

D2N2 INFRASTRUCTURE AND INVESTMENT BOARD (IIB)

27 October 2016

EZ Sustainable Transport Programme

1.0 Background

In February 2015 DCLG awarded D2N2 Grant Funding to deliver the approved schemes on the Local Growth Fund (LGF).

The LGF comprises of 36 schemes and runs until March 2021.

In March 2015 D2N2 and Derbyshire County Council issued the LGF Local Assurance Framework which sets out the procedures for managing and approving projects.

In April 2015 D2N2 appointed Derbyshire County Council as the Accountable body to administer the Local Assurance Framework.

2.0 Scheme Overview

This project is seeking £6.0 million from D2N2 Local Economic Partnership (LEP) to provide sustainable transport access to the Nottingham Enterprise Zone Boots Campus and access from this campus to the other Enterprise Zone sites. The funding will provide:

- A walking and cycling bridge connecting three Enterprise Zone site (Boots Campus, Nottingham Science Park and Medi-Park).
- Highway improvements to connect the Enterprise Zone to the existing sustainable transport network.

More specifically the programme includes:

- A pedestrian and cycle bridge over the Midland Mainline railway, linking paths to connect University Boulevard, the tram and bus network and the Western Cycle Corridor to the Boot campus site. The bridge and paths will directly connect Nottingham Science Park and the Tennis Centre to Boots Campus and the Medi-Park development via the newly constructed Western Cycle Corridor.

- Links from the bridge. A new path will be provided across the Boots Campus site. This will also provide a north-south route across the site with connections to Thane Road and the Canal towpath.
- Woodside Road. This will provide on road cycle lanes which in effect be an extension of the Western Cycle Corridor
- University Boulevard (A6005). This will improve the bridge (southern) side cycle routes to the same standard as the north side and allow direct access to and from the bridge.
- Queens Road (A6005), Beacon Road, Humber Road. This route will be upgraded in line with the County Council and Sustrans Cycle Design Guide to provide a safe direct and coherent route for cyclists with priority over side roads.

The project is linked to further investment which will upgrade the transport infrastructure within the Campus and enhance public transport provision for those who work and will live within the campus.

There is strong support from the private sector this will include Boots working with the Council to deliver the bridge element of the programme and allowing public access through their site on the connecting paths.

The capital cost of the project is £9,100,000 and is funded as follows:

D2N2 LGF	£6,000,000
Local Authority Contribution/Growing Places	£2,100,000
Section 106 Walgreens Alliance Boots	£1,000,000
Total	£9,100,000

3.0 Approvals

The programme has been approved by the City Council's Executive Panel and cleared for approval at the City Council's Executive Board meeting on the 18th October 2016.

Planning permission for the bridge which is part of phase 2, has not been given yet and a decision is due in February 2017.

4.0 Procurement

Non-bridge elements of the project (Phase 1) will be delivered through Nottingham City Council and Nottinghamshire County Council (through their teckal company Via East Midlands Ltd).

A contractor for the bridge will be selected using the Midlands Highways Alliance framework.

5.0 State Aid

The promoter has sort advice internally and have confirmed the project is State Aid compliant

6.0 Business Case

The business case has been forwarded to Regeneris and at the time of writing this report the Value for Money (VFM) report had not been completed. Any approval given will be on the basis that the project reports good VFM.

7.0 Delivery Programme

Bridge-complete by March 2018

Nottingham City Council non bridge elements to be completed by March 2017

Nottinghamshire County Council elements to be completed by December 2017

8.0 Outputs and Outcomes

Outputs:

- New bridge over the railway
- 4.4km of pedestrian route
- 7km cycle route
- cycle hub with electric charging

Outcomes:

- double of cycling to Boots

- increase level of walking trips to Boots
- increased proportion and walking combined with public transport (walking trip over 400m)
- increased proportion of public transport trips to Boots
- Reduction in the proportion of car trips to Boots
- increase in electric vehicle use to the site (car and bike)
- improved health of staff and local residents
- reduction in staff sickness days taken
- reduced levels of congestion
- reduction in an air pollution
- reduced levels of CO2 from transport
- improved access to jobs for young people, the unemployed and low income families

9.0 Spending profile

2016/17 £796,500

2017/18 £5,203,500

10.0 Local Assurance Framework

Stage 1 approval was granted on the 28th June 2016 and a full Business Case was submitted in line with Stage 2 of the approval process. The Accountable Body and D2N2 have assessed the Business Case submission and approval is recommended.

The IIB are asked to approve the project and release this year's funding of £796,500 for phase 1 on the condition that the Regeneris report confirms this project represents good value for money. Any future years funding will only be released once evidence of the outstanding requirements to satisfy Stage 2 of the LAF is provided to the LEP and Accountable body.

Sarah Wainwright, Accountable Body, Derbyshire County Council
Tom Goshawk, D2N2 LEP

Local Assurance Framework

Stage 2 Approval Check List:

<p>1. A Value for Money assessment carried out in accordance with the Local Assurance Framework and concluding that the project overall provides at least a good value for money score</p>	<p>At the time of writing this report the VFM report was not available from Regeneris, therefore approval will be recommended based on the report showing the project represents good value for money.</p>
<p>2. Evidence supporting the need for the project and the how the outputs in the Business Case will be delivered/guaranteed. This will also include evidence identifying when the outputs will be delivered.</p>	<p>This programme is a major part of the wider development of the Nottingham Enterprise Zone initiative. The site is constrained in terms of vehicles access. The limited accessibility of the site to general traffic has been historically beneficial in aiding the security objectives of Alliance Boots. However the scale of residential and commercial development being planned for the site would likely create a travel demand which could easily overwhelm the existing accesses and also transport network around the site. Inadequate connectivity and poor accessibility within and from the site will create barriers to inward investment in the area and constrain the delivery of new employment land and housing opportunities. The promoter has identified :</p> <ul style="list-style-type: none"> -site severance. The programme of infrastructure has been designed to provide new connections and fill in the gaps which currently act as a barrier to those who wish to walk and cycle. -Traffic congestion. This funding package will help to reduce congestion by opening up new routes which will directly facilitate travel alternatives and maximise connections to public transport services

	<p>-Air quality. The City Council is committed to reducing the impact transport has on air quality.</p> <p>-Accessibility to jobs and services. Research has shown there are still significant barriers to accessing the transport system in terms of the affordability of public transport for people on low incomes and low travel horizons.</p> <p>-Health. Investing in active travel measures and services in Nottingham will support individuals and communities to adopt healthier lifestyles resulting in both the primary and secondary prevention of disease thereby improving both life expectancy and, crucially, healthy life expectancy. The outputs for this project are:</p> <ul style="list-style-type: none"> • New bridge over the railway • 4.4km of pedestrian route • 7km of cycle route • Cycle hub with electric charging
3. A statement confirming that the funds are in place and that adequate safeguards have been taken in regards to any cost over-runs. Examples of this could be confirmation that contingency has been secured for the project and/or that all risk have been passed to the contractor/developer.	The Section 151 officer has confirmed all funding is in place and the promoter will cover any cost overruns.
4. A statement confirming that the project is State Aid compliant.	The promoter has confirmed the project is State Aid compliant
5. Full design and specification to RIBA Stage 4 (if applicable)	The project will be delivered in phases, of which the first phase, the cycling infrastructure is fully designed.

6. A detailed Business case submitted by the Section 151 officer, Finance Director or Chief Executive Officer.	The business case was submitted by the Section 151 officer.
7. Confirmation that all Planning consents and other consents in relation to the delivery of the project have been granted. The promoter is also required to confirm that all pre-commencement conditions have been met along with details regarding how and when the remaining planning conditions will be discharged.	Planning permission is required for the bridge of which a decision is due in February 2017 which is part of phase 2. The other areas of the programme do not require planning permission.
8. A statement from the promoter confirming how the project aligns with the LEP'S sustainability and local procurement framework (if applicable)	The promoter has confirmed the project aligns with the LEP's sustainability and local procurement framework.
9. Confirmation that all funding is approved and in place to deliver the project along with written confirmation from the other funders confirming the funds are agreed and available.	All funding is in place and has been confirmed by the Council.
10. Confirmation that a delivery contract is in place (JCT or equivalent) and confirmation of how cost/programme overruns to be managed. The LEP will require promoters to either confirm that any cost over-runs are	The delivery of the non bridge elements will be split between Nottingham City Council and Nottinghamshire County Council dependent on which Highways Authority they fall. Where the City Council does not need to bring in the services

<p>the risk of the developer or additional funds have been set aside.</p>	<p>of specialist contractors such as construction elements of the highways works, these will be delivered by the City Council's Highways, Energy and Infrastructure service. Procurement of other goods and services used in the delivery of this project will be undertaken directly by the City Council, managed through the Councils Central Procurement Team, in compliance with European Procurement Directives.</p> <p>The scheme falling under Nottinghamshire County Council will be co-ordinated by the Local Transport Plan Team of Nottinghamshire County Council with consultation, project management, design and construction undertaken by Via East Midlands Ltd (Via)</p> <p>The bridge contractor will be selected from the Midlands Highway Alliance framework on a NEC3 option C contracts where a target cost is agreed with the contractor prior to commencement of the works. Any cost overruns are covered by the contractor and promoter.</p>
<p>11. All land assets purchased and vacant possession obtained (if applicable)</p>	<p>For the bridge the land is in the ownership of Nottingham City Council and Boots who are delivery partners in the scheme. The bridge crosses the rail line which is controlled by Network Rail.</p> <p>Network Rail has been involved from an early stage and is working with the Council to help deliver the scheme to the required timescales, this has included the provision of the required permissions to lift the bridge into place at night over the rail line. They do not have the powers to prevent the bridge</p>

	<p>from crossing their land.</p> <p>Other works will take place on the highway which is controlled by Nottingham City Council and Nottinghamshire County Council. No private land is required for these works.</p>
12. Value for Money report carried out by a suitably qualified and experience professional with at least a 'Good' score. The LEP and the Accountable body will seek confirmation on the conclusions of the report from external consultants.	<p>At the time of writing this report the VFM report was not available from Regeneris, therefore approval will be recommended based on the report showing the project represents good value for money.</p>
13. How the risks will be managed?	<p>A Risk Register has been produced showing risks and mitigations</p>