



Sponsor: Strategic Director for Communities and Place

Author: Head of Traffic and Transportation and Director of Planning, Transport & Engineering

# **ITEM 10**

## **Transforming Cities Update – Mobility hub**

### **Purpose**

- 1.1 This report seeks approval to progress our Transforming Cities Fund (TCF) programme as set out in the Strategic Outline Business Case (SOBC) for mobility hubs/park&ride. This is an element of the Derby Mobility Programme and has been approved as part of the successful TCF bid with Nottingham City Council.

### **Recommendations**

- 2.1 To approve the site acquisition using the approved TCF funding as set out in the accompanying confidential Part 2 Cabinet report.
- 2.2 To approve delegation for entering into necessary agreements to complete site acquisition to the Strategic Director for Communities and Place, in consultation with the Strategic Director for Corporate Resources and S151 Officer and the Cabinet Members for Regeneration, Decarbonisation, Strategic Planning and Transport and for Finance, Assets and Digital as set out in the accompanying confidential Part 2 Cabinet report.

### **Reason**

- 3.1 The site was identified as a mobility hub/park&ride through the SOBC, which was co-produced with the Department for Transport (DfT), and has been approved and funded as part of the successful TCF bid with Nottingham City Council.

### **Supporting information**

#### **4.1 Background**

In November 2017 the Government announced the £1.7 billion Transforming Cities Fund (TCF) programme. This was to transform intra-city connectivity, improve productivity and prosperity through investment in public and sustainable transport. In the Cabinet Report of 12 December 2018 approval was secured to bid jointly with Nottingham City Council.

In March 2019 the Department for Transport (DfT) confirmed that the Derby-Nottingham Area had been successful in securing Tranche 1 funding and was eligible to develop a bid for Tranche 2. The process for bidding involved 'co-development' with DfT officials. The programme is focused on four key themes:

1. City Centre Connectivity (focused on rail/bus station, city centre public realm and interchange facilities at key transport nodes)
2. Strategic Derby – Nottingham – East Midlands Airport (EMA) connectivity
3. Nottingham urban growth corridors

#### 4. Derby urban growth corridors

- 4.2 Nottingham City Council are the accountable body for TCF. The bid was developed collaboratively with Nottingham and 'co-produced' with the DfT. The Derby specific elements amount to approximately £60m. The bid for TCF was approved for submission in the Cabinet report of 13 November 2019. In February 2020 confirmation was received that the Derby-Nottingham TCF bid had been successful and £161m awarded. In June 2020 Cabinet approved acceptance of the Tranche 2 funding.
- 4.3 As part of the Derby urban growth corridor package, £9.160m was allocated for potential mobility hubs/park&ride, including the costs of land acquisition. One of the potential locations for an enhanced mobility hub/park&ride facility, identified in the SOBC, is in the A52/ Megaloughton Lane/Raynesway corridor. The mobility hub in this eastern part of the city will enhance travel choice and contribute to our decarbonization ambition, as they support long-term adoption of more sustainable travel patterns, in particular to key employment sites. The concept, includes options for sustainable 'ride' modes, so will also include cycling and walking route improvements. It is also aligned with complementary bus prioritisation measures, also being developed and delivered from TCF. There is potential to add EV charge points and other clean fuels to further enhance the site.
- 4.4 The SOBC states that Derby and Nottingham will need to be responsive to site development and land acquisition opportunities as they emerge over the TCF programme period. To bring forward this site requires the following:
- a) land acquisition**  
A site has become available for acquisition, which would provide the opportunity to deliver the facility set out in the SOBC and allow the Council to progress with the delivery of the funded programme.
- b) vehicle access improvement**  
Access to the site would need to be improved through the development of a highways scheme, which is also allowed for in the SOBC.
- 4.5 The development of the TCF SOBC in 2019 was based on outline proposals and estimated costs. It was co-developed with the DfT to their requirements as funders. The approved funding for mobility hub/park&ride included outline costs for land acquisition, some decontamination and vehicle access, with the assumption that these costs would be clarified through the design and development process.
- 4.6 **Risks identified - contamination mitigation**  
Current and on-going investigations show some level of ground contamination. More details are provided in the confidential Part 2 Cabinet report

#### **Public/stakeholder engagement**

- 5.1 Due to the commercial sensitivities involved there has been no public engagement.

#### **Other options**

- 6.1 Derby has very limited land available for development. Not purchasing the site is an alternative but we would not be then able to deliver this element of the TCF programme.

### **Financial and value for money issues**

- 7.1 The cost of the acquisition will be funded from TCF funds. The purchase of the site passed the DfT tests for value for money in the original bid and grant award. A total cost of £9.160m has been allocated from TCF funding for the proposed mobility hub/park&ride sites, which in this case included land acquisition, remediation, and access improvements.
- 7.2 The TCF funding has a deadline of 31 March 2023 by which date the funds must be either spent or committed. Any expenditure after that date would be classed as a scheme variation and would require the consent of the DfT.

### **Legal implications**

- 8.1 Legal services will provide advice as required, working with specialist estates and property officers.

### **Climate implications**

- 9.1 The development of Mobility hub/park&ride sites have a clear climate and de-carbonisation benefits. These will be better quantified as the project develops and the use and design for the site is refined.

### **Other significant implications**

- 10.1 N/A

**This report has been approved by the following people:**

<b>Role</b>	<b>Name</b>	<b>Date of sign-off</b>
<b>Legal</b>	Olu Idowu, Head of Legal Services	28/09/2021
<b>Finance</b>	Amanda Fletcher, Head of Finance, Communities and Place	28/09/2021
<b>Service Director(s)</b>	Verna Bayliss, Director of Planning, Transport and Engineering	28/09/2021
<b>Report sponsor</b>	Rachel North, Strategic Director for Communities and Place	28/09/2021
<b>Other(s)</b>		

<b>Background papers:</b>	None
<b>List of appendices:</b>	None