

Meeting:	<b>JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT</b>
Date:	8 September 2017
From:	Joint Officer Steering Group

## **Transport Update**

### **1 SUMMARY**

1.1 This report provides the Committee with an update on the transport related issues across the Greater Nottingham conurbation. The report provides an update on the Air Quality Strategy, Transport Funding Bids, High Speed Two, Midland Mainline Electrification, East Midlands Rail Franchise, Transport Investment Strategy and Aviation Strategy Consultation.

### **2 BACKGROUND**

#### **Air Quality Strategy**

- 2.1 On the 5<sup>th</sup> May 2017, central government published the revised draft Air Quality Strategy as a result of a legal challenge which ruled the previous air quality strategy published in December 2015 as being insufficient.
- 2.2 The consultation for the Air Quality Strategy closed on 15<sup>th</sup> June 2017. On the 27<sup>th</sup> July 2017, central government released the final version of the Air Quality Strategy. This report has identified a total of 39 local authorities in exceedance of Nitrogen Dioxide (NO<sub>2</sub>) emissions, with the cities of Nottingham, and Derby locally being identified.
- 2.3 For Nottingham, the area of exceedance is located on the A6514 Ring Road and A52 Clifton Boulevard (the latter of which is operated by Highways England). As a result of this designation, Nottingham City Council needs to develop a local Air Quality plan to achieve statutory NO<sub>2</sub> values within the shortest possible time. An initial plan needs to be in place by the end of March 2018, with the final plan in place by December 2018.

#### **Transport Funding Bids Update**

- 2.4 On the 6<sup>th</sup> April 2017, the Department for Transport (DfT) announced a bidding round for the National Productivity Investment Fund (NPIF), with a total of £490million being made available nationally to local authorities over 2018/19 and 2019/20 for local transport. All bids had to be submitted to DfT by the 30<sup>th</sup> June 2017.
- 2.5 Nottingham City Council has submitted two funding bids: Nottingham's Congestion Corridors with improvements to the A60 and A453 corridors, and a bid for Contactless and Mobile Public Transport ticketing across the Robin Hood ticket area.
- 2.6 Nottinghamshire County Council has submitted a bid to deliver journey time improvements on the A611 (Annesley) at the Shoulder of Mutton/A611 and A611/Coxmoor Road junctions.
- 2.7 An announcement relating to these funding bids is anticipated sometime within Autumn 2017.
- 2.8 On the 4<sup>th</sup> July 2017, the Department for Communities and Local Government (DCLG) announced a funding bid for the Housing Infrastructure Fund, with £2.3billion being made available to local authorities to provide infrastructure to support housing sites. Funding is

split into two funding streams: the Housing Viability fund and the Forward Planning Fund. Bids to the viability fund and expressions of interest to the forward planning fund should be submitted by 28<sup>th</sup> September 2017.

- 2.9 In addition to these announced funding bids, it is anticipated that the Maintenance Challenge Fund covering 2018 to 2020 for major maintenance to the highway network is expected to be announced shortly. No timescales for the bidding process have been announced to date.

### **High Speed 2 Phase 2b route alignment confirmation**

- 2.10 On the 17<sup>th</sup> July 2017, the Department for Transport provided confirmation on the alignments for phase 2a (Birmingham to Crewe) and 2b (Crewe to Manchester and Birmingham to Sheffield and Leeds).
- 2.11 The key alterations to the alignment of the route in the area includes realignment of the route to the south of East Midlands Airport to avoid tunneling under the airport – the route now closely follows the route of the A42 before heading northwards towards Long Eaton, confirmation of the “high level” viaduct option through Long Eaton through to the East Midlands Hub site at Toton. The route also confirms the proposals made in November 2016 for the route further north, with a spur linking onto the Midland Mainline at Clay Cross for services to Sheffield Midland on the existing rail line, with the main route realigned on the M18 corridor) opposed to a station at Sheffield Meadowhall.
- 2.12 There is no mention of rail connections being provided at Toton for high speed services to operate onto the existing rail network.

### **Midland Mainline Electrification**

- 2.13 On the 20<sup>th</sup> July 2017, the Department for Transport announced alongside the East Midlands Rail Franchise Consultation, that it was cancelling the Midland Mainline Electrification north of Kettering and Corby. The DfT now prefers the use of bi-mode trains (able to use electric wires or diesel/alternative fuel on non-electrified sections) stating that this would enable improvements to the service sooner, and without the disruption of installing overhead equipment. Alongside this announcement, the proposed electrification between Cardiff and Swansea, and Oxenholme and Windermere was also cancelled.
- 2.14 A future separate decision will be made regarding the route which HS2 services are intended to operate along the Midland Mainline, between Clay Cross and Sheffield station.

### **East Midlands Rail Franchise Update**

- 2.15 In conjunction with the HS2 announcement, the DfT announced a public consultation regarding the future East Midlands Rail Franchise. The consultation contains 30 questions relating to the future shape of the rail franchise.
- 2.16 Some of the proposals in the franchise include the operations along the Midland Mainline, local train services, operation of the Liverpool-Norwich train service and potential changes to the franchise mapping to include Nottingham-Birmingham services.
- 2.17 The consultation operates until the 11<sup>th</sup> October 2017.

### **Transport Investment Strategy Paper**

- 2.18 On the 5<sup>th</sup> July 2017, the Department for Transport announced a policy paper regarding future transport funding over the coming years. The paper confirms that there is to be a

review and consultation regarding the Integrated Transport Block (ITB) and Maintenance Block (MB) funding allocations from 2018/19.

- 2.19 The policy paper also announced that a proportion of funding from Vehicle Excise Duty (VED) would be utilised for improvements and maintenance of a Major Road Network (MRN) – a network of designated main local authority routes similar to the Highways England network. It is envisaged that this network will be in place from 2020. A consultation regarding the routes designated and allocation of funding will be set out in autumn 2017.

### **Aviation Strategy Consultation**

- 2.20 On the 21<sup>st</sup> July 2017, the Department for Transport launched a call for evidence on the future of aviation within the UK. This includes “surface access” to airports, airport capacity, changes in technology, security, information provision and ensuring global connectivity.
- 2.21 The consultation operates until the 13<sup>th</sup> October 2017.

## **3 RECOMMENDATION(S)**

- 3.1 It is recommended that the Committee note the contents of this report.

## **4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT**

- 4.1 Joint Air Quality Unit Draft Air Quality Strategy, May 2017.  
NPIF for the Local Road Network – Nottingham Bids, June 2017.  
Housing Infrastructure Fund bid guidance, DCLG, July 2017.  
High Speed Two Phase 2b Consultation outcome, DfT, July 2017.  
“Improvements for Rail Passengers for Wales, the Midlands and the North” DfT Press Release, July 2017.  
Future of the East Midlands Rail Franchise, Public Consultation, DfT, July 2017.  
Transport Investment Strategy Paper, DfT, July 2017.  
Aviation Strategy Consultation, DfT, July 2017.

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