



## **REPORT OF THE CORPORATE DIRECTOR, PLACE**

### **TRANSFORMING CITIES FUND TRANCHE 2 – PUBLIC TRANSPORT IMPROVEMENTS PROGRAMME UPDATE**

#### **Purpose of the Report**

1. To provide an update on progress with the public transport improvement schemes being funded by the Transforming Cities Fund and to endorse the revised programme of works.

#### **Information**

2. In March 2020, the Government announced that Nottingham and Derby had been successful in securing £161 million of grant funding from Tranche 2 of the Transforming Cities Fund (TCF). The TCF vision is to support sustainable growth and contribute towards national and local objectives to reduce carbon and improve air quality by improving access to jobs, reducing congestion, and improving public transport and other forms of sustainable transport such as cycling and walking.
3. Nottingham City Council led and developed the bid and is designated as the accountable body and lead contact with the Department for Transport (DfT). The package of measures put forward within the bid are focussed on four key themes:
  - City Centre connectivity and integration
  - Strategic Derby – Nottingham – East Midlands Airport (EMA) connectivity
  - Nottingham urban growth corridors, and
  - Derby urban growth corridors
4. The measures proposed under each theme include a mix of improvements to existing public transport hubs and interchanges (bus and rail), bus priority measures, traffic signal upgrades, public EV charging networks, segregated cycle routes and city centre public realm improvements.
5. A number of the potential schemes originally identified are either within, or impact upon, areas of the County Council network. These schemes relate to public transport and cycling infrastructure improvements. It was agreed that the County Council will lead the delivery of these schemes with funding allocated by Nottingham City Council.
6. Nottinghamshire County Council was not eligible to bid to this funding stream, and most of the bid submission work was led by the City. As such the risk was highlighted in the report to the February 2021 Policy Committee, that projects may be subject to review and/or not developed further in favour of more deliverable proposals contained within the bid. Under the terms of the recommendations within the report the County Council has formally accepted grant funding of £7.91 million from Nottingham City Council to cover the cost of delivering the proposed public transport improvement schemes which are

identified within Work Package 7 of the overall programme. Progress on the proposed cycling infrastructure improvements (Work Package 4) was reported separately to Transport and Environment Committee on 9 February 2022.

## Work Package 7 progress

7. The potential schemes outlined within the original bid document are listed below and shown in Appendix A attached:
- A new Park & Ride site off Leapool Roundabout, Arnold
  - A60 Corridor Bus Priority Improvements (Bestwood and Arnold Bus Lane / A60 Cross Street to Sir John Robinson Way)
  - Bus Priority Package - B5010 Nottingham Road – Bramcote
  - Switch on traffic light priority at 64 existing SCOOT/MOVA junctions
  - Bus and Ultra Low Emission Vehicles (ULEV) lane on the A612 Colwick Loop Road between Private Road No.1 and Victoria Park Way
8. A detailed feasibility for each of the proposed schemes has been completed and a cost estimate for each works package has been provided as shown in Table 1 below. The original budget was set at £7.9 million based on the high-level costs submitted as part of the overall bidding process. The revised cost estimates are slightly more than double this amount (£15.9 million as detailed below) and this has necessitated proposed revisions to the programme, as set out within the scheme descriptions below, to keep within the allotted funding amount.

Table 1: comparison of bid estimates and detailed design estimates

	<b>Bid estimate/£m</b>	<b>Design estimate/£m</b>
<b>Fees to date</b>	Included in below	0.291
<b>Park &amp; Ride, Leapool</b>	2.4	9.339
<b>A60 Corridor</b>	3.651	5.244
<b>Traffic Light Priority</b>	0.359	0.359
<b>Colwick Loop Road</b>	0.3	0.685
<b>B5010 Bramcote</b>	1.2	0
<b>Total</b>	<b>7.91</b>	<b>15.918</b>

### Leapool Park and Ride Proposal

9. The original bid document proposed the provision of a new bus-based Park & Ride facility in the vicinity of Leapool roundabout on the A60 with supporting bus priority measures along the corridor to complement measures already in operation within the City. As shown above, the detailed design cost estimate for this scheme is significantly higher than originally budgeted (£2.4m original budget and is now estimated at £9.3m). This is higher than the total available budget and Nottingham City Council has confirmed that there is no additional funding available to meet this substantial increase.
10. A number of options have been explored to assess whether or not the scheme can be delivered within the original budget and provide the same level of public transport benefits. Whilst there are cheaper options unfortunately, none of these options achieve the required cost saving nor provide the level of public transport benefits envisaged.

11. There are also additional risks to this project that includes; the need for planning, land acquisition and other statutory procedures. The County Council will continue to safeguard the land for a Park & Ride at this location and, the feasibility and design work done to date can be used to assist future funding opportunities.

#### A60 Corridor Bus Priority Improvements

12. It is proposed to create new sections of inbound bus lane towards Nottingham along the A60 corridor at the following locations (as shown Plan 1):

- A60 Esso Petrol Station to Arch Hill (north end)
- Appledorne Way to Cross Street
- Oxclose Lane, on the approach to Edwards Lane junction
- Thackeray's Lane, Arnold to Marlborough Lane, Woodthorpe

13. It was also originally proposed to create a further inbound section of bus lane (24/7) on A60 Mansfield Road between Cross Street, Arnold, and Sir John Robinson Way, Daybrook but further assessment has showed that there is not sufficient space to achieve this.

14. It is proposed that the bus lanes will be operational 24/7. The proposed works will include widening of the existing carriageway and footway. The detailed design work carried out since the original bid has confirmed that, for all but one of the proposed locations, the introduction of the new sections of bus lane will be capacity neutral and will not be detrimental to journey times for car users. There are also anticipated to be long-term benefits as a result of drivers opting to switch to public transport due to the improved bus journey times which should further help to reduce congestion along this corridor. Approval for these projects to commence will be reported to the Transport and Environment committee.

15. Further feasibility work is required at the A60 Mansfield Road/Thackeray's Lane junction to understand the impacts of the proposed junction layout on road users and to investigate alternative options to minimise impacts on junction capacity and allow an informed decision to be made. Approval for this project to commence will also be reported to a subsequent Transport and Environment committee.

#### Bus and ULEV lane on the A612 Colwick Loop Road between Private Road No.1 and Victoria Park Way

16. The original bid proposed an inbound bus and Ultra Low Emission Vehicle (ULEV) lane on the A612 Colwick Loop Road from the approach to the signalised junction with Victoria Park Way, to the signalised junction with Road No. 3.

17. A revised scheme is now proposed which consists of a shorter section of bus lane commencing after the railway bridge.

18. Additional options to enhance this scheme will also be explored to ensure that value for money is achieved. Any additional options identified and approval to commence works will be reported to the Transport and Environment committee.

### Switch on Traffic Light Priority

19. It is proposed to install or activate traffic light priority for buses at 64 existing signalised junctions within the County using standard software to improve the efficiency of the traffic signal network. The 64 junction locations to be upgraded are shown in Plan 1. The installation works will be carried out by Via East Midlands and can commence later this Summer if approved by the Transport and Environment committee next month.

### Bus Priority Package - B5010 Nottingham Road – Bramcote

20. Detailed feasibility work has highlighted that widening the carriageway along this route would require the removal of 37 mature trees and the loss of existing on street parking for residents. The presence of existing services within the narrow footway would also require expensive diversion works.

21. On this basis, it is no longer proposed to progress the scheme as the environmental impacts are considered to be unacceptable.

### **Revised Project Programme**

22. Following receipt of detailed designs and cost estimates for the above schemes it is proposed to agree a revised programme of works which reallocates the budget from the two schemes which are no longer considered deliverable, to the remaining schemes. This will ensure that the maximum benefit can be obtained from this funding opportunity.

23. It is proposed to delete Leapool Roundabout Park and Ride and B5010 Nottingham Road Bramcote from the programme and reallocate the budget as shown in Table 2 below.

Table 2: proposed reallocation of budget

	<b>Bid estimate/£m</b>	<b>Proposed/£m</b>
<b>Fees to date</b>	Included in below	0.291
<b>Park &amp; Ride, Leapool</b>	2.4	0
<b>A60 Corridor</b>	3.651	6.369
<b>Traffic Light Priority</b>	0.359	0.5
<b>Colwick Loop Road</b>	0.3	0.75
<b>B5010 Bramcote</b>	1.2	0
<b>Total</b>	<b>7.91</b>	<b>7.91</b>

### **Governance**

24. Nottingham City Council has established a Board to manage the overall programme, including making any changes to the scope of individual programme elements or moving funds between existing approved budgets. Nottinghamshire County Council is represented upon this Board and provides monthly monitoring reports on individual scheme progress. The Board has approved the revised project programme outlined in this report. This was on the basis that there was a risk that the funding might need to be returned to Nottingham City Council, due to the challenges to delivery as outlined in this report.

## **Funding**

25. In February 2021, the County Council agreed to accept grant funding of £7.91 million from Nottingham City Council to cover the full cost of delivering the schemes included in Work Package 7. This has been transferred to the Capital Programme. DfT and Nottingham City Council have confirmed there is no additional funding available, and these projects will be managed to ensure there is no overspend and no risk to the Council. Given the current inflationary risks with projects of this nature the removal of the Leapool and Bramcote schemes from the programme provides a contingency for the remaining schemes and provides the flexibility to investigate additional improvements. All schemes will maximise the benefit to users with the budget available through this fund, without providing significant disbenefits to other road users.
26. This round of TCF funding is intended to be spent by the end of the 2022/23 financial year but DfT has already acknowledged that a proportion of the expenditure may slip in to the 2023/24 financial year due to the delays experienced during the Covid 19 pandemic.

## **Construction Delivery / Next Steps**

27. All works will be delivered by Via East Midlands on behalf of the County Council to an agreed project programme, pending the relevant approvals from the Transport and Environment committee. A team has been put in place by the County Council to ensure this work is closely monitored and managed. The contents of this report reflect the detailed project management and scrutiny of the projects that there has been to date and is why we are proposing the recommendations to not proceed with specific projects.

## **Consultation**

28. Stakeholders have been notified of the proposed changes to the project programme following the necessary Board approval.
29. As part of the delivery of this project, pending approval from the Transport and Environment Committee, appropriate public consultation will be required. Residents and businesses whose properties front on to affected carriageways/footways will be kept informed of scheme progress and the timing and locations of any proposed roadworks necessary to complete these schemes. Residents and businesses will also be contacted formally as part of the Traffic Regulation Order process.

## **Other Options Considered**

30. The available funding can only be used for schemes identified in the original bid and cannot be transferred. If not utilised, the funds could be returned to Nottingham City Council to be spent elsewhere within the TCF Programme. Nottingham City Council and the DfT have confirmed that no additional funds are available for the P&R scheme. As detailed in the report, other options have been developed for the P&R scheme but cannot be delivered in the budget that has been allocated. Consequently, we will be discussing with partners and looking for alternative funding options to move this scheme forward.
31. Not progressing the remaining schemes contained in the revised programme has been considered but this would mean losing this opportunity to fund substantial public transport improvements which will reduce congestion and improve air quality along the A60 and A612 corridors.

## Reasons for Recommendations

32. Although it is no longer possible to deliver the original programme in full, the revised project programme will still address existing constraints along these key public transport corridors and provide significant journey time savings and contribute towards future modal shift/improve public transport patronage and ease congestion for all road users along key transport corridors.

## Statutory and Policy Implications

33. 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

## Finance Implications

34. The total budget is £7.9 million. The schemes will be managed to ensure there is no overspend and, in the event of surplus funding, this will be used to deliver additional benefits within the existing programme if possible or returned to Nottingham City Council for use elsewhere within the TCF programme.

## Implications for Sustainability and the Environment

35. The proposed revised project programme will enable the Council to contribute towards national and local objectives to reduce carbon and improve air quality by reducing local congestion and improving public transport.

## RECOMMENDATIONS

It is **RECOMMENDED** that Committee:

- 1) Notes the update on the Transforming Cities Fund programme contained in this report.
- 2) Endorses the reallocation of funds as proposed in Table 2 of this report.
- 3) Approves the carrying out of further feasibility work in relation to the A612 Colwick Loop Road and Thackeray's Lane Junction (Bestwood/Arnold Package).

**Adrian Smith**  
**Corporate Director, Place**

**For any enquiries about this report please contact:** Kevin Sharman, Tel: 0115 977 2970

## Constitutional Comments (LPW 23/03/2022)

36. The recommendations fall within the remit of the Economic Development and Asset Management Committee by virtue of its terms of reference.

## **Financial Comments (GB 07/04/2022)**

37. The works set out within this report will be funded from the £7.91m Transforming Cities Fund capital grant funding that is already approved within the Transport and Environment Committee capital programme.

## **Background Papers and Published Documents**

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Report to Policy Committee 10 February 2021 – Transforming Cities Fund – Scheme Update and Funding Agreements
- Report to Transport & Environment Committee 9 February 2022 – Cycling Infrastructure Programmes

## **Electoral Division(s) and Member(s) Affected**

- All wards and Members within Broxtowe, Gedling, and Rushcliffe.