Nottinghamshire County Council



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	 Greater Nottingham Hucknall Town Centre Improvements A612 Gedling Integrated Transport Scheme Gedling Relief Rd 4th Trent Crossing
	 North Nottinghamshire Mansfield Bus Station Pleasley bypass extension Kelham bypass Collingham bypass Southwell bypass
Promoted by the Highways Agency	 A453 widening (M1-A52) A52 East of Nottingham A46 Newark to Widmerpool Improvement A1 Grade separated Junctions A46/A1 Winthorpe Junction Improvement A46 Newark Bypass Improvement

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.

PETER WEBSTER Director of Environment

EPS.NB/EP4806 22 December 2005

APPENDIX 1

Priority	ID	Scheme	Status	Year 1 for schemes
lineiny			WIP=work in progress	
			PA = provisionally	package
			approved	
			TPI = in the Highways	
			Agency list of approved schemes	
Top Priority	1	Connecting Derby Phases 2 & 3	WIP	2005
for 1st 5	17	Upperton Road Viaduct	PA	2005
years				
	41	Hucknall Town Centre Improvements	non	2007
	42	Mansfield Bus Station	non	2006
	62	A453 Widening (M1 J24 to A52	TPI	2009
		Nottingham)		
Medium	5	London Road Rail Bridge (Derby)	non	2010
Priority				
for 1st 5	8	Markham Employment Growth Zone	PA	2005
years		(MEGZ)		
	9	Ilkeston-Awsworth Link Road	PA	2006
	20	Loughborough Integrated Transport	non	2009
		Scheme		
	33	A509 Isham to Wellingborough	non	2010
		Improvement		
		A509 Isham Bypass	PA	2008
		A43 Corby Link Road	PA	2008
		Nottingham Ring Road	non	2008
	43	A612 Gedling Integrated Transport	PA	2005
		Scheme		
Low Priority		Earl Shilton Bypass	PA	2007
for 1st 5	27	A1073 Spalding to Eye Improvement	PA	2007
years		Or a stal Arrange laws DLO A450 Durate		0000
	28	Coastal Access Imp Pt 2 - A158 Burgh	PA	2008
	20	Le Marsh Bypass		2015
	30 46	Lincoln Eastern Bypass	non	2015 2015
		Pleasley Bypass A45 Stanwick to Thrapston Dualling	non	2015
		A46 Newark to Widmerpool	non TPI	No
	04	Improvement		INO
Top Priority	59	A38 Derby Junctions	non	2012
for 2nd 5 yrs	59		non	2012
Medium	11	A617 Glapwell Bypass & Shirebrook	non	2012
Priority		Link	поп	2012
for 2nd 5	21	Melton Mowbray Bypass	non	2012
years	21		non	2012
, su s	22	A6 Kibworth Bypass	non	2014
	23	Syston Eastern Bypass	non	2013
	51	A6003 Caldecott Bypass	non	2010
	56	A52 East of Nottingham Improvements	non	No
	60	A42 (M42-M1)	non	No
	24	Completion of Lutterworth Western	non	2012
		Relief Road		
Low Priority	25	Wymeswold Bypass	non	2015
for 2nd 5	26	Sharnford Bypass	non	2015

Wile-work in progress approved included in package years 52 52 A46/A1 Winthorpe Junction non 64a A46 Newark to Widmerpool Alternative TPI 2011 2017 64a A46 Newark to Widmerpool Alternative TPI 2011 2011 64a A46 Hobbyhorse GSJ, Leicester non 2018 MickMack Express Busway Miscellaneou 14 Glossop Spur s 18 Leicester City Centre Area Scheme comments) 39 NET Phase 2 (Lines 2/3) 57 A1 Peterborough to Blyth Grade Separated Junctions Separated Junctions 64 A628 Mottram, Holingworth & Tintwistle Bypass Not sufficient 2 Alvaston Bypass Extension info 7 Derby Integrated Park & Ride Sites & bus priority schemes 10 A515 Ashbourne Bypass	Priority	ID	Scheme	Status	Year 1 for schemes
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50 4th Trent Crossing		50	4th Trent Crossing		
54 A45 Northampton-Stanwick Junction					
Imps			· ·		
55 A46 Newark Bypass Improvements		55	A46 Newark Bypass Improvements		
58 A5 (M69 to A47)					

Priority	ID	Scheme	Status	Year 1 for schemes
FIIOIILY		Scheme	WIP=work in progress	
			PA = provisionally	package
			approved	packaye
			TPI = in the Highways	
			Agency list of approved schemes	
	61	A43/A5 Towcester Junction	approved schemes	
	01	Improvement		
Other	36	MKSM Area TIF Bid		
funding	40	Greater Nottingham TIF Bid (WPL, Sma	rtcard, smart	
sources		choices, bus/NET phase 2 interface)	iteara, emarc	
	49	East Midlands Parkway		
		Derby Rail Station Masterplan		
	67	Boston Southern Economic Corridor		
	68	Expansion of Interconnect Public		
		Transport Initiative, Lincolnshire		
	69	Nottingham Railway Station		
		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 Intermo	dal Freight	
		Terminals in south sub-area		