

Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	December 2022
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 Broadmarsh Bus Station reopening, Gedling Access Road, a Levelling Up Fund bid for Toton Link Road, Devolution, funding a Zero Emission Bus Regional Area and implementation of the Bus Service Improvement Plans.

2 BACKGROUND

Broadmarsh Bus Station reopening

- 2.1 Sunday 2nd October 2022 saw the relocation of a significant number of Trent Barton / Kinchbus bus services to the new Broadmarsh bus station in Nottingham away from their previous temporary on-street terminus points. Previously National Express coaches had started using the new facility. The new combined bus station and car park includes state of the information provision, public toilets, seating, electric vehicle charging points, a 20 minute pick up and drop off point for cars, taxis and private hire vehicles, and solar power panels on the roof space.
- 2.2 The new Broadmarsh bus station is a significant investment and improvement that benefits passengers from both the City and County Council areas, and support the policy objectives of both authorities.
- 2.2 Work is continuing on the regeneration of the surrounding areas, including the cycle lanes on Canal Street.
- 2.3 Some express coach operators (Megabus and Flixbus) continue to use the previous coach stops in Station Street adjacent to Nottingham railway station.
- 2.4 Other bus service changes came into effect in early September 2022 included some reductions in the Linkbus network to reflect reduced passenger demand and the need to make savings from the revenue support budget. This included the introduction of a new Nottingham City Transport service 3A to serve Wilford Village and Silverdale to replace the previous tendered service. The new service is provided by a diversion of previous service 3 journeys.

Gedling Access Road

- 2.5 The Gedling Access Road (GAR) is a new classified road from the B684 at Mapperley Plains for a distance of 3.8km to a junction with the A612 at Trent Valley Road/ Nottingham Road. It was a significant and complex scheme with over 512,000 cubic metres of earthworks required to achieve the desired new road alignment.
- 2.6 The new link of GAR between the B684 and A612 opened to traffic in March 2022. Following on from this, the construction contract continued with the closure of Arnold

Lane (section from Mapperley Plains adjacent to the Golf Club) for approximately 4-months, to enable the realignment of Arnold Lane onto the new 5-arm roundabout that has been constructed as part of GAR.

2.7 The following changes will now be made on the wider local highway network.

- Speed limit on the section of Arnold Lane that is currently 40mph reduced to 30mph;
- New Gedling Village Area 7.5T Environmental Weight Limit (EWL) introduced, this will replace the previous EWL in place on Burton Road and require modifications to the Calverton, Lambley and Woodborough Area 7.5T EWL;
- The GAR becomes the A6211 and section of the current A6211 declassified.

Post scheme monitoring and mitigation

2.8 It is normal practice that as part of any new major infrastructure that post scheme monitoring is undertaken and that this happens no earlier than 12 months following completion of the works to enable traffic patterns to settle. In the case of GAR, completion of works was August 2022, whilst the GAR was open to traffic from March it was being used as a diversion route for Arnold Lane and these wider works are integral to the final road network and establishing traffic patterns. There are also a number of development sites that will continue throughout 2022 and beyond such as the expansion of Carlton le Willows Academy with a new access off Burton Road (due to be open Autumn 2023), 100+ new dwellings on the Linden Grove development off Burton Road plus the continued build-out of the Chase Farm development off Arnold Lane. All of these will impact traffic behaviours and patterns in the area.

2.9 In addition, to normal practice, as part of the delivery of the GAR, there are a number of obligations to carry out post scheme monitoring including:

- D2N2 – As part of the £10.8m funding agreement with D2N2;
- Planning obligation by Unilateral Undertaking (“UU”) pursuant to Section 106 of the 1990 Act for post works monitoring and mitigation

Toton Link Road

2.10 Nottinghamshire County Council submitted a levelling up bid to government for £40m to enable the delivery of the Toton Link Road. This proposal will provide a new, multi-connected boulevard joining existing and planned new communities and unlocking vital opportunities for jobs, housing, and investment in the years to come. This will provide combined multi-modal transport connectivity - including active travel, bus, tram, and a future rail station.

2.11 The Toton Link Road represents the first step in Nottinghamshire’s ambitions to enable three coordinated large-scale development areas via the East Midlands DevCo (EM Dev Co) programme. Alongside development around Ratcliffe-on-Soar and East Midlands Airport area, the Toton-Chetwynd corridor is part of a once-in-a-generation programme which will deliver benefits from community to economy level. With significant feasibility, planning and public consultation work already carried out, and support of key stakeholders, this proposal will fund a project that can be delivered to an accelerated timescale. It will deliver long-term value, generating economic benefits during construction, and opening land for new residential and commercial development.

- 2.12 The proposal will make a direct contribution to growth and levelling-up by enabling high-quality, sustainable development of homes and commercial space on a site which will benefit from multi-modal connectivity: close to the A52 and M1, directly connected to the NET tram network, and alongside the potential Network Rail station outlined in the Integrated Rail Plan. The Link Road will also include walking and cycling routes that can be well integrated into the adjacent developments.
- 2.13 The new link road would also help to relieve congestion by providing additional highway capacity and network resilience.
- 2.14 Toton Link Road has been designed to improve access and connectivity for all modes of transport, including a better interchange with the NET tram network. The major benefits it would deliver are:
- New highway opens up land for development, including sites at Toton and Chetwynd.
 - New highway infrastructure provides further network resilience and relief to congestion points at both Bardills roundabout and B6003 Toton Road.
 - Dedicated off-road cycleways and footways provide an attractive environment for walking and cycling.
 - Direct access to the Toton Park-and-Ride from the west for all transport modes, providing improved connectivity and more options for people to use the NET tram network. This will help to reduce traffic congestion on the surrounding road network.
 - Opportunity to provide new bus routes to better connect people with places.
 - Opportunity to extend the link road westwards to connect with the proposed Network Rail station at Toton.

Zero Emission Bus Regional Area (ZEBRA)

- 2.15 The City Council was successful in the latest bidding round for this Department for Transport fund with arrangements to purchase electric single decker buses, some double deck and associated depot and charging infrastructure to be operated by Nottingham City Transport. It is expected the new buses will come into service during 2023.

Bus Service Improvement Plan (BSIP)

- 2.16 Work continues on the implementation of Nottingham City and Nottinghamshire County councils BSIP plans particularly for the implementation of bus priority measures on the radial routes in and out of Nottingham. Where feasible this is being integrated with other programmes such as the Transforming Cities Fund, Future Transport Zone and the Active Travel Programme, to ensure that schemes are well designed and benefit both bus users, cyclists and pedestrians.
- 2.17 Work on the Fares Support Package has been paused at the request of DfT so as to take account of the proposed National Fares initiative from January 2023 which potentially would see a maximum £2 single fare for all local bus journeys introduced.

Devolution

- 2.18 The Government confirmed on 30 August 2022 that a £1.14 billion devolution deal is on offer for the East Midlands, covering Derbyshire, Nottinghamshire, Derby, and Nottingham. Nottinghamshire County Council has been working closely with Nottingham City Council, Derby City Council and Derbyshire County Council on proposals for a historic devolution deal for the area and the creation of a new East Midlands County

Combined Authority (EMCCA). If devolution plans are approved, it would bring in much needed investment, funding and powers with more major decisions being made locally and a bigger voice for the region. Barry Lewis, Leader of Derbyshire County Council, Ben Bradley MP, Leader of Nottinghamshire County Council, Chris Poulter, Leader of Derby City Council, and David Mellen, Leader of Nottingham City Council, met with Greg Clarke MP, the Secretary of State for Levelling Up, Housing and Communities, on Tuesday 30 August at Rolls Royce in Derby, where the leaders agreed to the devolution deal in principle.

- 2.19 The proposals are subject to public consultation and ratification by the respective councils, and are subject to the passage through parliament of both primary and secondary legislation. The intention would then be that the first election for a mayor for Derby, Derbyshire, Nottingham and Nottinghamshire, would take place in May 2024.
- 2.20 In regards to transport, the EMCCA will be responsible for an area-wide local transport plan, with a provisional plan to be developed by March 2024 for finalisation once the Mayor is in place. £1m of revenue funding to aid this work is being provided over 23/24 and 24/25. The plan is to include quantifiable measures of carbon emissions and reductions. The Combined Authority is to set up and coordinate a Key Route Network, which would be made up of some of the busiest and most important local roads in our area, so we could better manage our highways. Devolution also provides the opportunity to explore prospects to develop and accelerate new smart integrated ticketing on public transport and powers to run concessionary schemes.
- 2.21 The Mayor will be responsible for a devolved and consolidated integrated local transport budget for the area consisting initially of the local highways maintenance funding (both pot hole fund and highways maintenance block) and the integrated transport block. Government is to work with the EMCCA to agree an integrated multi-year settlement at the next spending review exploring opportunities to expand this beyond the local highways maintenance funding and the integrated transport block. Next steps for the devolution programme include producing a proposal for wider public consultation this Winter.

3 RECOMMENDATION(S)

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

4 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT

None

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