

EXECUTIVE BOARD – 22 DECEMBER 2015

Subject:	Southside Transport Strategy Capital Programme Spending Approval		
Corporate Director(s)/ Director(s):	David Bishop, Deputy Chief Executive/Corporate Director for Development and Growth Chris Deas, Director Major Projects Sue Flack, Director of Planning & Transport		
Portfolio Holder(s):	Councillor Nick McDonald, Portfolio Holder for Jobs, Growth and Transport		
Report author and contact details:	John Bann, Cycling & Roadspace Transformation Manager Tel: 0115 8764014. Email: john.bann@nottinghamcity.gov.uk		
Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Subject to call-in	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Reasons:	<input checked="" type="checkbox"/> Expenditure <input type="checkbox"/> Income <input type="checkbox"/> Savings of £1,000,000 or more taking account of the overall impact of the decision	<input type="checkbox"/> Revenue <input checked="" type="checkbox"/> Capital	
Significant impact on communities living or working in two or more wards in the City			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total value of the decision: £13.425m			
Wards affected: Bridge		Date of consultation with Portfolio Holder(s): 5 October 2015	
Relevant Council Plan Key Theme:			
Strategic Regeneration and Development			<input type="checkbox"/>
Schools			<input type="checkbox"/>
Planning and Housing			<input type="checkbox"/>
Community Services			<input type="checkbox"/>
Energy, Sustainability and Customer			<input type="checkbox"/>
Jobs, Growth and Transport			<input checked="" type="checkbox"/>
Adults, Health and Community Sector			<input type="checkbox"/>
Children, Early Intervention and Early Years			<input type="checkbox"/>
Leisure and Culture			<input type="checkbox"/>
Resources and Neighbourhood Regeneration			<input type="checkbox"/>
Summary of issues (including benefits to citizens/service users):			
<p>On 7 July 2014, the Government announced a series of Growth Deals with Local Economic Partnerships (LEPs) across the country for 2015/16, and beyond, with the funding to be provided through the Local Growth Fund mechanism. The Growth Deal for the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) LEP comprised of a range of investments totalling £174.3m.</p> <p>As part of this deal, £10.300m investment was made available by the LEP to support the delivery of the Nottingham Southside Transport Strategy which includes improvements in the City Centre highway infrastructure, and public realm referred to as the Broadmarsh Environs Roadspace Transformation Programme (Broadmarsh Environs RTP). This investment was recognised as a key feature in the Growth Deal because it supports economic regeneration and the creation of new jobs through the redevelopment of the INTU Broadmarsh Centre, and the surrounding area including the Nottingham Skills Hub and the main approach to the Railway Station, leading to economic growth and the creation of new jobs. This programme will also include major changes to bus operations in the Broadmarsh area. In recognition of this it is proposed that the Council allocate £3.683m in matched/complementary funding from the Nottingham Better Bus Area Fund (BBA) and the Local Transport Plan allocation to support the Broadmarsh Environs RTP. This, along with an already approved Council allocation of £0.917m on the Station Street and Arkwright Street schemes, will make a combined funding allocation of £14.900m on the Southside Transport Strategy.</p> <p>The key purpose of this report is to confirm and approve the current available funding and to secure approval for the first stage of the Broadmarsh Environs RTP. This needs to start now to ensure that the roadspace transformation changes are made in a timely manner to support INTU's regeneration of the Broadmarsh shopping centre, and the associated refurbishment of the</p>			

multi-storey car park. Expenditure is currently profiled to be incurred during financial years 2015/16 to 2017/18 inclusive. Expenditure will be made up of £9.800m from the Local Growth Fund and £3.683m from the Better Buses Fund and Local Transport Plan. These two allocations plus the funding package for Station Street and Arkwright Street make up the total programme of £14.900m as submitted to the D2N2 LEP.

With this level of funding the Council will be able to deliver the Broadmarsh Environs RTP as described in paragraph 2.4 and, most notably, the pedestrianisation of Collin Street. However, to deliver the highest quality of public realm that the Council aspires to and to extend the RTP, for example, to link Collin Street to the Castle and enhance the public realm of Carrington Street, more funding will be required. As a result, the Council will seek additional funding from the LEP within the current and future Local Growth Fund rounds and other sources incrementally over time.

Exempt information:

None

Recommendation(s):

- 1 To approve expenditure totalling £13.425m to deliver the Broadmarsh Environs RTP, subject to acceptance of the final business case for an allocation from D2N2 Local Economic Partnership fund.
- 2 To accept the D2N2 grant, and allocate £2.300m from the Nottingham BBA Fund in accordance with the bid approved by the Department for Transport, and £1.383m from the Local Transport Plan funding allocation, towards the schemes for the period 2015/16 to 2017/18.
- 3 Subject to 1 and 2 above, to approve the first stage of the Broadmarsh Environs RTP as set out in paragraph 2.4 of this report.
- 4 To delegate authority to the Deputy Chief Executive/Corporate Director for Development and Growth, in consultation with the Leader/Portfolio Holder for Strategic Regeneration and Development, and the Portfolio Holder for Jobs, Growth and Transport to develop and approve further stages of the Broadmarsh Environs RTP, subject to the availability of funding.
- 5 To approve the commencement of formal public consultation on the Broadmarsh Environs RTP, including advertisement of Traffic Regulation Orders for individual schemes, as necessary

1 REASONS FOR RECOMMENDATIONS

- 1.1 Formal approval is required to commit expenditure allocated to the City Council over the next three financial years. This approval is necessary to support the detailed business case submitted to the LEP, which is being considered by its Infrastructure Investment Board in December 2015.
- 1.2 This proposed infrastructure investment was recognised as a key feature in the Growth Deal because it supports the redevelopment of the INTU Broadmarsh Centre and the redevelopment and enhancement of the area around the Centre, including Nottingham Skills Hub and the Railway Station, leading to economic growth and the creation of new jobs.

2 BACKGROUND (INCLUDING OUTCOMES OF CONSULTATION)

- 2.1 In April 2013 the Government provided a bidding opportunity for the Local Growth Fund as part of the Growth Deal process.
- 2.2 The Southside Transport Strategy aims to manage and deliver the transport objectives of the wider regeneration portfolio to “maximise the potential of the City Centre, by creating a place that people want to use for shopping, work and leisure” in accordance with the Nottingham City Time and Space Plan. This programme

places an emphasis on improving the roadspace and public realm, and approaches to and around the Broadmarsh Shopping Centre. INTU (the centre owners) are redeveloping the Centre and have gained planning consent. To support the development the Broadmarsh Centre, the multi-storey car park and bus station will be refurbished to provide twenty first century facilities for the southern City Centre. In addition, a new Skills Hub/College is programmed to the east of the Broadmarsh-

- 2.3 The outcomes of the overall roadspace transformation for the Broadmarsh area are to provide the following:
- transforming the environment around the Broadmarsh centre and creating a sense of place;
 - assisting with creating a quality gateway to the City Centre from the Railway Station;
 - enhancing bus interchange at the southern end of the City Centre;.
 - providing improved access to a refurbished car park from the south and east of the City;
 - more people using and wanting to use the Broadmarsh area for shopping, work and leisure;
 - increasing economic activity and jobs, including stimulating development opportunities in the Broadmarsh area;
 - supporting the development of the Nottingham Skills Hub.
- 2.4 The key element of the Broadmarsh Environs RTP is the proposed pedestrianisation of Collin Street and Upper Carrington Street. This will require the removal of all through traffic and buses and taxis from Collin Street. To achieve this it is proposed to:
- divert general traffic onto an improved Southern Relief Route which links Maid Marian Way with Lower Parliament Street;
 - reconfigure the Greyfriar Gate/Maid Marian Way junction to take the traffic diverted off Collin Street onto the Southern Relief Route;
 - relocate the bus stops on Collin Street onto Canal Street, which will become bus and cycle only;
 - close the multi-storey car park exit on Collin Street and relocate onto Middle Hill, which will become two way.
- 2.5 Transport consultants working for the Council have run traffic models which show how traffic will be redistributed across the wider highway network and use of other forms of transport, particularly the new tram links.
- 2.6 The funding will also support the pedestrianisation works on Station Street.
- 2.7 Preparatory works will start in the winter of 2015/16 on the Southern Relief Route. The various schemes to deliver the next phase of the Southside Transport Strategy will be built in stages over the next 3 years to fit in with the refurbishment of the Broadmarsh car park and bus station, the opening of the INTU retail development in 2018, and the Skills Hub in 2019 and within the constraints of the approved budget allocation. A robust and costed programme to the value of £13.425m is being prepared. As the detail of each scheme is still being worked on, the exact design of each particular scheme will not be known till later in the programme and will be confirmed along with detailed costings with the Corporate Director in consultation with the Portfolio Holder. This will ensure that the projects remain within the available budget.

- 2.8 Extensive public consultation on the Broadmarsh Environs RTP will now be undertaken, including the advertisement of Traffic Regulation Orders. Discussions will be held with key stakeholders such as local businesses, retailers, bus operators, taxi operators, cyclists, disability groups as well as the general public.
- 2.9 The BBA capital funding was approved by the Department for Transport for highways and junction works for buses, thereby improving bus journey times and reliability.
- 2.10 The proposed programme of works is part of a wider investment in the Broadmarsh Environs. Other local investment contributions include:
- Broadmarsh Centre development (INTU/City Council investment);
 - Skills Hub (Local Growth Fund/FE Colleges);
 - refurbishment of Broadmarsh car park and bus station (City Council investment/Better Buses funding);
 - Station Street/Arkwright Street public realm works (European Regional Development Fund-City Deal funding/Local Growth Fund/Local Transport Plan).

3 OTHER OPTIONS CONSIDERED IN MAKING RECOMMENDATIONS

- 3.1 Not accepting the funding was rejected as the delivery of the elements of the Broadmarsh Environs RTP funding package are priorities for the City Council, and there is not the available funding within other transport budgets to support this level of investment in the City's highway infrastructure and public realm. It would also damage the City Council's reputation for being able to deliver high profile transport schemes, which would significantly impact on the Council's ability to attract this level and nature of funding in the future.

4 FINANCE COMMENTS (INCLUDING IMPLICATIONS AND VALUE FOR MONEY/VAT)

- 4.2 The total expenditure in respect of the Southside Transport Strategy will be £14.900m, of which £1.475m has been previously approved (delegated decision numbers 1988 and 2193), and the remaining £13.425m is the subject of this report.
- 4.3 The details of the expenditure and resourcing are as follows:

Project / Scheme	2015/16 £m	2016/17 £m	2017/18 £m	TOTAL £m	Ref
Southside Transport Strategy – Broadmarsh Environs RTP	2.325	6.400	4.422	13.147	a
Station Street (delegated decision number 1988)	0.975	0.665	0.000	1.640	b
Arkwright Scheme (delegated decision number 2193)	0.113	0.000	0.000	0.113	c
			Total expenditure	14.900	
			Funded by:		
Local Growth Fund (LEP) – Southside Transport Strategy				(9.464)	a
Better Bus Areas funding				(2.300)	a
Local Transport Plan funding				(1.383)	a
City Deal / ERDF funding – Station Street				(0.404)	b
Prudential Borrowing –Nottingham Station Hub				(0.400)	b

Local Growth Fund (LEP) – Station Street	(0.836)	b
City Deal / ERDF funding – Arkwright scheme	(0.113)	c
TOTAL	0.000	

4.4 The capital programme will need to be updated to show the revised project details. For operational reasons the amount of Growth Fund grant required for Station Street has been revised to £0.836m. The total Growth Fund grant award to the Council for the Southside Transport Strategy will be £10.300m, between financial years 2015/16 to 2017/18 inclusive.

4.5 Funding for the Local Growth Fund schemes will be awarded by the D2N2 LEP subject to approval of the final business case. This has been submitted by the City Council for approval at the December meeting of the LEP's Infrastructure and Investment Board. The City Council's approval of the funding package of the next phase of the Southside Transport Strategy programme, as set out in this Executive Board report, is an essential requirement for the LEP in confirming its Local Growth Fund allocation. Derbyshire County Council as the Accountable Body have developed a Local Assurance Framework for the fund. Nottingham City Council will have to adhere to it in order to recover its costs. The framework will cover the reporting, publicity and auditing requirements, etc, and arrangement for grant payments. Failure to adhere to the requirements in the Framework would lead to loss of grant and an unfunded cost to the Nottingham City Council.

4.6 Funding in respect of the Better Bus Areas has been awarded to the Council and will be paid during financial years 2015/16 to 2017/18 in accordance with the bid approved by the Department for Transport (DfT) in respect of bus infrastructure to improve journey times and reliability. This funding stream is subject to annual performance monitoring to the DfT and a financial audit.

4.7 In terms of delivering the works, minimising delivery risk and achieving best value the Council will deliver the programme through the following processes:

- in-house – Highways Infrastructure Service in Community Services Department;
- building on existing contractual arrangements and Framework Agreements (established through previous competition); and
- competitive tendering.

4.8 The Transport Strategy team will put procedures in place to ensure compliance to the grant conditions, and maximise the grant drawdown to cover expenditure incurred by the Council and address other reporting requirements as a result of this grant award

5 LEGAL AND PROCUREMENT COMMENTS (INCLUDING RISK MANAGEMENT ISSUES, AND INCLUDING LEGAL, CRIME IMPLICATIONS AND DISORDER ACT AND PROCUREMENT IMPLICATIONS)

5.1 Risks to programme delivery will be tracked in accordance with the City Council's corporate risk management principles. The risk management framework requires the identification and recording of risks, an evaluation of their potential and any mitigation actions and monitoring of ongoing progress.

5.2 A risk log was prepared as part of the funding and will be updated as the programme evolves. The types of risks associated with delivery relate to legal, operational, technical, financial, and political risks, which without mitigation could result in increased costs to the programme, reductions in the quality of outputs and

slippages in timelines. These all impact on the overall benefits and outcomes the programme seeks to deliver and could potentially lead to a loss of grant.

5.3 These risks will be subject to on-going monitoring and mitigated through effective programme management and partnership working. The Risk Register will be presented and reviewed at Project Team meetings and key risks escalated and discussed with the LEP.

5.4 Existing contracts and framework agreements will be used to deliver the projects where appropriate. If appropriate, new contracts will be placed via competitive tendering in accordance with procurement regulations and standing orders.

6 STRATEGIC ASSETS & PROPERTY COMMENTS (FOR DECISIONS RELATING TO ALL PROPERTY ASSETS AND ASSOCIATED INFRASTRUCTURE)

6.1 The Southside Transport Strategy highway schemes, which will support the Broadmarsh redevelopment proposals, should not take any non-highway land. Two of the schemes will improve the accesses into / egresses from the multi storey car park and the bus station, which will enhance this property asset. The pedestrianisation of Collin Street and Upper Carrington Street will transform the environment around the Broadmarsh Centre and the Bus Station/multi storey car park. This will support the regeneration of the Broadmarsh area and enhance the Council's property assets in the area.

7 SOCIAL VALUE CONSIDERATIONS

7.1 A key element of the programmes business case is demonstrating that the schemes will deliver value for money and an economic return on the investment. The programme demonstrates good value for money through providing a high level of wider benefits including a high social value. Examples of this include:

- providing a high quality public realm;
- providing sustainable and affordable travel to jobs;
- increasing the opportunities to encourage an increase in the number of people who undertake active travel. This will improve the health of citizens;
- reducing car journeys and subsequent reductions in greenhouse gases and air pollution.

8 REGARD TO THE NHS CONSTITUTION

8.1 The proposed schemes will significantly enhance the pedestrian environment in the Broadmarsh Environs and improve walking routes, particularly from the Railway Station to the City Centre. The proposed programme of schemes will also connect three strategic cycle routes (Western, Eastern and Southern) as well as providing improved cycle access into the City Centre. These sustainable measures will encourage more walking and cycling. Engaging in more physical activity will improve the health of local people.

9 EQUALITY IMPACT ASSESSMENT (EIA)

9.1 Has the equality impact of the proposals in this report been assessed?

No

Yes

Attached as Appendix A, and due regard will be given to any implications identified in it.

10 LIST OF BACKGROUND PAPERS RELIED UPON IN WRITING THIS REPORT (NOT INCLUDING PUBLISHED DOCUMENTS OR CONFIDENTIAL OR EXEMPT INFORMATION)

10.1 None.

11 PUBLISHED DOCUMENTS REFERRED TO IN THIS REPORT

11.1 Growth Deal for the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2)

11.2 Nottingham City Time and Space Plan

11.3 Local Sustainable Transport Fund Executive Board Report 18 November 2014

11.4 Growth Deal Funding announcement:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/327618/08_D2N2_Growth_Deal.pdf

11.5 Leaders Key Decision 1988 Station Street Pedestrian Priority and Traffic Management Scheme – Approval of Funding and Phasing

11.6 Delegated Decision 2193 Arkwright Street Public Realm

12 OTHER COLLEAGUES WHO HAVE PROVIDED INPUT

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