changes in the numbers of walking trips

arising from the planned improvements. The levels of behaviour change included within the Core Scenario test are considered to be realistically achievable on the basis of the current opportunity to lock-in longer-term changes in travel behaviours following the short-term mode shifts reported during the Covid-19 pandemic.

Forecast savings arising from the introduction of LED streetlight lanterns are based on an outline business case prepared for Nottingham City Council in 2020, and assume either a 20-year (High and Core Scenario) or 12-year (Low Scenario) asset life and return on investment period. As well as the operational financial savings accruing to the City Council over these timeframes (based on a straight-line 15.2p/kWh energy cost, subsequently deflated to 2010 prices and discounted by 3.5% per annum), the associated GHG (CO<sub>2e</sub>) savings have been valued using the BEIS carbon calculator factors for 2020.

The forecast internal combustion engine-fuelled mileage savings associated with the introduction of the additional EV charging points across residential areas of Nottingham have been calculated based on the current fleet mix of BEV and PHEV vehicles registered in the city, and the frequency of use (charge cycles per weekday/weekend day) of existing EV charging points in the city. We assume that each charge is a full charge which yields the average combined range of current BEVs and PHEVs available to buy in the UK (204km), thereby enabling us to calculate daily and annualised totals for the number of conventionally-fuelled vehicle km travelled that could be switched to EV as a result of the introduction of these additional charging points. Dividing this by the average car trip length in the UK (13.2km, derived from the National Travel Survey), yields an estimated number of vehicle trips that can potentially be substituted to EV propulsion. Forecast GHG emission reductions and monetised air quality improvements have been calculated using the relevant Marginal External Cost values in the latest TAG Data Book, from which the electricity consumed by EV recharging has been netted-off. No account has been made for noise (which may be lower for EVs than conventionally-fuelled vehicles) or indirect taxation (currently a negative value through fuel duty reductions, but it is assumed this will be redressed through central government policy over the appraisal period).

Long-term highway maintenance need savings (post 2030) have been presented based on the XAIS highway condition model forecasts set out in the appended report. They predict the reduction in future maintenance need based on different levels of investment in Nottingham City Council's highway 'assets', which themselves are based on the principles of preventative maintenance and highway asset condition management. Different levels of forecast financial benefits have then been assumed for each Scenario included in the Economic Appraisal spreadsheet, reflecting uncertainty around the level of preventative maintenance that the Streets for People and School Streets interventions will deliver alongside the improvement of highway, footway, cycleway and street crossing facilities.

### 5.3 Economic costs of proposal

5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case, but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or taken into account. In addition, please provide detail that cost risks and uncertainty have been considered and adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)

The 'Scheme Costs' tab of the Economic Appraisal spreadsheet sets out the base costs, risk adjusted costs and optimism bias uplifts applied for the purposes of the economic appraisal and value for money assessment. In summary:

- **Base costs** (at 2022 prices) for each scheme component were identified based on precedent expenditure for similar interventions delivered recently by Nottingham City Council (e.g. Streets for People, School Streets and EV charge point interventions), and estimated intervention costs (LED streetlight lantern conversion, based on partial delivery in Nottingham). Inflation risks are considered negligible, given the short delivery timeframe and are considered to be covered by the risk adjustment allowances discussed below. **Total base costs for these schemes are £18.53m.**
- **Risk adjustment allowances** were determined on a scheme component basis, and based on known risks and the expected value of additional cost these will add to the base costs in the event the risks materialise. All are considered relatively low likelihood risks (and are documented in the spreadsheet referenced above), based on other similar schemes that have recently been delivered in Nottingham City. A total risk allowance of 7.4% of base costs (**£1.47m**) was applied to the base costs, giving a **risk-adjusted total cost of £20.00m.**
- **Match funding** from local authority sources was included within risk-adjusted scheme costs, which were profiled over the three delivery years and have the majority focused into 2022/23, reflecting that the 2021/22 financial year is already underway and that the bulk of scheme costs are expected to be incurred in that financial year. The match funding was allocated at 10% of the risk-adjusted total for the programme, giving a **total match funding inclusion of £2.00m.**
- **Optimism bias uplifts** were applied on a scheme-by-scheme basis, reflecting the approximate state of readiness for each intervention relative to those set out in Table 8 of TAG Unit A1.2. The schemes reflect a range of Stage 2 and Stage 3 road projects, and so attracted between 3% and 15% uplifts. Across the whole programme, an **Optimism Bias Uplift of 9.3% has been applied, giving total scheme costs, including quantified risks and optimism bias uplifts, of £22.04m.**
- For the purposes of economic appraisal and value for money assessment, this value was then deflated to 2010 prices so as to derive **Net Present Costs of £17.78m.** This value is consistent across all three scenario tests, reflecting that sensitivity testing in the High and Low scenarios is focused on changes in benefit values linked primarily to different levels of behavioural response to the sustainable transport schemes.

Some economic costs (e.g. indirect taxation associated with reduced vehicle km travelled) are presented as disbenefits in the AMCB table, but are outweighed by other operational savings to wider public finances (arising from energy cost savings accruing to Nottingham City Council as a result of the LED streetlight lantern scheme).

## 5.4 Analysis of monetised costs and benefits

5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)

Monetised costs and benefits for each scenario have been presented in a series of AMCB tables in the Economic Appraisal spreadsheet that accompanies this funding bid. The formulae associated with each impact category (found in cells in columns B, F and J of the AMCB tab) link through to the sources of benefits from each scheme, with further explanation included in the accompanying AST tables (found on a separate tab in the same spreadsheet).

The method for estimating economic benefits for each category has been as follows, all of which have been appropriately deflated to a common (2010) price year and discounted at a rate of 3.5% per annum:

- **Noise and Accidents:** Forecast reductions road noise and vehicle collisions resulting from the reduced vehicle km travelled associated with each appraisal scenario for the Streets for People and School Streets interventions. Reductions in vehicle km travelled have been multiplied by the relevant Marginal External Cost factors from the TAG databook.
- **Local Air Quality:** As above, with the additional inclusion of the reductions in forecast vehicle kilometres travelled by internal combustion engine vehicles, as a result of the EV charge point intervention.
- **Greenhouse Gases:** As above, with the addition of monetised forecast CO<sub>2e</sub> emission reductions resulting from the LED streetlight lantern replacement scheme. Forecast emission reductions were priced using the latest BEIS GHG conversion factors (2020).
- **Journey Quality:** An Active Mode Appraisal Toolkit (AMAT) output calculated for each Streets for People and School Streets scenario test, based on:
  - Forecast changes in the numbers of walking and cycling trips made as a result of predicted behavioural responses to these interventions.
  - Assumed changes in the quality of walking and cycling infrastructure as a result of the investment associated with each intervention.
  - The expected portion of each walking and cycling trip that will benefit from the enhanced infrastructure.

- **Physical Activity:** Another AMAT output that estimates the preventative health benefits (in the form of reduced risk of premature death) for people walking and cycling more 'with scheme' than they would otherwise do 'without scheme'. It derives from the forecast increases in walking and cycling activity forecast for each Streets for People and School Streets intervention scenario.
- **Economic Efficiency: Consumer Users (Commuting):** The value of decongestion benefit resulting from forecast levels of mode shift to walking and cycling as a result of each Streets for People and School Streets intervention scenario. This is an AMAT output calculated based on the input parameters summarised in the relevant tabs of the economic appraisal spreadsheet.
- **Economic Efficiency: Business Users and Providers:** Another AMAT output that estimates the reduced cost to the economy (businesses) of absenteeism from work for people walking and cycling more 'with scheme' than they would otherwise do 'without scheme'. It derives from the forecast increases in walking and cycling activity forecast for each Streets for People and School Streets intervention scenario.
- **Wider Public Finances (Indirect Taxation Revenues):** A combination of:
  - The indirect taxation disbenefit (cost) and lower highway maintenance costs associated with a net reduction in motorised vehicle km travelled as a result of mode shift to walking and cycling forecast in response to each Streets for People and School Streets intervention scenario.
  - The operational revenue (financial) savings forecast to accrue to Nottingham City Council as a consequence of installing LED lanterns in streetlights across the remainder of the city.
  - The reduction in the expected financial cost of long-term highway maintenance need forecast by the XAIS highway condition model as a result of different levels of preventative highway and footway maintenance (assigned to each Scenario) carried out as part of the Streets for People and School Streets interventions.

5.4b Please complete Tab A and B on the **appended excel spreadsheet** to demonstrate your:

Tab A - Discounted total costs by funding source (£m)

Tab B – Discounted benefits by category (£m)

See Appendix F

## 5.5 Value for money of proposal

5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated in a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with [HMT's Green Book](#). For non-transport bids it should be consistent with [MHCLG's appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)

The three scenarios tested, and presented, in the economic appraisal spreadsheet that accompanies this proposal return the following Benefit Cost Ratios and Net Present Values:

Scenario	High	Core	Low
BCR	2.54	2.06	1.44
VfM Category	High	High/Medium	Medium/Low
Net Present Value	£7,808,665	£18,835,485	£27,334,575

The BCR calculations and sources of benefits have largely been explained through our responses to questions 5.2, 5.3 and 5.4, and through our documentation in the accompanying economic appraisal spreadsheet. It draws on the latest versions of DfT's TAG, the Active Mode Appraisal Toolkit, BEIS GHG conversion factors, and applies them to the forecast impacts of each scheme component.

The **Core Scenario** is considered to represent the most likely (based on local and national evaluation outcomes) set of behavioural outcomes to the Streets for People and School Streets interventions, which are key sources of journey quality and physical activity benefits, as well as the sole sources of mode-shift and associated negative 'marginal external costs' (presented as benefits in the appraisal, owing to the reduction in car use). It includes the fixed costs and 20-year lifecycle benefits of upgrading the remaining 34,000 streetlight lanterns to low energy consumption LEDs and incorporates monetised improvements to air quality and reduced Greenhouse Gas emissions resulting from these efficiencies (as well as those from reduced motorised vehicle trip distances and wider availability of EV charging points in residential locations where off-street charging is not possible domestically. Finally, it prices in an assumption that 60% of monies spent on the Streets for People and School Streets interventions will also act as preventative maintenance for Nottingham's £1bn highway asset – thereby reducing the long-term highway maintenance need by ~£6m (Present Value Benefits) from 2030 onwards.

The **High Scenario** is based on all the same core assumptions and forecast behavioural responses, but assumes:

- A 1% point higher level of mode shift from car to walking and cycling as a result of the Streets for People and School Streets interventions, which remains ~1/3 of the change in cycling levels achieved on Nottingham's priority active travel corridors following targeted interventions. The AMAT outputs are particularly sensitive to forecast changes in the numbers of walking trips, owing to the larger baseline of these relative to cycling trips. This yields an additional £6.5m in Present Value Benefits.
- An assumption that 80% of the Streets for People and School Streets interventions will reduced the long-term highway maintenance need from 2030 onwards (which yields an additional £2m in Present Value Benefits).

The **Low Scenario** broadly reverses these variations in assumptions and behavioural responses, assuming:

- A 1% point lower level of mode shift from car to walking and cycling as a result of the Streets for People and School Streets interventions, which is considered modest relative to local cycling and national School Streets interventions. This reduces Present Value Benefits by ~£6.5m.
- An assumption that just 40% of the Streets for People and School Streets interventions will reduced the long-term highway maintenance need from 2030 onwards (which yields £2m less in Present Value Benefits).
- That the asset life of LED streetlight lanterns is 12 years (as defined for 'equipment' in [Table 2 in forthcoming updates to TAG Unit A1.1](#)) rather than the 20-year asset life specified by the manufacturer. This yields a £2.9m reduction in Present Value Benefits.

All scenarios assume that maintenance costs will be assumed by Nottingham City Council and are therefore 'priced in' to the quantified risk allowances included within the scheme appraisal. Even allowing a further 10% to scheme costs for maintenance, all BCR values are forecast to remain within the same Value for Money category (the core scenario reduces to a 'high' Medium VfM scheme, rather than a 'low' High VfM scheme).

5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 250 words)

Non-monetised improvements have been noted in relation to local townscape, journey time reliability (arising from decongestion resulting from mode-shift), access to services, affordability and severance issues in the areas where Streets for People and School Streets interventions are targeted. These could be significant, on the basis that the Council intends to target locations with higher than average levels of deprivation and health inequalities, and lower incomes. Anecdotal evidence from similar interventions delivered through the Council's Access Fund, Cycle Ambition, Transforming Cities Fund and Active Travel Fund is that local residents and businesses are typically supportive and appreciative of schemes that improve local walking and cycling facilities which demonstrably help to reduce levels of traffic congestion on residential and local streets.

5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)

Key risks and uncertainties include:

- Lower than forecast behavioural responses to walking and cycling schemes.
- Future changes in energy prices, and CO<sub>2e</sub> emissions associated with electricity generation in the UK.
- Slower than anticipated uptake in BEV and PHEV electric vehicles in target areas of Nottingham.
- Lack of public support among local residents and businesses for progressive improvements to local walking & cycling networks, and street crossings.
- Lack of engagement and uptake from schools in the planned School Streets programme.
- Lower levels of deliverable preventative maintenance to highway assets (including footways) than have been assumed in the economic appraisal scenarios.

5.5d For transport bids, we would expect the [Appraisal Summary Table](#), to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid.

We have included AST and AMCB tables in the relevant tabs of the supporting economic appraisal spreadsheet.

## PART 6 DELIVERABILITY

### 6.1 Financial

See technical note Table 1 for further guidance.

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid (Limit 250 words)

The City Council is seeking £18m of grant funding with £2m match funding to be provided through its Local Transport Plan funded annual Area Capital Fund programme.

The Renewing Local Streets programme does not require a financial contribution from third party organisations or from private sector stakeholders. As a result, there are no gaps in funding and the programme can be entirely delivered within the intended £20m budget.

A key requirement of the Levelling Up Fund is to demonstrate the ability to spend funding and achieve outputs in the financial year 2021/22. By using existing management structures and building on the success of previous funding programmes the Council can initiate the project as soon as funding becomes available and approved, with outputs being delivered shortly afterwards.

The table in section 6.1b below shows the spending profile for the programme across the funding period from 2021/22 to 2023/24 with a detailed breakdown of spending contained in Appendix E and F.

6.1b Please also complete Tabs C and D in the **appended excel spreadsheet**, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.

Details of costs and spend profiles are shown in **Appendix E and F**

Spend Profile is outlined in the table below:

Programme component		2021/22		2022/23		2023/24			
		DfT Capital	LA match	DfT Capital	LA match	DfT Capital	LA match	DfT Capital	LA match
Greener Streets	EV charging	£250,000	£0	£500,000	£0	£250,000	£0	£1,000,000	£0
	LED streetlights	£1,500,000	£0	£4,000,000	£0	£1,500,000	£0	£7,000,000	£0
School Streets		£250,000	£0	£1,000,000	£0	£250,000	£0	£1,500,000	£0
Streets for People		£1,750,000	£500,000	£5,000,000	£1,000,000	£1,750,000	£500,000	£8,500,000	£2,000,000
		£3,750,000	£500,000	£10,500,000	£1,000,000	£3,750,000	£500,000	<b>£18,000,000</b>	<b>£2,000,000</b>
Total		£4,250,000		£11,500,000		£4,250,000			

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an independent valuer to verify the true market value of the land.

- Yes  
 No

6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)

The Renewing Local Streets programme has been developed to be delivered within the budget outlined above. The themes contained within the bid are also scaleable enabling the Council to closely manage the spend of the project and ensure no overspends will occur.

Each of the themes contained within the programme has an initial set up period where individual schemes can be identified and designed. At this stage the extent of each component can be determined and limited to the available funding in order to ensure cost overruns do not happen. Following the initial set up stage schemes can be rolled out. The programme manager and senior responsible owner will continually monitor spend of each of the theme areas with regular reporting being carried out by each of the project leads.

The number of individual schemes delivered in each of the theme areas will depend on the final cost of each scheme.

6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)

There have been no previous applications for funding for this programme of works.

6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)

Quantified risks have been considered and set out in the Scheme Costs tab of the accompanying Economic Appraisal spreadsheet.

The table below summarises these risk allowances, which are included within the risk-adjusted scheme costs that have been presented in the financial case, and which are included within the UK Government funding request + match funding totals for this proposal. Risk allowances have been apportioned based on the state of readiness of each programme component, and the scale of anticipated challenge associated with their delivery within the funding timeframe.

Programme component		Key risks identified	Risk allowance (%)	Risk value
Greener Streets	EV charging points	Availability of electricity supply / substations	5%	£47,619
	LED streetlights	Lighting column repair works (un-costed) also required	5%	£333,333
School Streets		Cooperation of schools, local support for new schemes, availability of contractors and materials	10%	£136,364
Streets for People		Surface quality issues need wider maintenance, presence of unknown statutory services requiring diversion, availability of contractors, public support for works involved	10%	£954,545
<b>Average risk % / total allowance</b>			<b>7.4%</b>	<b>£1,471,861</b>

6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)

The biggest component of the Renewal of Local Streets programme will be made up of a large number of small scale interventions that together will have a large impact across the City. The implementation of schemes such as resurfacing footways and cycleways or installing EV charge points and replacement of street lighting with low energy LEDS are well understood by the Council and its delivery teams. They will not require extensive detailed design and procurement routes are already in place through existing frameworks and contracts. In addition, the Council does not require financial contributions from external partners or private sectors organisations to deliver the programme.

As a result, the programme is considered to be 'low risk'. The main financial risks to the programme are:

- The bid being unsuccessful in this round;
- Cost Overruns;
- Covid 19 working restrictions or related material supply constraints pushing up delivery costs.

If the Council is not successful in its application to the Levelling Up Fund in this round a modified bid will be considered for submission to a potential second round of funding call. The Council will make use of the intervening time to seek feedback on the bid and modify any elements which were not deemed to be workable.

With regard to cost overruns; the renewal of Local Streets Programme is scalable and costs will be monitored as the programme progresses. Schemes will be scaled back if costs rise to the circumstance that an overrun is considered likely.

In the event that working restrictions are re-introduced due to a rise in the national or local number of covid 19 cases the Council will engage with DfT and MCHLG colleagues to ensure guidance is followed. The Council will conduct a review of working practices and consider delivery of small scale scheme alongside other works. Similarly the Council will review the programme as a result of any cost increases as a result of any supplier issues.

Each of these risks is dealt with in the risk register which is included in Appendix I.

## 6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties. (Limit 500 words)

Implementation of the measures set out in the bid for Streets for People and School Streets themes will be carried out by the Council's Highways Services team. Highway Services are the Direct Labour Organisation (DLO) who have the capability to deliver a range of highway and transport schemes. The Highway Services team also maintain a number of frameworks which enable the Council to call on the services of specialist highways and transportation and civil engineering contractors.

The Council is currently engaged in a Private Finance Initiative (PFI) with SSE through its wholly owned subsidiary, Tay Valley Lighting Ltd (TVL). The contract requires TVL to maintain the Council's highways street lighting columns, illuminated signs and illuminated street furniture to agreed standards.

A £250,000 Innovation Fund was incorporated into the PFI Contract which allowed the Council to carry out trials of the latest LED luminaires as the technology improved. A successful trial was carried out on a network of four residential streets in the Basford ward in early 2014 and the results of this allowed the Council to make an informed decision about LED technology moving forward.

The Council will build on the success of the trial using the experience gained. To deliver the project a change request to the contract will be required before it can begin. The project will then be delivered by the Council and SSE through the contract.

Electric vehicle charge points will be delivered by the Transport Strategy team through the Council's existing contract with BP Pulse. The contract was signed in 2018 as part of the Council's Go Ultra Low programme which delivered more than 400 charge points across the D2N2 Local Enterprise Partnership area. The contract runs until 2028 and requires BP Pulse to supply, operate and maintain the charge point infrastructure. All maintenance and aftercare is also carried out through the contract at no revenue cost to the Council.

The existing contract with BP Pulse will be used to deliver the new electric vehicle community charge point hubs. Once funding is received the Council will set up and initial meeting with BP Pulse to agree the new locations for the hubs. A programme of work will be drawn up by the Council and BP Pulse will be tasked with delivering it. Each individual install will follow a similar process as follows:

- Site investigation by BP Pulse – they will establish electricity supply and land ownership – (Land will either be on highway or land in the City Council's control to reduce risk)
- Providing there is sufficient supply initial preparatory work will be carried out by BP Pulse's civils team. Wester Power Distribution will then provide power connections
- Finally, the charge point will be installed by BP Pulse.

The Council and BP Pulse have the expertise and experience for delivering an ongoing programme of installing electric vehicle charge points and this will be used in the delivery of the Levelling up Fund programme.

### 6.3 Management

See technical note Section 4 and Table 1 for further guidance

Delivery Plan: Places are asked to submit a delivery plan which demonstrates:

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.
- Arrangements for managing any delivery partners and the plan for benefits realisation.
- Engagement of developers/ occupiers (where needed)
- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals eg Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence
- Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)

A detailed delivery plan for the Renewal of Local Streets programme is contained in Appendix G the following section is a summary of the content:

The Renewal of local Streets programme uses existing processes such as Area Capital Fund and builds on the success of delivering previous projects such as the Cycling Ambition, Active Travel Fund and Go Ultra Low programmes.

The purpose of the Area Capital Fund (ACF), established in 2006, has been to secure neighbourhood public realm improvements with a particular focus on improving footways. The Local Transport Plan programme in 2021/22 and 2022/23 allows for a further continuation of the transport component of this programme, at a level of £1m per annum. This fulfils the requirement of the levelling up fund for local matched funding providing 10% match.

The mechanism for allocating ACF to areas is determined by a fixed sum for each ward with the remaining funding derived by formulae based on population (latest mid-year population estimates) and deprivation (based on the index of Multiple Deprivation 2019 statistics see map in Appendix A for details).

Implementation of the measures set out in the bid for Streets for People and School Streets components will be overseen by the Council's Road Safety and Traffic Management teams. Highway works will be carried out through the Council's DLO.

The Council's Street Lighting team will be responsible for delivering the LED street lighting replacement programme. The Council has an existing PFI contract with SSE. Following Council approval by the Executive Board a change request to the contract would be submitted by the Council's Street Lighting Team and agreed with SSE. SSE would then work with existing contractors to deliver the replacement programme. The Council's Street Lighting team will work closely with the Traffic Management team to ensure work is carried out with the minimum of disruption to traffic.

The second part of the Greener Streets component is further development of our public electric vehicle charge point network. Electric vehicle charge points will be delivered by the Transport Strategy team through the Council's existing contract with BP Pulse.

6.3b Has a delivery plan been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
--	--

6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register):

- the barriers and level of risk to the delivery of your bid
- appropriate and effective arrangements for managing and mitigating these risk
- a clear understanding on roles / responsibilities for risk

Risks are tracked in accordance with the Council's corporate risk management principles which draw upon existing project management methodology. The strategy requires the identification and recording of risks, an evaluation of their likelihood and any mitigation actions. This approach ensures that all risks are captured and processed in a consistent manner.

The risk register attached in Appendix I includes risks which relate to political, financial and operational risks. Without mitigation, these could result in increased costs to the programme, reductions in the quality of outputs and slippages in timelines, all impacting the overall benefits and outcomes the bid seeks to deliver. Ownership of the risk register falls with the Senior Responsible Officer. However, responsibility for each of the risks is assigned to either the project manager or the team leader for the project. These risks will be subject to on-going monitoring and mitigated through effective programme management and partnership working.

A summary of the top three risks to delivery include:

- Bid not accepted or reduced funding award received which may compromise delivery of outputs and outcomes This risk will be mitigated through provision of additional information or resubmission in a future round.

- Delays in delivery due to a lack of capacity to carry out work. This will be mitigated through early engagement with relevant teams. Early work will commence with dedicated resources to establish the timescales. Existing frameworks in place to draw in additional capacity as required.
- Disruption during construction could result in negative perception of the works being carried out. Mitigation of this risk will be through communication strategy actions

6.3f Has a risk register been appended to your bid?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

The Council has a proven track record for delivery of both large scale projects and programmes of small scale local transport schemes. It has developed innovative measures to encourage mode shift from car travel to walking, cycling and public transport use. It has achieved this through effective partnership working with a range of organisations across the public, private and third sectors. Examples include:

- NET Tram Lines One and Phase Two and linked Workplace Parking Levy scheme.
- Nottingham Cycle City Ambition Package, Southern Growth Corridor bus priority scheme, Enterprise Zone sustainable transport package including pedestrian/cycle bridge and Southside Transport Strategy (D2N2 Local Growth Fund projects)
- DfT Access Fund (Behaviour Change programme) and Emergency and Active Travel Fund programmes (now Capability Fund)
- Local Transport Plan – Annual Area Capital programme (small scale schemes programme prioritised by ward Councillors) and annual ITB and maintenance programmes
- Nottingham Street Lighting PFI, delivered by SSE
- Nottingham Go Ultra Low programme delivery including network of over 400 electric vehicle charging points.

The Council will provide a clear and coordinated strategic approach to the management and delivery of the programme using existing project management processes overseen by our corporate Portfolio Office and Governance Control Framework that has been set up to ensure the Council has a consistent approach to governance, financial and risk management and benefits realisation.

6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.

For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)

The signed Section 151 Officer Declaration is included in section 7 of this funding proposal and:

- confirms the Councils have jointly allocated sufficient budget to deliver the packages of schemes on the basis of its proposed funding contribution;
- accept responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns;
- accept responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- confirm that the authority has the necessary governance and assurance arrangements in place and the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place.

The Council's section 151 officer is aware of the match funding contributions in support of the Levelling Up Fund programme.

## 6.4 Monitoring and Evaluation

*See technical note Section 4 and Table 1 for further guidance.*

6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):

- Bid level M&E objectives and research questions
- Outline of bid level M&E approach
- Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Tabs E and F on the **appended excel spreadsheet**
- Resourcing and governance arrangements for bid level M&E

The evaluation objectives are:

- What went well and what problems and barriers needed to be overcome
- Monitor change in key indicators
- Identify exogenous contextual change which may impact the ability to achieve the objectives
- To what extent the observed change in key indicators can be attributed to the programme.
- Identify the relative contribution of each of the three themes towards achieving the overall programme objectives.
- Identify any unintended outcomes or impacts

- Draw conclusions as to what extent the programme has achieved its objectives.

#### Research questions:

- Was the programme implemented as intended?
- Has a greater uptake of active travel been achieved?
- Has accessibility to neighbourhoods and local centres been improved?
- Has congestion been constrained?
- Is there evidence the economy has been supported?
- Has equality of access to transport been improved?
- Have carbon emissions reduced and air quality improved?

### Process Evaluation

The main focus will be on the impact of the programme. Although individually the interventions are modest the way they are packaged is unique in a local context and therefore carrying out a process evaluation is desirable.

Types of process information	Data Collection Tasks
<b>Was the programme implemented as planned?</b>	
Scheme planning	Check point assessment that the scheme plan is on track and analyse why changes were encountered, and the knock-on effects to delivery of the scheme and cost, and the lessons to be learnt.
Delivery context	Explore whether factors external to the scheme have impacted on implementation and, if so, in what way?
Costs	Ongoing financial monitoring and contingency planning. Report on outturn investment costs, the use of contingency budgets, any cost savings or overruns, outturn operating, maintenance or other capital costs.
<b>What has worked more or less well?</b>	
Stakeholder management	Ongoing review of the stakeholder management plan Reporting what stakeholder management approaches were actually adopted and identifying lessons learnt from these approaches. Collect evidence directly from the stakeholders about their experiences.
Risk management	Review of effectiveness of risk management processes including an assessment of which risks were realised and with what impact and what factors were critical to successful risk management, how challenges were overcome and the implications of any unforeseen risks.
Mitigation measures	Description of how proposed mitigation measures have changed during / following implementation and the reasons for the changes.
<b>Is the package delivering the expected outputs?</b>	
Scheme outputs	Asses to what extent outputs comply with agreed quality criteria and have been delivered within a defined quality assurance process.

*Adapted from: Best Practice Guidance for planning the Fuller Evaluations of Local Authority Major Schemes DfT 2013*

Evidence will be derived from project management data such as the change and risk management logs along with post implementation interviews with key stakeholders.

## **Impact Evaluation**

It is beneficial to establish the impact of the programme, as well as the contribution made by each element.

A range of indicators have been identified which are capable of testing the Theory of Change and, thus track progress towards the objectives. These indicators are cross-referenced to the objectives in Table 3 Appendix D. In summary:

- Questionnaire surveys of residents and users
- Before and after Counts of pedestrians and cyclists in impacted and comparator areas
- Before and after traffic counts in impacted and comparator areas
- Before and after mode share in impacted and comparator areas
- Congestion - before and after journey time per vehicle mile in impacted and comparator areas
- Modelled changes in NO<sub>2</sub>, PM<sub>2.5</sub> and CO<sub>2</sub> emissions based on observed mode switch
- Power consumption of upgraded street lighting
- Number of charging events on newly provided charge points

The change observed in these indicators will be subject to further research to take into account exogenous changes which could impact the ability of the package to meet its objectives and thus to determine if the observed changes can truly be attributed to the package. While this will need to be considered more carefully in the evaluation plan, techniques that could achieve this are as follows:

1. A quasi-experimental approach, whereby indicators in the area subject to this scheme are compared to those from other similar locations within Nottingham isolated from the scheme.
2. Time series analysis – subject to data availability, it would be possible to use a time series model to establish a statistical link between a relevant dependent variable and other independent variables, including one that acts as an intervention variable.
3. Direct interview surveys of transport users, whereby they are asked if they have changed their travel behaviour over the evaluation period and why. This will be essential to evidence improved access to employment and services and attribute any observed mode switch to the scheme.
4. A comparison of actual change with change expected.

The evidence from one or more of the above research methods, together with the changes to the indicators, will be triangulated to generate conclusions as to whether the package has met its objectives, which will then be detailed in a one year after monitoring report and the final five-year after programme evaluation report.

## **M&E Resource and Governance**

The Council has a proven in-house monitoring and evaluation capability that will oversee and deliver the evaluation. As well as extensive industry experience in monitoring and evaluation,

the team has experience in the field of impact evaluations for major transport interventions. Progress on the evaluation will be reported to the programme manager on a monthly basis.

## PART 7 DECLARATIONS

### 7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for the Renewing Local Streets programme I hereby submit this request for approval to UKG on behalf of Nottingham City Council and confirm that I have the necessary authority to do so.

I confirm that Nottingham City Council will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in the application can be realised.

Name: Chris Carter, Head of Transport Strategy

Signed:



### 7.2 Chief Finance Officer Declaration

As Chief Finance Officer for Nottingham City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Nottingham City Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the UKG contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in UKG funding will be considered beyond the maximum contribution requested and that no UKG funding will be provided after 2024-25
- confirm that the authority commits to ensure successful bids will deliver value for money or best value.
- confirms that the authority has the necessary governance / assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

Name: Clive Heaphy, Corporate Director of Finance and Resources

Signed:



### **7.3 Data Protection**

Please note that the The Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

**You can find more information about how the Department deals with your data [here](#).**

**Annex A - Project One Summary** (only required for a package bid)

Project 1	
A1. Project Name	
A2. Strategic Linkage to bid: Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
A3. Geographical area: Please provide a short description of the area covered by the bid ( <u>in no more than 100 words</u> )	
A4. OS Grid Reference	
A5. Postcode	
A6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
A7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A8. Project theme Please select the project theme	<input type="checkbox"/> <b>Transport investment</b> <input type="checkbox"/> <b>Regeneration and town centre investment</b> <input type="checkbox"/> <b>Cultural investment</b>
A9. Value of capital grant being requested for this project (£):	
A10. Value of match funding and sources (£):	
A11. Value for Money	

This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment (Limit 250 word)

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A12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

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A13. Where available, please provide the BCR for this project	
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A14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	
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**A15. Deliverability**  
 Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

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**A16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22**

As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22

A17. Does this project includes plans for some LUF expenditure in 2021-22?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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A18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input type="checkbox"/> Yes <input type="checkbox"/> No
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A19. Please provide evidence	
A20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input type="checkbox"/> Yes <input type="checkbox"/> No
A21. Please provide evidence	
<b>Statutory Powers and Consents</b>	
A22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
A23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	



**Annex B - Project Two description and funding profile** (only required for package bid)

Project 2	
B1. Project Name	
B2. Strategic Linkage to bid:  Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
B3. Geographical area: Please provide a short description of the area covered by the bid ( <u>in no more than 100 words</u> )	
B4. OS Grid Reference	
B5. Postcode	
B6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
B7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	
B8. Project theme Please select the project theme	<input type="checkbox"/> <b>Transport investment</b> <input type="checkbox"/> <b>Regeneration and town centre investment</b> <input type="checkbox"/> <b>Cultural investment</b>
B9. Value of capital grant being requested for this project (£):	
B10. Value of match funding and sources (£):	
B11. Value for Money	

This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment

B12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.

B13. Where available, please provide the BCR for this project	
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B14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.	
---	--

**B15. Deliverability**  
 Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.

**B16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22**

As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22

B17. Does this project includes plans for some LUF expenditure in 2021-22?	<input type="checkbox"/> Yes <input type="checkbox"/> No
--	---

B18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?	<input type="checkbox"/> Yes <input type="checkbox"/> No
--	---

B19. Please provide evidence	
B20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input type="checkbox"/> Yes <input type="checkbox"/> No
B21. Please provide evidence	
<b>Statutory Powers and Consents</b>	
B22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
B23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

**Annex C – Project Three- description and funding profile** (only required for package bid)

Project 3	
C1. Project Name	
C2. Strategic Linkage to bid:  Please enter a brief explanation of how this project links strategically to the overall bid. (in no more than 100 words)	
C3. Geographical area: Please provide a short description of the area covered by the bid ( <u>in no more than 100 words</u> )	
C4. OS Grid Reference	
C5. Postcode	
C6. For Counties, Greater London Authority and Combined Authorities/Mayoral Combined Authorities, please provide details of the district council or unitary authority where the bid is located (or predominantly located)	
C7. Please append a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.	
C8. Project theme Please select the project theme	<input type="checkbox"/> <b>Transport investment</b> <input type="checkbox"/> <b>Regeneration and town centre investment</b> <input type="checkbox"/> <b>Cultural investment</b>
C9. Value of capital grant being requested for this project (£):	
C10. Value of match funding and sources (£):	
C11. Value for Money	

<p>This section should set out the full range of impacts – both beneficial and adverse – of the project. Where possible, impacts should be described, quantified and also reported in monetary terms. However there may be some impacts where only a qualitative assessment is possible due to limitations in the available analysis. There should be a clear and detailed explanation of how all impacts reported have been identified, considered and analysed. When deciding what are the most significant impacts to consider, bidders should consider what impacts and outcomes the project is intended to achieve, taking into account the strategic case, but should also consider if there are other possible significant positive or negative impacts, to the economy, people, or environment</p>	
<p>C12. It will be generally expected that an overall Benefit Cost Ratio and Value for Money Assessment will be reported in applications. If this is not possible, then the application should include a clear explanation of why not.</p>	
<p>C13. Where available, please provide the BCR for this project</p>	
<p>C14. Does your proposal deliver strong non-monetised benefits? Please set out what these are and evidence them.</p>	
<p><b>C15. Deliverability</b>  Deliverability is one of the key criteria for this Fund and as such any bid should set out any necessary statutory procedures that are needed before it can be constructed.</p>	
<p><b>C16. The Bid – demonstrating investment or ability to begin delivery on the ground in 2021-22</b></p> <p>As stated in the prospectus UKG seeks for the first round of the funding that priority will be given to bids that can demonstrate investment and ability to deliver on the ground in 2021-22</p>	
<p>C17. Does this project includes plans for some LUF expenditure in 2021-22?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
<p>C18. Could this project be delivered as a standalone project or do it require to be part of the overall bid?</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

C19. Please provide evidence	
C20. Can you demonstrate ability to deliver on the ground in 2021-22.	<input type="checkbox"/> Yes <input type="checkbox"/> No
C21. Please provide evidence	
<b>Statutory Powers and Consents</b>	
C22. Please list separately each power / consents etc obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.	
C23. Please list separately any <u>outstanding</u> statutory powers / consents etc, including the timetable for obtaining them.	

## ANNEX D - Check List Great Britain Local Authorities

Questions	Y/N	Comments
<b>4.1a Member of Parliament support</b>		
MPs have the option of providing formal written support for one bid which they see as a priority. Have you appended a letter from the MP to support this case?		
<b>Part 4.2 Stakeholder Engagement and Support</b>		
Where the bidding local authority does not have responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?		
<b>Part 4.3 The Case for Investment</b>		
For Transport Bids: Have you provided an Option Assessment Report (OAR)		
<b>Part 6.1 Financial</b>		
Have you appended copies of confirmed match funding?		
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.  Have you appended a letter to support this case?		
<b>Part 6.3 Management</b>		
Has a delivery plan been appended to your bid?		
Has a letter relating to land acquisition been appended?		
Have you attached a copy of your Risk Register?		
<b>Annex A-C - Project description Summary (only required for package bid)</b>		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.		

## Annex E Checklist for Northern Ireland Bidding Entities

Questions	Y/N	Comments
<b>Part 1 Gateway Criteria</b>		
You have attached two years of audited accounts		
You have provided evidence of the delivery team having experience of delivering two capital projects of similar size and in the last five years		
<b>Part 4.2 Stakeholder Engagement and Support</b>		
For transport bids, have you appended a letter of support from the relevant district council		
<b>Part 6.1 Financial</b>		
Have you appended copies of confirmed match funding		
The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Please provide evidence in the form of a letter from an independent valuer to verify the true market value of the land.		
<b>Part 6.3 Management</b>		
Has a delivery plan been appended to your bid?		
Has a letter relating to land acquisition been appended?		
Have you attached a copy of your Risk Register?		
<b>Annex A-C - Project description Summary (only required for package bid)</b>		
Have you appended a map showing the location (and where applicable the route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.		