

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

Date: **SEPTEMBER 2012** Agenda item number: **5**

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.

Devolution of Local Major Transport Schemes Funding

2. On 31st January the Department for Transport (DfT) published a consultation document on proposals for a new model for local major transport scheme prioritisation and investment for the next Spending Review period (2015 to 2019). The Department for Transport has now published responses to the consultation and written to local authorities stating the intention to confirm the detailed proposals after the summer Parliamentary recess including detailed guidance on establishing Local Transport Bodies.
3. In the mean time the Department is inviting local partners to confirm Local Transport Body boundaries and membership. In formulating these it is suggested boundaries should be coterminous with existing local authority and Local Enterprise Partnership boundaries. The deadline for confirming Local Transport Body arrangements is 28 September.
4. Future funding allocations will be determined through formulae largely based on population data from the 2011 census. Indicative funding allocations will be published once Local Transport Body arrangements have been confirmed.
5. Decisions on prioritising investment will then be devolved to the Local Transport Bodies but the responsibility for delivery will remain with the promoting local authority.
6. The Government intends the new system to ensure the best outcomes for economic development whilst meeting carbon reduction objectives, and

transfer power to local communities enabling more responsive decision-making based on local economic conditions.

Nottingham City Deal

7. On the 5 July Greg Clark MP, Minister of State for Decentralisation and Cities released a written statement summarising the deals that have been concluded for the first wave of city deals focused on the eight largest English cities outside London including Nottingham.
8. The stated purpose of the deals is to give cities greater powers to drive local economic growth, to facilitate specific projects that will boost local economies and strengthen local governance arrangements.
9. Each of the deals are specific to each city with both cities and Government offering and requiring things in return. Nottingham's City Deal is focussed on a package of business development activities concentrated on a particular area of the city, its Creative Quarter within the city centre. Initiatives cover fostering enterprise, supporting a high quality workforce and developing 21st century infrastructure.
10. Transport measures being supported through the deal are:
 - Up to £8 million for public realm and transport infrastructure in the Creative Quarter.
 - Up to £1 million for transport behaviour change test bed to support people into employment.
 - Department for Transport to facilitate discussion between Nottingham and Traffic Commissioners to support the enforcement of the Statutory Bus Quality Partnership standards in the City to ensure the smooth operation of local public transport.
 - Explore devolving powers to the local authority to better manage traffic and tackle congestion through extended control over illegal traffic manoeuvres (eg ignoring banned turns/yellow boxes to improve traffic flow and public transport reliability).
11. Detailed action plans are being prepared setting out how each of the deal elements including timescales for implementation.

Local Sustainable Transport Fund update

12. At the previous meeting, Joint Committee was informed of progress on first and second phases of Local Sustainable Transport Fund initiatives. Since this time the Government has announced large scale bid allocations. This resulted in the Nottingham Urban Area being allocated £10.320 million in addition to £4.925 million previously allocated for the period up to March

2015. Including local contributions from matched Local Transport Plan capital programme and partner contributions the total package is valued at £35 million.

13. The City Council led the preparation of the Nottingham Urban Area bid partnership comprising Greater Nottingham Transport Partnership, Sustrans, NHS Nottingham City, Nottinghamshire County Council and Derbyshire County Council.
14. Programme allocations and revised governance arrangements were approved at the City Council's Executive Board on 17th July 2012. The LSTF package consists of five main workstrands described below.
15. **A: Smartcard development and integrated ticketing (£3.915m revenue and £0.985k capital)** to support access to employment and training by improving integration and unlocking sustainable travel opportunities. The existing Citycard is being developed to offer an integrated smartcard available for use on bus, tram, and local train services for all operators, with the best fare guaranteed for passengers; pilot a travel support package for eligible college students; and support improved multi-modal integration at public transport interchanges through secure cycle parking facilities.
16. Additional funding will be directed towards expanding the range of public transport products available on the Citycard such as cycle hire and on-street and off-street parking payment options, providing further travel support solutions to low income groups and job seekers, offering personalised journey planning for key target groups and extension of the travel training programme of support for people with learning difficulties and other disabilities.
17. **B: Establish a network of Community Smarter Travel Hubs (£2.165m revenue and £1.790 capital)** designed to promote behaviour change and provide travel services tailored to the needs of local communities to address travel barriers to accessing jobs and services. Following a tendering exercise The Ridewise third sector organisation have been awarded a three-year grant to deliver a "Travel Right" programme of activities to support citizens in north Nottingham. A Neighbourhood Travel Right Coordinator will work with the community to commission locally focused sustainable travel services such as local events and activities to promote the use of public transport, walking and cycling, bespoke services such as personalised journey planning for job seekers, cycle training and taster sessions, route planning, bike recycling/reconditioning, a coordinated programme of locally prioritised small-scale access and interchange improvements and development of social marketing approaches to help raise awareness of travel options.

18. The Main Bid funding includes allocations to expand the Community Smarter Travel Hub model to also serve the central and south areas of Nottingham and further hubs in the wider urban area. The workstrand includes funding for a programme of 20mph limits to be implemented across the City to improve safety and to create a more attractive walking and cycling environment.
19. **C: WorkSmart (£1.477m revenue and £2.200m capital)** is delivering a coordinated programme to support the needs of the business community with smarter travel services and developing the low carbon transport network. Funding is supporting Big Wheel Business Club activities which are being expanded to deliver an increased range of practical support services and grants tailored to the different needs of larger and smaller employers to support local economic development.
20. Further funding will be directed towards delivering a low carbon public transport network through the introduction of 19 hybrid electric vehicles and infrastructure provided for the Linkbus fleet (matched with funding recently secured through the Green Bus Fund), development of a network of on-road strategic cycle corridors, improved walking and cycling links to public transport, other smarter choices measures and development of a city car club.
21. **D: Active travel partnerships (£2.218m revenue and £0.240m capital)** for delivering a programme to encourage walking and cycling for local journeys. Funding is being used to develop a refreshed programme of events and community cycling activities, continue the UCycle Nottingham programme expanded to include further education colleges to provide personalised travel planning advice together with small-scale transport infrastructure improvements within and to college sites.
22. **E: Programme management (£0.255m revenue)** to coordinate programme delivery, the commissioning and procurement of key services and monitoring activities to meet DfT evaluation requirements.
23. There is widespread support within the business and the local community for the bid proposals and the community delivery model as demonstrated by the consultation exercise undertaken as part of the bid preparation.
24. Project initiation and procurement approaches are currently being investigated to commission key transport services.
25. A formal progress report setting out what was achieved during the 2011/12 financial year including two case studies on the Citycard integrated ticketing scheme and the Big Wheel Business Club were submitted to the Department for Transport in July 2012. A partnership newsletter is now

being published on a quarterly basis to keep project partners informed on a regular basis.

Nottingham Express Transit Phase Two

26. Construction works on NET Phase Two are now well underway, with over 1,000 plots of land possessed in order to build the scheme. Demolition of the properties on Chilwell Road has been completed, and the multi-storey car park in Beeston has also been demolished. Utility diversions are taking place in various locations along both routes.
27. Excavation of the former railway embankment is due to commence in the near future. Foundation construction for the bridge over Nottingham Station has commenced, with construction works on other structures to begin over the next two to three months, which will include deck strengthening to Clayton Canal Bridge and strengthening works to the arches at Wilford Toll Bridge.
28. Local Liaison Groups have been established for the six main areas that the tram extensions will serve, and construction information continuing to be distributed to those living and working near the tram works. A new construction focused website has also been created which allows people to find out construction information for their local areas, as well as the entire routes.
29. Static information displays have now been provided at major destinations along the two extensions, and all 50 schools which are near to the two new tram lines were visited prior to the school's summer holiday, so that children received construction site safety briefings.

Recommendation

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

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