

Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	December 2021
From:	Joint Officer Steering Group

Transport Update

1 SUMMARY

- 1.1 This report provides an update on the transport related issues across the Greater Nottingham conurbation. The report gives an update on the Levelling Up Fund, the Bus Service Improvement Plan, Car Club in the city and the cycling and walking bridge consultation.

2 BACKGROUND

Levelling Up Fund

- 2.1 Nottingham City Council was awarded £18m through the levelling up fund for its Renewing Local Streets programme.

This programme will target neighbourhoods that will benefit most from an uplift in the streets where people live. It will build on the shift to more active travel that has occurred as a result of the Covid pandemic and support them through recovery as well as making a positive contribution to improving air quality and reducing carbon.

These areas have suffered from significant underinvestment over many years. Residents complain that neglected footways and too many potholes discourage them from being more active. It also provides the opportunity to make existing streets greener.

Nottingham has benefitted from funding to increase trips made on foot or cycle. This includes the Cycle City Ambition Package (Local Growth Fund), Transforming Cities and Active Travel Funds (now Capability Fund) that are helping to create a more comprehensive network of high quality walking and cycle routes, multi-user paths, school streets, low traffic neighbourhoods and traffic free public realm areas.

The Renewing Local Streets programme complements this investment by targeting the streets where people live. At the same time this will support the broader strategic aims of reducing traffic, improving air quality and lowering carbon emissions.

The programme has three investment themes:

Streets for people: Identified by local people and prioritised by ward councillors, this will take the form of minor works to improve the condition of existing footways, repairing potholes in streets and cycle ways, installation of more dropped crossing to help people with mobility impairments, subway treatments as well as adding in new links where required to improve access to local centres. Signing will be reviewed to reduce clutter, improve direction signing and replace street name plates. The addition of street trees and landscaping, together with upgrading the condition of footways and cycle ways will help to make sustainable travel more attractive. This project will also improve access to local centres such as Bulwell, Hyson Green, Sherwood and Clifton.

School Streets: Building on the success of the Active Travel Fund programme that has put in place trial measures to encourage more walking, scooting and cycling to schools during lockdown, work with residents and schools will be expanded to make more areas around school entrances safer, with less traffic and more inviting approach routes. New road crossings will also be included to reduce severance.

Greener Streets: This component is focused on a large scale upgrade of our street lighting to bring the lamps up to modern LED standard. It will be applied on an area wide basis and contribute to significant energy savings whilst maintaining high quality lighting standards. The second element involves expanding our network of publically accessible electric vehicle charging points in residential areas with limited off-street parking.

Funding for the ‘Streets for People’ strand will be allocated through the existing Area Capital Fund (ACF) approach. The ACF allocates a proportion of annual Local Transport Plan block funding through a formula based on a ward area’s population and index of multiple deprivation status. Areas with a high degree of multiple deprivation are awarded a higher level of funding per head than wards with lower deprivation levels. It also gives local Councillors greater influence in how local money is spent as they determine scheme priorities.

The City Council was unsuccessful with two further bids that were centred around investing in the Broadmarsh area of the city and the Island Quarter.

Bus Service Improvement Plan

- 2.2 Following the release of the National Bus Strategy in April 2021 all UK Local Transport Authorities have been mandated to produce a Bus Service Improvement Plan (BSIP) for submission to the DfT by the 31 October 2021.

A BSIP was developed and submitted to government. The BSIP also included an Expression of Interest for a share of the £3bn national bus fund available for the next 3 years to support and develop bus networks. Both revenue and capital funding are available from this new funding stream.

Agreement has also been reached with Nottinghamshire County Council to deliver the BSIP across the Greater Nottingham geography of the Robin Hood Ticketing area, reflecting how passengers use the network locally. There is a separate BSIP for the rest of the County to reflect the different geography and operating conditions.

The BSIP has been developed with the agreement of the Greater Nottingham Bus Partnership which has identified a number of capital and revenue measures, with outline costs, to be taken forward to sustain and enhance the bus network locally as it recovers from the impact of Covid-19 and adjusts to new travel patterns. These include:

- Upgrading of LED real time public transport display for Greater Nottingham.
- New city bus priority systems for traffic lights (on junction not already covered by TCF)
- Upgrading of bus shelters in the districts together with Robin Hood branding and standardisation of all bus stops
- Bus Priority and bus rapid transport schemes
- Measures to address bus pinch points
- Electrification of Nottingham City Transport single decker bus fleet.

DfT intend to use BSIPs to gauge the appetite of individual local transport authorities in relation to the £3bn bus fund. It is expected that full business cases will then be required in order to access funding for any schemes identified in the BSIP. At this point, expected to be in Jan 2022.

Car Club

- 2.3 Car Clubs provides all the benefits of access to cars without the cost of owning a car. Nottingham City Council has had a Car Club in the city since 2014 the current contract to run the car club in Nottingham was awarded to Enterprise in May 2019. The existing contract runs to May 2022 with an option to extend for a further 2 years. The fleet currently consists of 28 vehicles including 7 Electric vehicles.

Usage of the car club fell sharply during 2020 due to lockdown restrictions as a result of the Covid Pandemic. Nottingham City Council maintained a dialogue with Enterprise throughout this period in order to explore ways to maintain the service. Usage of the car club is now returning to pre-pandemic levels (See Figure 1 below) and as a result the Council is working with Enterprise to expand the car club and to increase the number of electric vehicles in the fleet. The city council are also working to make the process of adding new designated parking spaces for car club cars quicker.

Enterprise have begun talks with NET for the placement of two car club car bays on the park and ride site at Clifton.

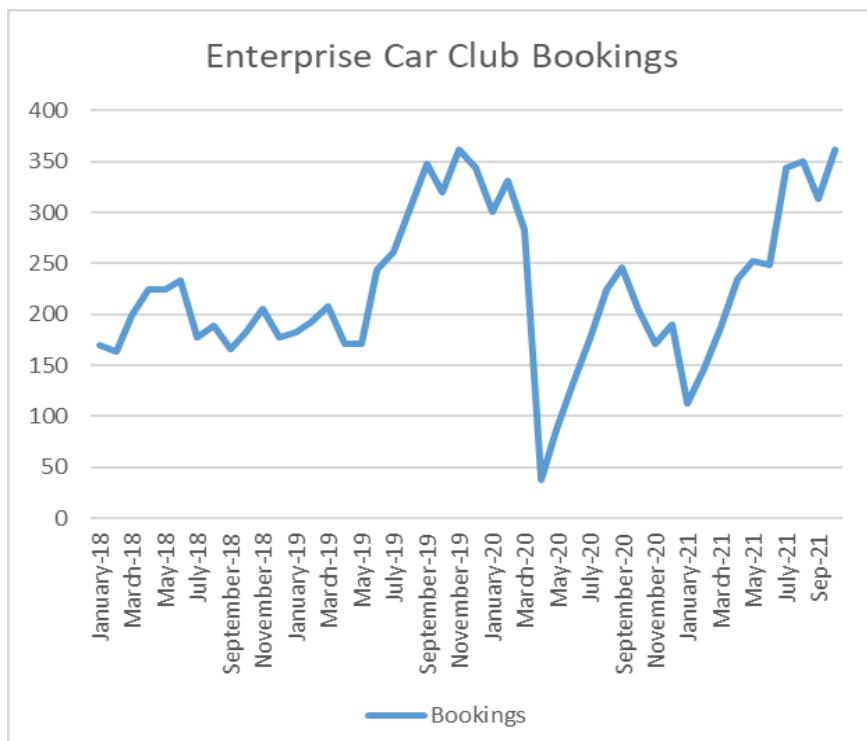


Figure 1 Car Club Bookings since Jan 2018.

Cycling and Walking Bridge

- 2.4 A consultation has begun on the new cycling and walking bridge over the River Trent. The Bridge – known as the Waterside Bridge will be delivered as part of the Transforming Cities programme the council secured £9.25m from the Government to

deliver this scheme as part of a programme to invest in local transport infrastructure that will improve sustainable transport, support growth, and encourage more low carbon journeys.

A number of locations for the bridge have been proposed but the preferred location will link Trent Basin to the Lady Bay area

The Consultation will run to the 28th of November. So far the consultation has generated a great deal of interest with the vast majority of respondents being in favour of the proposal.

3 RECOMMENDATION(S)

3.1 It is recommended that the contents of this report be noted.

4 BACKGROUND PAPERS REFERRED TO IN COMPILED THIS REPORT

Greater Nottingham BSIP: <https://www.transportnottingham.com/wp-content/uploads/2021/07/Robin-Hood-BSIP-October-2021.pdf>

Nottinghamshire BSIP:

<https://www.nottinghamshire.gov.uk/media/4067044/nottinghamshirebuserviceimprovementplan.pdf>

None

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