

report

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

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from: **JOINT OFFICERS STEERING GROUP**

TRANSPORT ISSUES UPDATE

Purpose of Report

1. To update the Committee on key transport issues for the Greater Nottingham Local Transport Plan (LTP) area.

Regional Funding Allocation (RFA) review

2. Advice on the region's major transport priorities (i.e. schemes over £5 million) was submitted to government in January 2006. The Secretary of State for Transport announced his decision to generally accept the region's advice in July 2006.
3. A second round of RFA prioritisation is expected to start by summer 2008. A government consultation paper is expected in spring 2008 covering:
 - Integrated Regional Strategies
 - Role of Regional Development Agencies
 - Timing and remit of the second round of RFA
 - Change to the scope of the transport component (including rail), as well as resources for wider policy areas.
4. The Department for Transport (DfT) has strongly endorsed work on the next RFA round, recently begun by the RFA Methodology Sub-Group (MSG), which is reviewing the methodology used in RFA1. The MSG comprises EMRA, emda, Highways Agency, GOEM and the Transport Advisers Group, which includes all local transport authorities.
5. Officers are undertaking feasibility work to identify possible transport schemes with the potential to score well in the second RFA round.

Transport Innovation Fund (TIF) – 3 Cities Congestion Charging Study

6. In 2006 the six authorities in the Three Cities sub-region received £1.8 million of DfT funding following a successful bid for Congestion TIF Pump Priming. The money is being used to undertake a congestion study of the area and an assessment of options for congestion charging including the potential impact of supporting transport improvements.
7. A number of workstreams were identified including transport computer modelling to test a range of scenarios.
8. The scenarios currently being tested (all for 2016) are:
 - (i). Do Nothing – assumes only developer funded schemes
 - (ii). Reference Case – conventionally funded schemes
 - (iii). Charging Schemes
 - (iv). Complementary Measures – major infrastructure, public transport service improvements etc to complement the charging scheme
 - (v). Charging plus Complementary Measures.
9. The key comparisons are between (ii) as the likely position in 2016 without TIF and (iii), (iv) or (v) with TIF interventions.
10. For Nottingham, the range of possible complementary measures package being tested includes NET extensions, new park and ride sites serving the north and to the east of the conurbation, the potential for public transport fare reductions and smarter choices measures.
11. The two technologies being tested for charging are cordons and Time Distance Place (TDP). Whilst TDP is anticipated to produce the highest benefits and revenues the technology/legislation is currently unavailable for its implementation. The study, therefore, is focusing on cordon charging options at this stage.
12. A range of cordon locations will be tested with varying charges to identify optimum charging locations and levels which may meet the Government's requirements.
13. Upon completion of the scenario testing, the next stages will be to produce a series of technical and non-technical reports to provide members and stakeholders to inform discussions on potential next steps.

14. Project reports are anticipated to be available for publication in May to inform wider discussions..

Robin Hood Line Sunday service

15. As part of its submission to the DfT East Midlands franchise consultation, the authorities requested the introduction of a Sunday service on the Robin Hood Line. The request was for 20 trains per day (10 each way), approximately every hour between 09.30 and 19.30. Half of the trains would run from Nottingham to and from Worksop, and half to and from Mansfield Woodhouse.
16. A public campaign has been run, from which over 10,000 members of the public have signed up as supporters and users if a Sunday service was to be introduced.
17. On 15th January 2008 a delegation consisting of Cllr Smedley, Cllr Parbutt and Councillors from Derbyshire County, and Ashfield, Mansfield and Bolsover District Councils, met the Rail Minister Tom Harris in Parliament to put the case. The Minister gave the delegation a thorough and sympathetic hearing.
18. Since then, officers have been in discussion with DfT officials. A formal announcement is expected shortly.

Nottingham Station

19. Work on developing the Nottingham Station 'Hub' Project is progressing with work on the business case to be firmed up during April. Currently the key issue is to capture the benefits of East Midlands Trains Franchise commitments as part of a passenger focused redevelopment of the Station. A funding package is being assembled looking at a broad range of potential funding sources. Local funding contributions from both the City and County Councils will be required.
20. In addition to the Hub project the signalling and track in Nottingham station and its approaches are in need of complete renewal. Network Rail currently plans to do the work in 2011.
21. All the existing track and signalling will be stripped out, and completely new track and signalling installed. This provides an opportunity to adopt a 'clean sheet' approach to the design of the new layout, since the cost of any enhancements is minimised. The enhancements that officers are pursuing with Network Rail are:
 - full flexibility of access and egress to all platforms from all 4 western approach tracks,

- full reversible working allowed on all tracks to give maximum flexibility and minimise conflicting movements
 - and all with turnouts allowing 'full speed' exits (i.e. exits at full power for all trains, inc class 222) from the station platforms right out to Mansfield junction.
22. In discussions last autumn between Network Rail and the authorities' officers, it was suggested that to provide the optimum layout would require using a small sliver of land approximately 7 metres wide along the northern edge of the current line between the Carrington St and Wilford Road bridges. This land is currently in the ownership of the County Council and is used primarily as car parking. Network Rail has since indicated that the optimum layout can be obtained without needing this land, but written confirmation of this is awaited.
23. The authorities continue to make it very clear that if there is any suggestion that a portion of the County Council's land would allow a superior scheme in any respect, then Network Rail should notify the County Council as soon as possible.

Nottingham in 90

24. A Nottingham rail prospectus is being produced. It will set out the case for reductions in journey times on the key business link rail services to London, and the adjacent 'regional capital' cities of Birmingham, Leeds and Manchester.

East Midlands Parkway Station

25. Works for the new East Midlands Parkway station started on site in November. The project remains on schedule for opening in December 2008. The final pattern of services stopping at the station is still to be determined through the timetable review process.

Recommendation

It is RECOMMENDED that:

The Joint Committee note the content of this report.

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