

## EXECUTIVE BOARD – 28 June 2016

<b>Subject:</b>	Southern Growth Corridor Scheme		
<b>Corporate Director(s)/ Director(s):</b>	David Bishop, Corporate Director for Development and Growth		
<b>Portfolio Holder(s):</b>	Councillor Nick McDonald, Portfolio Holder for Business, Growth and Transport		
<b>Report author and contact details:</b>	Paul Horn, Team Leader, Public Transport Projects Telephone: 0115 8763212		
<b>Key Decision</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Subject to call-in</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Reasons:</b> <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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Total value of the decision:</b> up to £6.12m			
<b>Wards affected:</b> Dales, Bridge and Dunkirk and Lenton		<b>Date of consultation with Portfolio Holder(s):</b> 24 March 2016	
<b>Relevant Council Plan Key Theme:</b>			
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"/>
<b>Summary of issues (including benefits to citizens/service users):</b> The Southern Growth Corridor (now publicly referred to as 'Nottingham Eco-Expressway') is a £9.6m high capacity, high frequency east-west green bus corridor designed to serve existing employment sites and to cater for the travel demand predicted from new housing, employment and leisure developments along the corridor. The Southern Growth Corridor Scheme will enable a new fleet of electric buses to serve a 10km corridor with new and enhanced bus priority measures. It provides connections from the proposed Gedling Access Route/ Gedling Colliery Site in the east to the Boots Enterprise Zone in the west and enhances links to existing bus based park and ride sites, the electric Medilink, the electric Centrelink and the city centre bus stations. It is proposed that the new bus lanes along the corridor will be open to use by private electric vehicles.			
<b>Exempt information:</b> NONE <b>State 'None' or complete the following.</b>			
<b>Recommendation(s):</b>			
<b>1</b> To delegate authority to the Deputy Chief Executive/Corporate Director for Development and Growth, in consultation with the Portfolio Holder for Jobs, Growth and Transport, to accept up to £6.12m of D2N2 (LEP) funding for the scheme, subject to accepting the terms contained within the offer letter.			

- 2** To give delegated approval to the Deputy Chief Executive/Corporate Director for Development and Growth, in consultation with the Portfolio Holder for Jobs, Growth and Transport, to develop and approve the phased detailed designs for the Corridor, to let contracts within this programme (following standard procurement processes where appropriate or relevant) to advertise traffic regulation orders and to commence construction, subject to the City Council's funding contribution being no greater than set out in the report.

## **1 REASONS FOR RECOMMENDATIONS**

- 1.1 To enable the authority to receive Local Enterprise Partnership funding and to progress the delivery of the Southern Growth Corridor scheme.

## **2 BACKGROUND (INCLUDING OUTCOMES OF CONSULTATION)**

- 2.1 In 2013, an indicative bid for up to £6.12m to develop a Southern Growth Corridor scheme was submitted to the Local Enterprise Partnership (LEP). The scheme sought to improve bus journey times and reliability along a 10km route. The route links new employment sites including the Boots Enterprise Zone in the West and Gedling Colliery site in the East and will use new electric buses to serve the two Citylink routes and new gas buses on some NCT commercial services (subject to an external funding bid).
- 2.2 Further options testing and feasibility studies were undertaken and in December 2015 a Stage One business case was submitted to the LEP which identified a range of bus priority measures, bus priority measures at signals, and bus stop upgrades along the corridor. In January 2016 the LEP approved the Stage One submission and invited a more detailed Stage Two assessment to be submitted.
- 2.3 The Stage 2 Business Case will be shortly be submitted to the LEP and a presentation will need to be made to the Board in July before a final decision is made. If successful, an offer letter will be sent from the LEP setting out the conditions of the funding. It is recommended that authority is delegated to the Deputy Chief Executive/Corporate Director for Development and Growth, in consultation with the Portfolio Holder for Jobs, Growth and Transport, to accept up to £6.12m of D2N2 (LEP) funding for the scheme. It is likely that this funding will be approved in phases in line with more detailed costings and planning, with the eastern leg first.
- 2.4 In addition to providing improved connections to existing and proposed employment sites, the scheme will deliver significant public transport benefits and will offer improved journey times and reliability for both supported and commercial bus services. It is anticipated that bus journey times along the corridor will be reduced by 5%, that patronage will increase by 2% and that emissions along the corridor will be reduced as diesel buses are replaced with zero emission electric buses (200 tonnes of CO<sub>2</sub>, 5 tonnes NO<sub>x</sub>, 27 Kg PM<sub><10</sub> g/Km-1). The full scheme with all phases has a Net Present Value of £14.148m and will deliver a Benefit Cost Ratio of 3.12 (for every £1 spend, the scheme will generate £3.12 of benefit).
- 2.5 The main elements of the scheme can be summarised as follows and will have phased design and approvals:

### Daleside Road

- 5km of bus lanes (inbound and outbound)
- Bus stop upgrades to include new shelters and real time information
- Racecourse park and ride bus stops relocated onto Daleside Road to reduce delays to buses encountered entering and exiting the park and ride site (currently up to 3 minutes).
- Speed limit reduced from derestricted (60mph) to 40mph between Racecourse Road and Vale Road.
- New pedestrian/ cycle crossing facilities provided
- Designed to accommodate the Eastern Cycle Corridor
- Limited impact on general traffic as the road will be widened to provide the bus lanes. The exception is the section between Manvers Street to Trent Lane where one of the general traffic lanes may be used for a bus lane. It is proposed that if taken forward this will be implemented on an Experimental basis in order to assess the impact on general traffic and modify if required.
- There will be some tree loss in order to widen the road to provide the bus lanes, however trees will be replanted on a 2 for 1 basis

### Island Site

- Proposal to run the Citylink electric buses through the Island redevelopment site (this forms part of the adopted Supplementary Planning Document and is subject to further approvals)
- This new bus link will reduce journey times, improve reliability and provide improved connections to the NHS Walk in Centre, BBC and Biocity.

### Meadows Way

- New routing along Meadows Way rather than the first section of Queens Drive.
- New bus stops to be provided

### Queens Drive

- Bus lane proposed on the approach to the A52 Clifton Boulevard roundabout (subject to detailed design)

### Thane Road

- Bus lane proposed on the approach to the A52 Clifton Boulevard roundabout, (subject to detailed design and negotiation with landowners).

### Vale Road

- A bus lane to be provided on Vale Road on the approach to Daleside Road, in addition to other bus stops upgrades and parking controls on County roads.

2.6 The Southern Growth Corridor is now being branded as the 'Nottingham Eco-Expressway'. The new branding is particularly important for the eastern section as this combines the bus priority proposals and the cycle ambition proposals for the Eastern Cycle Corridor (also LEP funded). The public engagement has been undertaken as a corridor as it was considered that it could be confusing to consult

separately on the cycle and then the bus priority proposals. A public exhibition event was held on Thursday 26<sup>th</sup> May. The consultation leaflet and a note on the feedback received is contained in Appendix A. Bus operators are fully supportive of the proposals.

### Funding

- 2.7 The full cost of the scheme is £9.620m. Of this, £3.500m has been previously approved in respect of the electric buses (£1.4m Green Bus Fund, £1.8m WPL and £0.3m LTP). The remaining £6.120m is the LEP funding sought to provide the bus priority measures. The Stage 2 Business Case sets out the scheme costs including risk and contingency. It is not possible to seek further funding from the LEP, as such any cost escalation must be met from the City Council. There is however some flexibility to move funding between the separate scheme elements subject to maintaining the same Benefit to Cost ratio and seeking LEP approvals. It is likely that this funding will be approved in phases in line with more detailed costings and planning, with the more developed eastern leg first.

### Programme

- 2.8 The new electric buses are due to arrive with the City Council late Summer 2016 and will operate from a new compound at Queens Drive park and ride.
- 2.9 Subject to funding approvals and the formal traffic regulations order making process, the Daleside Road section is programmed to commence construction in October 2016. The other sections will follow in 2017.

## **3 OTHER OPTIONS CONSIDERED IN MAKING RECOMMENDATIONS**

- 3.1 Alternative bus priority options were considered along the route during the feasibility stage. A potential to provide a bus only link over private land between Tottle Road and Crossgate Drive was considered, however it was not possible to agree the scheme with the landowners.
- 3.2 Not providing any bus priority along this corridor has been considered, however this would not deliver the full eco-expressway benefits or offer the opportunity to stimulate the uptake of private electric car ownership.

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

- 4.1 Subject to approval of the business case, funding of £6.120m for the next phase of the Southern Corridor Scheme will be awarded to the Council as part of The Growth Deal for the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) LEP.
- 4.2 This scheme was included in the refreshed capital programme approved by Executive Board in February 2016 as a scheme in development (appendix C, table 1)
- 4.3 The £6.120m expenditure and funding is expected to be split over financial years 2016/17 and 2017/18.

- 4.4 In seeking to secure £6.120m funding for this scheme, the Council's expenditure in respect of electric linkbus fleet expansion will be treated as match funding. This expenditure is on target and the external funding (Green Bus Fund) has been received in full and the audit completed.
- 4.5 Derbyshire County Council are the Accountable body for The Growth Deal funding. The grant award for this scheme will be subject to a number of conditions covering financial and non-financial report requirements, publicity and audit requirements. The Deputy Chief Executive/Corporate Director for Development & Growth will need to put in place appropriate monitoring measures to ensure grant compliance in order to prevent clawback for cash / grant funding.

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

- 5.1 The report seeks approval for the acceptance of funding from the LEP for the development of the Southern Growth Corridor Scheme. The Scheme seeks to establish a bus priority corridor connecting the East and West of the City and will be open for use by all commercial bus operators, private electric vehicles and cyclists.
- 5.2 It is proposed that the Scheme will be developed into a number of phased detailed designs in conjunction with certain key areas of works. These areas are summarised within the report but it is understood that they may change should in the exploration of each phase, it be determined that the programme requires it. Any changes will be subject to further approval and consultation with the LEP.
- 5.3 Approval will be sought by the Corporate Director for Development and Growth in the preparation of each phase, and colleagues from Legal Services, Finance, Procurement and where applicable with respect to land ownership, the Planning department, will advise with respect to each element as well as ensuring that all necessary consultation processes are followed and approvals/consents are obtained.
- 5.4 In ensuring that that the receipt of the funding from the LEP is state aid compliant, the Council must ensure that any third party contracts entered into for the delivery of the Scheme complies with the Public Contracts Regulations 2015 and general EU procurement principles and that the Corridor must be available for all commercial bus operators. Independent legal advice has been obtained which supports this legal position. It is understood from the report author that where possible all works under the Scheme will be undertaken by the Council's In-House Highway and Energy Infrastructure but all other elements will be subject to EU tendering processes.
- 5.5 It is noted that the grant funding from the LEP is subject to further submissions being presented to them. It is therefore anticipated that the provision of the grant will be subject to conditions of funding. The award letter detailing such will need to be reviewed in detail upon receipt to ensure that any conditions imposed upon the Council as a result of the award are met to ensure there is no risk of clawback.

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

6.1 None

**7 SOCIAL VALUE CONSIDERATIONS**

7.1 The scheme will help promote access to work places for those without access to a private car.

**8 REGARD TO THE NHS CONSTITUTION**

8.1 None.

**9 EQUALITY IMPACT ASSESSMENT (EIA)**

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

No

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An EIA is not required because:

(Please explain why an EIA is not necessary)

Yes

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Attached as Appendix B, 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 None

**12 OTHER COLLEAGUES WHO HAVE PROVIDED INPUT**

12.1 None