

Meeting: **JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

Date: **9 September 2016** Agenda item number:

From: **JOINT OFFICERS STEERING GROUP**

TRANSPORT ISSUES UPDATE

Purpose of report

1. To update the Committee on transport related issues in the Greater Nottingham area.

Access Fund 2017/18 – 2019/20

2. DfT launched the Access Fund revenue bid competition in July 2016 offering £60million funding for the 3 year period 2017/18 to 2019/20 to complement the £500m capital for sustainable transport embedded in the Local Growth Fund (LGF).
 - The Access Fund has similar strategic aims to the 16/17 Transition Fund:
 - To support the local economy by supporting access and connecting people to new and existing employment, education and training; and
 - To actively promote increased levels of physical activity by increasing in numbers of people walking and cycling safely.
3. DfT will prioritise bids that support cycling and walking in the context of the target and objectives of the Cycling and Walking Investment Strategy.
<https://www.gov.uk/government/publications/access-fund-for-sustainable-travel-application-form>
4. DfT has provided detailed feedback on the D2N2 wide unsuccessful Transition Year bid. This has been used to inform our approach for the Access Fund. The key lessons learned and points to consider when bidding to the Access Fund are:
 - DfT expects a stronger narrative, including how we are addressing air quality.
 - The strategic and economic cases need to stand alone with stronger link between the problems and the smarter choices interventions proposed.
 - Evidence needs to be more specific to the geographical areas where interventions are proposed.
 - Future bids need a stronger walking and cycling component.

5. The rationale for the Access Fund is to submit a joint Nottingham-Derby bid to align with the Derby Nottingham Metropolitan Strategy (consultation draft) as set out in Action CM3 which was published in July 2016. Nottingham City Council will lead on the submission of a £2.5m bid which is due on the 9th September 2016. The bid package will consist of a programme of activities to deliver travel behaviour change in households, businesses and communities around sustainable commuting and improving access to employment and training, to support the introduction of the two cities' Clean Air Zone. Measures to increase levels of physical activity, particularly around getting more people cycling, will be a key part of the package. The City and County Councils are currently discussing the possibility of extending the bid to include two areas in the county with local air quality issues (i.e. Daybrook and West Bridgford).
6. Nottinghamshire County Council is also submitting a bid which covers Mansfield and Newark-on-Trent town centres. This bid also reflects the unsuccessful Transition Year Access bid and is comprised of travel behaviour measures to improve access to employment and training, reduce congestion and address local air quality issues (particularly by encouraging more walking and cycling). The measures will focus on local businesses, communities, and education close to the planned Local Growth Fund investment in these towns.

Midlands Connect

7. In July 2016, a long list of road and rail schemes forming part of the Midlands Connect programme was circulated. The schemes highlight the highway and railway barriers to growth across the Midlands and how these may be resolved.
8. Following a series of local authority workshops through the Transport Advisory Group, the sifting of schemes and interventions continues with a short list of desired outcomes being developed. Much of the success of the technical work will rely on how the schemes are appraised and tested. There has been a lot of work undertaken over the last few months to develop robust but proportionate models to do this, with the proposed methodology being developed in conjunction with the DfT.
9. Those schemes which best help deliver these outcomes will be taken forward into the Emerging Strategy, with further work undertaken to produce strategic outline business cases for the Final Strategy. The Emerging Strategy will be released in October.

Go Ultra Low City Programme

10. The Go Ultra Low Programme is funding the introduction of a Public Electric Vehicle (EV) Charging Infrastructure Network. Site investigations into key

locations for the fast and rapid charging infrastructure network across Nottingham, Nottinghamshire and Derby is ongoing. This technical work being led by Cenex (independent not for profit organisation specialising in low carbon vehicle technologies) is investigating power capacity, land ownership, and using projected uptake of EV's will determine the quantity and type of charge points needed at each site. The procurement of an Operator to manage and run the network will commence in the autumn and is being led by Nottingham City Council.

11. Nottingham City Council's application as a Go Ultra Low Company has been accepted as part of a national accreditation scheme recognising and rewarding those organisations that commit to transitioning 5% of its total fleet to Ultra Low Emission (ULE) by 2020. As part of the Public Sector Fleets project, a thorough fleet review has commenced for all vehicles owned and operated by Nottingham City Council. This will identify opportunities for which vehicles would be suitable as ULE vehicles and set out the financial case for such a switch. These findings will be circulated to other local authorities and the health service who may also wish to consider transitioning a proportion of their fleets to ULE. The findings will be known in October.

Hucknall Town Centre Improvement Scheme

12. Work on the £12.93m Hucknall Town Centre Improvement Scheme is on schedule. The scheme aims to promote the renewal and regeneration of Hucknall town centre; create an attractive and prosperous retail centre; and enable future housing development. The scheme aims to revitalise the town centre by pedestrianising the High Street between the South Street/Baker Street junction and the Watnall Road junction. A new road, running parallel with the High Street, will cater for the majority of the displaced traffic and will also accommodate additional local traffic generated by new housing developments. Work on the scheme started in October 2015 and the demolition phase was completed before Christmas. The construction of the new road started in January 2016; and it is due to open to traffic in Autumn 2016 with the pedestrianisation of the High Street to be completed in Spring 2017.

Recommendation

13. It is recommended that the Committee note the content of this report.

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