

Questions from Councillors Requiring a Written Response

WQ1

WRITTEN QUESTION ASKED BY COUNCILLOR ANDREW RULE OF THE PORTFOLIO HOLDER FOR ENERGY, ENVIRONMENT AND DEMOCRATIC SERVICES AT THE MEETING OF THE CITY COUNCIL HELD ON 9 MARCH 2020

The Portfolio Holder recently announced the trialling of wireless electrical vehicle charging points in the City. Can she confirm that the electromagnetic field generated by these points does not have an adverse impact on personal medical equipment, such as Pacemakers for example, and if so can she give an indication of what steps the Council will take to mitigate this?

Response from Councillor Sally Longford:

Wireless taxi charging on ranks has not been undertaken anywhere in the UK, and this project is a feasibility study undertaken by a consortium of public and private sector organisations, to test its effectiveness and what the key issues are that need to be addressed before products come to market/are adopted more widespread. Health and safety is the most important element of the feasibility study. The first phase of the project is a planning and preparation phase, which will include a pilot installation in a Council depot location (likely to be Eastcroft). During this phase the full safety case will be built and evaluated and will include assessment of electromagnetic interference (EMI), level of possible EMI leakage to ensure human exposure is below the limits published in guidelines for a variety of human body parts. The project will use hardware which adheres to national and international standards and recommendations on electric and magnetic field limits including those related to medical devices such as pacemakers. Installation on the highway will only take place in the second phase once any health and safety concerns have been fully addressed.

WQ2

WRITTEN QUESTION ASKED BY COUNCILLOR ANDREW RULE OF THE PORTFOLIO HOLDER FOR HOUSING, PLANNING AND HERITAGE AT THE MEETING OF THE CITY COUNCIL HELD ON 9 MARCH 2020

The Portfolio Holder will be aware of the considerable opposition from local residents to the development known as 'Clifton West' which borders Hawksley Gardens in Clifton. Can she confirm that there are no plans in the next four years to develop land to the east of the existing development that would encroach into the Conservation Area and Ancient Woodland surrounding Clifton Village and rely upon Holgate, in Clifton Village for access?

Response from Councillor Linda Woodings:

There are no plans to develop beyond the site as identified in the Local Plan and the subject of the existing planning permission. Land directly to the north, between the site and Clifton Village, falls within the Clifton Village Conservation Area. The recently adopted Part 2 of the Nottingham City Local Plan (Land and Planning Policies document) also includes this area within the designated Open Space Network which is subject to Policy EN1 of the Local Plan. The Ancient Woodland is subject to Policy EN7 of the Local Plan, and is also within the designated Green Belt.

WQ3

WRITTEN QUESTION ASKED BY COUNCILLOR ANDREW RULE OF THE PORTFOLIO HOLDER FOR ENERGY, ENVIRONMENT AND DEMOCRATIC SERVICES AT THE MEETING OF THE CITY COUNCIL HELD ON 9 MARCH 2020

Following the introduction of the ULEV Lane on Daleside Road can the Portfolio Holder confirm how its effectiveness has been measured in terms of improvements to air quality and congestion time and when and what time any such studies have been carried out?

Response from Councillor Sally Longford:

The Colwick Park and Ride bus stops have been relocated from the racecourse car park to Daleside Road itself resulting in a saving of approximately 3 minutes each way in both directions. By locating the bus stops on Daleside Road itself, this has enabled Nottingham City Transport (NCT) services to stop there for a longer time period throughout the day, resulting in an improved service for park and ride customers. Previously the City Council subsidised 4 buses per hour on the park and ride service but the Daleside Road improvements have enabled these to be withdrawn and so contribute to the overall budget savings. Finally, one of the objectives of the scheme is to provide transport links to help regenerate the Daleside Road area and a number of businesses, houses and retail units have already been built and many more are under construction.

The City Council is currently carrying out a detailed evaluation of the impact of the Daleside Road ULEV Lane and indeed the other interventions that comprise the Daleside Road Improvement Scheme (DRIS) including improvements to pedestrian and cycling facilities. This evaluation uses data such as bus patronage, average journey times, journey time reliability, and traffic flow including that of ULEVs and cyclists to determine to what extent the scheme has met its objectives. Improvements to air quality and the reduction of carbon emissions will be modelled using changes in traffic flow and observed changes to travel behaviour. To support this analysis a suite of user and resident questionnaire surveys are programmed which will ask how the public perceive the scheme and how it has influenced their travel behaviour. These surveys will be targeted at cyclists, bus users, ULEV drivers and local residents.

Once the data collection and analysis exercise has been completed an evaluation report will be prepared which will provide conclusions concerning the impact of the

scheme and to what extent it has met its objectives. It is anticipated that this would be available by the end of 2020.

It is difficult to draw any early conclusions without the benefit of the after data. However monitoring of the ULEV lane suggests that it is being used by 796 different pure electric and hybrid vehicles (excluding buses) since July 2019 and a weekly survey in January 2020 suggested approximately 80 electric and hybrid vehicles used it on a daily basis in each direction.