

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

Date: **20 SEPTEMBER 2013** Agenda item number:

From: **JOINT OFFICERS STEERING GROUP**

TRANSPORT ISSUES UPDATE

Purpose of report

1. To update the Committee on key transport issues for the Greater Nottingham area.

Local Transport Bodies

2. The Department for Transport (DfT) is devolving funding for local major transport schemes for local determination. Briefly the DfT are:
 - a. Devolving capital funding for local major transport schemes to new democratically accountable local transport bodies (LTB);
 - b. Allocating budgets to LTBs by formula based on population;
 - c. Within a common approach to assessing value for money and priority LTBs will determine their own programmes of local major transport schemes;
 - d. Putting both local transport authorities and local enterprise partnerships (LEP) in influential roles in the decision making arrangements of Local Transport Bodies over which transport schemes are delivered.
3. On 23rd January 2013 the DfT provided indicative funding allocations for the D2N2 LTB of approximately £46.8 million over a four year period. Where the D2N2 LEP overlaps the Sheffield City Region (SCR), the Secretary of State for Transport determined that the allocation for the four districts within the overlapping LEP area be shared 50:50 between the D2N2 LTB and the SCR. In July the DfT announced a revised lower confirmed level of funding of £31.2 million including the portion for the D2N2 overlap area.
4. An initial meeting of a shadow D2N2 LTB was held on 24th June that agreed governance and methodology arrangements in the form of an assurance

framework that has been approved by the DfT. Prioritisation of schemes in line with the revised budget allocations were then determined at a meeting held on 22nd July.

5. Six schemes were put forward by the County and three by the City for assessment. Along with schemes put forward by Derby and Derbyshire this provided a range of scheme types and geographic locations and included some schemes which could be delivered relatively quickly, as well as others that would require additional work to enable them to be delivered later in the period. As the funding has to be spent in a set time period (2015/16 – 2018/19) deliverability was a major selection criterion along with the need to provide high value for money.
6. Schemes that have been prioritised for funding by the LTB within Greater Nottingham and submitted to the DfT are:

Southern Growth Corridor Transport Improvements (£6.1m contribution to £9.2m scheme)

7. This City Council scheme comprises corridor improvements from Daleside Road in the east through to Beeston in the west connecting Racecourse park and ride site, the Creative Quarter, Waterside, the Southern Gateway Regeneration Zone (Broad Marsh and Turning Point south and the Station Hub), Queens Drive park and ride and the Nottingham Enterprise Zone (boots and satellite sites). The proposed improvements (which will include widening, junction remodelling and intelligent transport system solutions to benefit bus movements and including better facilities for pedestrians and cyclists) will provide the opportunity to deliver high quality public transport services linking with key regeneration and growth areas of the city, providing access to existing jobs and opportunities for new employment areas. This route could also link with the Gedling Colliery Strategic Housing site and proposals being promoted by Nottinghamshire County Council (Gedling Access Road) to improve the site's accessibility.

Gedling Access Road (£10.8m contribution to £32.4m scheme)

8. This County Council scheme is a contribution to complement proposals underway with the Homes and Communities Agency (HCA) and together provide a new access road proceeding to the east of Gedling village, Nottingham and thereby enabling the former Gedling colliery and adjoining lands to be redeveloped for a mix of residential and employment uses (1100 houses and 6Ha of employment land). Provides a relief road to Gedling village for through traffic. Gedling village is located on the eastern side of the Nottingham conurbation and straddles the A6211. The volume of traffic on the A6211 has increased significantly over recent years particularly since the opening of the A612 Nottingham Eastern Outer Loop Road. Gedling

village residents suffer from the adverse environmental impacts of through and Heavy Goods Vehicle traffic. The A6211 is narrow and in places has no footways which compounds the environmental problems and has led to a poor road safety record. The principle objectives of the scheme are two fold, firstly to accommodate additional traffic generated from the colliery redevelopment and secondly to provide traffic relief from through traffic using this part of the Strategic Road Network. The scheme is complimentary to the City Council's Southern Growth Corridor Transport Improvements scheme.

9. In addition to these two schemes in Greater Nottingham one further County Council scheme was prioritised for funding.

Worksop A57/A60 Roundabout (£1.8m contribution to £3.2m scheme)

10. An at-grade improvement to the junction of the A60 / A57/ B6024 / St Anne's Drive, Worksop. The proposal is to enlarge and convert the existing 5 arm roundabout to traffic signal control thereby providing both additional entry capacity for traffic and further traffic signal controlled pedestrian and cycle crossings. The A60 / A57/ B6024 roundabout junction in Worksop is a key traffic 'hotspot' on the County Council's Strategic Road Network. Peak period traffic congestion is significant which in turn leads to drivers seeking unsuitable alternative routes through adjoining residential areas. The primary objective of the scheme is to remove the peak period congestion, improve journey times and journey time reliability and hence improve local business efficiency and productivity. The scheme will also support economic growth objectives i.e. proposed regeneration / development proposals in Worksop being promoted through the Bassetlaw Local Development Framework.
11. Other schemes that were assessed but not prioritised were identified as potential candidates for new Single Local Growth Funding. These schemes are:

City schemes

Ring Road – Basford Bridge widening (congestion management scheme)

City Centre North Place Making (Roadspace reallocation and public realm scheme)

County schemes

Ollerton Roundabout – Major junction improvement (congestion management scheme)

A60 Mansfield Bus Priority – Town centre (Bus priority scheme)

Kelham Bypass – Regeneration route (Regeneration and congestion management scheme)

Dukeries Rail Line – Re-opening of railway for passenger use (Rail scheme)

12. Further information on the D2N2 Local Transport Board and its meetings is available on the D2N2 LEP web site at <http://www.d2n2lep.org/D2N2LTB>

Local Sustainable Transport Fund (LSTF) update

13. The City and County Councils along with Gedling and Broxtowe Borough Councils have progressed work to fund four Neighbourhood Smarter Travel Coordinators (NSTCs) which will help expand the number of Community Smarter Travel Hubs in place across the urban area. An assessment exercise offering a grant award opportunity to local third sector/community organisations to set up and recruit these NSTCs was competed in June with the local sustainable transport organisation, Ridewise, successfully being awarded funding to run Hub services in the Broxtowe and Gedling Boroughs and sustainable transport charity, Sustrans, successfully being awarded funding (supported with public health funding) to establish Hub services in the central and southern localities within the City. Both organisations have access to an LSTF intervention budget to commission locally focused sustainable travel services to promote low carbon and active travel options identified through local engagement.
14. Further progress on the development of smartcard integrated ticketing is being made. The main bus operators are all now reading national standard concessionary cards with their newly fitted readers/machines part funded by the LSTF and orders have been placed to support the development of a conurbation wide smartcard retail network. This includes on-street ticket vending machines for key bus stops along bus corridors allowing passengers to top up and renew passes. Other bus operators plus rail and the tram will have the same capabilities by the end of November 2013.
15. In early July, a transport social media plan was launched to encompass the use of media channels. A Twitter account has been created as the first phase and a calendar of key messages/events has been set up to promote the programme of LSTF projects but to also support the major partnership transport schemes currently being progressed. Since its launch the Twitter site has been used to signpost access to timetables and alternatives to travel during the Station Closure. The LSTF team is working closely with all partners to ensure that an integrated approach is being progressed with joint promotion of activities, events and information covering a wide range of transportation modes. Follow the Transport Team on Twitter @Transport_Nottm

Cycle City Ambition Fund

16. In April Nottingham submitted a bid for £6.1 million for the Government's Cycle City Ambition Fund. The bid proposed significant improvements to on

road cycle facilities including through the City Centre, extension of an off-road route alongside the River Leen and to invest in parks, signing improvements in neighbourhoods and expansion of the Citycard cycle hire and cycle parking scheme. Unfortunately the bid was unsuccessful. The intention is now to seek alternative funding sources for the measures included within the bid.

Recommendation

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

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