



meeting **ENVIRONMENT AND SUSTAINABILITY SELECT COMMITTEE**

date **30 JANUARY 2006**

agenda item number

## REPORT OF THE DIRECTOR OF ENVIRONMENT

### REGIONAL FUNDING ALLOCATIONS FOR TRANSPORT

#### Purpose of Report

1. To inform Members of the outcome of the process to determine regional transport funding priorities.

#### Background

2. Government has decided to invite the English regions to prioritise transport schemes of regional significance to inform future funding decisions. Under these arrangements the East Midlands Regional Assembly (EMRA) will make recommendations to the Secretary of State on the relative priority of Local Transport Plan “majors” from across the region (ie schemes over £5 million), and Highways Agency motorway and trunk road schemes (other than on the M1 and A14). Rail schemes and the NET extension, although of regional significance, have not been included in the process as they would be funded by alternative routes. Although the final decision on allocation of funds remains with the Secretary of State, the views of the region are likely to have significant weight in the final decisions on which schemes are to be funded, and when.
3. EMRA has been working in partnership with other regional bodies, the Highways Agency and local Transport Authorities to evaluate candidate schemes against a series of criteria. Consultants SDG were commissioned first to develop these criteria, and then to apply them to all of the candidate schemes within the region. Schemes were prioritised according to this process, and then worked into a proposed 5 year programme. This “technical” appraisal process was completed in December 2005, and the final recommendations were considered by the Regional Assembly on 20 January 2006.

4. The schemes from the Nottinghamshire area which were assessed are:

Promoted by the County Council	<b>Greater Nottingham</b> <ul style="list-style-type: none"> <li>• Hucknall Town Centre Improvements</li> <li>• A612 Gedling Integrated Transport Scheme</li> <li>• Gedling Relief Rd</li> <li>• 4th Trent Crossing</li> </ul>
	<b>North Nottinghamshire</b> <ul style="list-style-type: none"> <li>• Mansfield Bus Station</li> <li>• Pleasley bypass extension</li> <li>• Kelham bypass</li> <li>• Collingham bypass</li> <li>• Southwell bypass</li> </ul>
Promoted by the Highways Agency	<ul style="list-style-type: none"> <li>• A453 widening (M1-A52)</li> <li>• A52 East of Nottingham</li> <li>• A46 Newark to Widmerpool Improvement</li> <li>• A1 Grade separated Junctions</li> <li>• A46/A1 Winthorpe Junction Improvement</li> <li>• A46 Newark Bypass Improvement</li> </ul>

5. It should be noted that the available funding is much less than the total cost of all the regional schemes put forward. To provide an illustration, the A46 Newark to Widmerpool Improvement has a latest estimate of around £270 million, as compared to an annual regional allocation of around £70-75 million – so if implemented would take up nearly four years of available funding.

**Results of the prioritisation process (*following section subject to change, depending on decision of Regional Assembly on 20 January 2006*)**

6. The final package is set out in a table as Appendix 1 with a summary of how it affects Nottinghamshire in paragraphs 7 to 14 below. The investment programme reflects not only priorities arising from the assessment criteria but also their speed of scheme delivery in the early years and their degree of risk. It should be noted that Appendix 1 only represents a "regional" view on what will ultimately be a funding decision made by the Secretary of State.
7. The County Council's number one priority schemes for its two Local Transport Plan (LTP) areas are included in the Region's five Top Priority Schemes for the first five years. Mansfield Bus Station (North Nottinghamshire) is programmed to commence in 2006/07 and be completed by 2009/10 (main construction in 2008). Hucknall Town Centre

Improvements (Greater Nottingham) is programmed to commence in 2007/08 and be completed by 2010/11 (main construction in 2009).

8. The Highways Agency's A453 Widening (M1 Junction 24 to A52 Nottingham) Scheme is also in the Top Priority for the first five years and is programmed to commence in 2009/10 and be completed by 2012/13.
9. The A612 Gedling Integrated Transport Scheme was assessed as a medium priority in the first five years, and is programmed to commence this year (2005/06) and be completed by the end of 2006/07. The scheme received final approval from the Secretary of State on 21 December 2005 so that work can now commence in February this year.
10. The Pleasley Bypass scheme was assessed as low priority in the first five years but has been included at a late stage in the programme with commencement in 2015/16 and completion in 2019/20. It is uncertain whether the Secretary of State will make a full commitment to schemes with such a late start date.
11. The remaining Nottinghamshire local transport major schemes were not considered to be advanced enough to be assessed for inclusion in the current regional package. These include Gedling Relief Road and the Fourth Trent Crossing.
12. The A1 Grade Separated Junctions (Blyth, Five Lane Ends and Markham Moor) are all "committed" schemes and will be constructed, mainly from the Highways Agency resources. The A46/A1 Winthorpe Junction has a late start date of 2018/19 and there was not sufficient information to fully assess the A46 Newark Bypass Improvement.
13. Members will be aware that there has been enormous concern over the fate of the A46 Newark to Widmerpool Improvement Scheme. The final package includes the scheme but it has been split into two sections with commencement put back to 2012/13 and a completion date of 2019/20. Meanwhile every effort is being made to agree a funding package with Central Government outside the regional funding allocation process. A motion to this effect was agreed at a meeting of Local Government East Midlands (formerly EMRLGA) on 15 December 2005 and a meeting between Ministers and the Leaders of Councils in the Region is to be held to press the case.
14. In summary, the Regional Funding Allocation exercise for transport priorities is considered to have been carried out in a technically robust manner. It is recognised that the focus has been on establishing an investment programme which reflects not only the assessment priorities but also the readiness of schemes to be delivered in the early years and their degree of risk.

15. It is anticipated that there will be a review of the regional transport priorities in about three years' time. It is proposed that there should be further research to identify new major local transport schemes in Nottinghamshire which would score highly against the assessment criteria and therefore compete strongly against other regional schemes in the next review.

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Director of Environment

EPS.NB/EP4806  
22 December 2005

## APPENDIX 1

Priority	ID	Scheme	Status WIP=work in progress PA = provisionally approved TPI = in the Highways Agency list of approved schemes	Year 1 for schemes included in package
<b>Top Priority for 1st 5 years</b>	<b>1</b>	Connecting Derby Phases 2 & 3	WIP	2005
	<b>17</b>	Upperton Road Viaduct	PA	2005
	<b>41</b>	Hucknall Town Centre Improvements	non	2007
	<b>42</b>	Mansfield Bus Station	non	2006
	<b>62</b>	A453 Widening (M1 J24 to A52 Nottingham)	TPI	2009
<b>Medium Priority for 1st 5 years</b>	<b>5</b>	London Road Rail Bridge (Derby)	non	2010
	<b>8</b>	Markham Employment Growth Zone (MEGZ)	PA	2005
	<b>9</b>	Ilkeston-Awsorth Link Road	PA	2006
	<b>20</b>	Loughborough Integrated Transport Scheme	non	2009
	<b>33</b>	A509 Isham to Wellingborough Improvement	non	2010
	<b>34</b>	A509 Isham Bypass	PA	2008
	<b>37</b>	A43 Corby Link Road	PA	2008
	<b>38</b>	Nottingham Ring Road	non	2008
	<b>43</b>	A612 Gedling Integrated Transport Scheme	PA	2005
<b>Low Priority for 1st 5 years</b>	<b>19</b>	Earl Shilton Bypass	PA	2007
	<b>27</b>	A1073 Spalding to Eye Improvement	PA	2007
	<b>28</b>	Coastal Access Imp Pt 2 - A158 Burgh Le Marsh Bypass	PA	2008
	<b>30</b>	Lincoln Eastern Bypass	non	2015
	<b>46</b>	Pleasley Bypass	non	2015
	<b>53</b>	A45 Stanwick to Thrapston Dualling	non	2015
	<b>64</b>	A46 Newark to Widmerpool Improvement	TPI	No
<b>Top Priority for 2nd 5 yrs</b>	<b>59</b>	A38 Derby Junctions	non	2012
<b>Medium Priority for 2nd 5 years</b>	<b>11</b>	A617 Glapwell Bypass & Shirebrook Link	non	2012
	<b>21</b>	Melton Mowbray Bypass	non	2012
	<b>22</b>	A6 Kibworth Bypass	non	2014
	<b>23</b>	Syston Eastern Bypass	non	2013
	<b>51</b>	A6003 Caldecott Bypass	non	2010
	<b>56</b>	A52 East of Nottingham Improvements	non	No
	<b>60</b>	A42 (M42-M1)	non	No
	<b>24</b>	Completion of Lutterworth Western Relief Road	non	2012
<b>Low Priority for 2nd 5</b>	<b>25</b>	Wymeswold Bypass	non	2015
	<b>26</b>	Sharnford Bypass	non	2015

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years				
	52	A46/A1 Winthorpe Junction improvement	non	2017
	64a	A46 Newark to Widmerpool Alternative - 2 phases back to back	TPI	2011
for the 3rd 5 years	63	A46 Hobbyhorse GSJ, Leicester	non	2018
Not eligible	4	MickMack Express Busway		
Miscellaneous	14	Glossop Spur		
(See comments)	18	Leicester City Centre Area Scheme		
	39	NET Phase 2 (Lines 2/3)		
	57	A1 Peterborough to Blyth Grade Separated Junctions		
	65	A628 Mottram, Hollingworth & Tintwistle Bypass		
Not sufficient info for Stage 2 assessment	2	Alvaston Bypass Extension		
	3	T12 Link Road to serve major development site		
	6	A61 Dualling		
	7	Derby Integrated Park & Ride Sites & bus priority schemes		
	10	A515 Ashbourne Bypass		
	12	A610 Ripley-Codnor-Woodlinkin Improvements		
	13	A61 Chesterfield Grade Separation of 3 Junctions		
	15	Woodville-Swadlincote Regeneration Route		
	16	Chesterfield-Staveley Regeneration Route		
	29	Coastal Access Imp - Orby Bypass		
	31	Lincoln Southern Bypass		
	32	Lincolnshire Multi-Agency Transport Control Centre		
	35	Wellingborough/Kettering/Corby Major Road Scheme		
	44	Gedling Relief Road		
	45	Collingham Bypass		
	47	Kelham Bypass		
	48	Southwell Bypass		
	50	4th Trent Crossing		
	54	A45 Northampton-Stanwick Junction Imps		
	55	A46 Newark Bypass Improvements		
	58	A5 (M69 to A47)		

Priority	ID	Scheme	Status WIP=work in progress PA = provisionally approved TPI = in the Highways Agency list of approved schemes	Year 1 for schemes included in package
	61	A43/A5 Towcester Junction Improvement		
Other	36	MKSM Area TIF Bid		
funding sources	40	Greater Nottingham TIF Bid (WPL, Smartcard, smart choices, bus/NET phase 2 interface)		
	49	East Midlands Parkway		
	66	Derby Rail Station Masterplan		
	67	Boston Southern Economic Corridor		
	68	Expansion of Interconnect Public Transport Initiative, Lincolnshire		
	69	Nottingham Railway Station		
	70	Intermodal Freight Terminal, Toton		
	71	Rail-based P & R, Bingham + extension to Robin Hood Line		
	72	Inland port on River Trent		
	73	Improved rail service from 3 cities to cities in adjacent regions		
	74	Improved Surface Access to Airports		
	75	Increased Capacity for E/W Rail Freight movements		
	76	Lincoln Rail Corridor and Station Project		
	77	Ilkeston Railway Station		
	78	Trent Re-signalling		
	79	Improved Rail Services on Skegness Line		
	80	Increased Capacity on Hope Valley Line		
	81	New Rail Services Corby to London		
	82	Policy Interventions/Behavioural Change Programme-M1 Corridor		
	83	Policy Interventions/Behavioural Change Programme-A52 Corridor		
	84	Development of New & Existing Intermodal Freight Terminals in south sub-area		