

3rd October 2023

Agenda Item:

REPORT OF THE SERVICE DIRECTOR, INVESTMENT AND GROWTH

NOTTINGHAMSHIRE BUS SERVICE IMPROVEMENT PLAN – A632 AND A619 BUS RAPID TRANSIT SCHEMES

Purpose of the report

1. The purpose of this report is to inform members on the progress of the A632 and A619 Bus Rapid Transit Schemes and to seek approval to undertake any required consultation and to deliver the two schemes.

Background

Policy Background

2. National policy highlights the importance of effective transport infrastructure to connect people and places and support economic growth. Improving access to training and jobs, and helping businesses to move goods more efficiently, is central to Nottinghamshire's economic recovery and levelling up agenda.
3. The Council's **Nottinghamshire Plan** 2021-2031 sets out an ambitious future for Nottinghamshire which is stronger, more prosperous and greener. This scheme supports the delivery of Ambition 7 (Attracting Investment in infrastructure, the economy and green growth) and Ambition 8 (Improving transport and digital connections).
4. The Council's **Economic Transition Plan** (ETP) identifies three priorities within the Infrastructure theme:
 - To maximise opportunities for transport infrastructure improvements
 - To develop a pipeline of projects that are feasible, deliverable, and affordable
 - To proactively engage with and influence partner organisations to ensure maximum benefits
5. To help deliver these priorities, the Infrastructure and Transport Programme Delivery team work closely with a range of partners and stakeholders at the national, sub-national and local level to identify and prioritise potential transport infrastructure improvement schemes based on feasibility and funding availability.

BSIP background

6. £18.7m of funding from Central Government was secured as part of the Bus Service Improvement Plan to invest in bus infrastructure and bus services across Nottinghamshire. This is split 70/30 capital/revenue and is required to be spent over a 3-year period. A key condition of securing the funding is to ensure the money is spent on an overall package of schemes and not just focused on either all capital or all revenue schemes.
7. The DfT releases the funding annually based on the delivery of the BSIP funded schemes; and meeting the targets within the BSIP/Enhanced Partnership. A briefing note was taken to Transport and Environment in March 2023 which set out a list of the potential bus priority schemes set out in the BSIP document.

Information

8. Six potential bus priority schemes were identified in the BSIP and have been allocated funding to undertake feasibility work. These schemes were identified where current issues are known to exist, and/or have been put forward by bus operators as part of the wider consultation on the BSIP. Via East Midlands were commissioned to undertake feasibility work for each of the schemes, with Integrated Transport Planning (ITP) consultancy to undertake an independent assessment of the value of each scheme.
9. To better manage the workload and to stagger any future consultation, the schemes have been split into two phases.

Phase 1:

1. A60 Nottingham Road, Mansfield bus priority
2. A632 Bus Rapid Transit
3. A619 Bus Rapid Transit
4. A611 Bus Rapid Transit

Phase 2:

5. A60 Woodhouse Road, Mansfield bus priority
6. A38 and B6023 bus priority corridor (made up of four separate projects)

Proposal for phase 1 schemes: A632 and A619

10. Development work on both the A632 and A619 schemes have now been completed by Via and further detail is set out for each of the schemes below. This work has resulted in final proposals for these schemes, which are shown in Appendix A.
11. **A632 Bus Rapid Transit** - The improvements proposed will improve the bus user experience along the corridor and include raised boarding kerbs to improve access to buses, and digital displays at key stops providing next bus information in real time. The scheme is estimated to cost £57,000 and provides good value for money based on the work done by ITP. The scheme is expected to be completed by the end of the financial year.

12. **A619 Bus Rapid Transit** – The improvements proposed will improve the bus user along the corridor and include new crossing points and raised boarding kerbs to improve access to buses; enforceable bus stop clearways to protect bus stops from indiscriminate parking and bus shelters and digital displays providing next bus information in real time. This scheme is estimated to cost £215,000 and provides good value for money based on the work done by ITP. The scheme is expected to be completed by the end of the financial year.
13. As stated, the detailed design work on the A632 and A619 schemes has been completed and both schemes are now ready to be delivered. It is therefore important to deliver the schemes in a timely manner to demonstrate to the DfT that progress is being made delivering the BSIP programme. It will also be important to ensure that wherever possible, work on these two schemes is co-ordinated with other planned highway works to bring forward ensure planned maintenance can be undertaken at the same time.

Other options considered

14. The Council could consider a “do nothing” approach – however, this would mean that this part of the BSIP funding would be returned to Government and those improvements to the local areas identified in the report would not be delivered.
15. The Council could consider doing something different with the funding. However, the allocation of funding has already been approved for these specific areas/schemes. The details of the proposed schemes have been designed by our project team to maximise the benefits and to represent good value for money.

Reason/s for recommendations

16. Approval is required to enable the delivery of the two schemes which will bring benefits to public transport users in those areas. By delivering these schemes, the BSIP funding will be utilised and help the delivery the Council's Nottinghamshire Plan objectives and the priorities in the ETP.

Statutory and Policy Implications

17. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial implications

18. The A632 and A619 schemes are being funded through the Central Government funding allocated to the Bus Service Improvement Plan. There are no revenue implications to these proposals that would not be part of the existing maintenance programme.

Consultation

19. The proposals included in this report help to deliver the priorities and objectives of the Nottinghamshire Bus Service Improvement Plan. Consultation on the priorities and objectives was undertaken as part of the development of this document.
20. Statutory consultation is not required for the two schemes. However, in line with best practice, consultation will still be undertaken with residents and key stakeholders opposite and adjacent to the specific elements of the schemes.

Public Sector Equality Duty Implications

21. An equality impact assessment has been completed, which identifies that these improvements will make a positive impact on those with disabilities, the elderly and those who are pregnant. Please see Appendix B for more information.

Implications for Sustainability and the Environment

22. The proposals in this report help to deliver the key aims of the BSIP funding to improve the user experience and reliability of bus services across Nottinghamshire.

RECOMMENDATION/S

It is recommended that the Cabinet Member for Transport and Environment approves:

1. construction of the A632 and A619 BSIP schemes as detailed in paragraph 10, including the necessary consultation.

Wayne Bexton

Director of Green Growth, Investments and Assets

For any enquiries about this report please contact:

Joelle Davies, Group Manager 0115 977 4857 joelle.davies@nottscc.gov.uk

Constitutional Comments (CEH 19/09/2023)

23. The report and recommendation falls within the remit of the Cabinet Member for Transport and Environment.

Financial Comments (GB 15/09/2023)

24. It is proposed that the costs set out in this report, totalling £272,000 will be funded from the Bus Services Improvement Programme capital budget that is already approved within the Transport and Environment portfolio capital programme.

Appendix A – Scheme plans

Appendix B – EQIA

Electoral Division(s) and Member(s) Affected

- Worksop South – Councillor Nigel Turner