

8 October 2015**Agenda Item: 6****REPORT OF SERVICE DIRECTOR, HIGHWAYS****NOTTINGHAM GO ULTRA LOW BID TO THE OFFICE OF LOW EMISSION
VEHICLES (OLEV)****Purpose of the Report**

1. The purpose of this report is to update Committee on the proposed bid for funding from the Office of Low Emission Vehicles (OLEV); and to seek approval from Committee to work with Nottingham City Council on the delivery of elements of the Bid in the county should the Bid be successful.

Information and Advice

2. In December 2014, OLEV, a cross-Government policy team hosted by the Department for Transport (DfT), announced funding of £500m for the period 2015-2020 to help deliver a step-change in the number of ultra-low emission vehicles (ULEV) – buses, taxis, cars and vans – in the UK. The objectives of the funding are to deliver significant air quality benefits, reduce carbon emissions and create ULEV-related growth opportunities for car manufacturing and businesses both locally and beyond. To date £35m of funding has been made available to support the uptake of private low emission vehicles; £30m for low emission bus fleets (a separate report on the County Council's bid for this funding is on this meeting's agenda); and £20m to help fund the electrification of taxi fleets.
3. Up to four local authorities will benefit from a share of the £35m capital funding to introduce measures that will achieve OLEV's primary aims of supporting the uptake of ULEVs in the local area and achieve exemplary status to showcase innovation and best practice on an international scale. Following the submission of an outline bid earlier in March 2015 Nottingham was shortlisted, along with 11 other authorities, and invited to submit a full bid to OLEV by 2nd October 2015.
4. Nottingham City's proposed Bid focuses on three main areas:
 - Business and commuting – a comprehensive business support package to encourage the take up of low emission vehicles as part of commercial and private ownership including grants, loans and advice to businesses for vehicles and supporting infrastructure

- Community and shared mobility – a comprehensive resident support package to make the most of Nottingham’s integrated transport offer including expansion of the City Car Club into residential areas; improved integration between the tram, bus and Citycard cycle hire scheme; as well as promotional events
 - Smart and self sufficient energy city – focussing on developing technological solutions, particularly the use of the Citycard for a range of transport services; promoting D2N2 as a leader in research to support growth in the low carbon sector and associated job opportunities; making use of Nottingham’s position as the UK’s most energy efficient city to power the local transport system including buses, trams, and electric vehicle charging; as well as exploring options to regenerate areas.
5. Officers from Nottinghamshire County Council have worked with colleagues at Nottingham City Council and other partners/Bid supporters including attendance at a workshop event to help develop the content of the Bid. The measures included in the Bid will help deliver air quality improvements across Nottinghamshire and Nottingham (N2) and therefore help deliver a number of corporate objectives relating to the environment, health and transport. A £6m-£9m scalable bid has been submitted to OLEV which includes a broad range of measures which could be delivered across the N2 area, and potentially expanded across the D2N2 LEP area.
6. The Bid therefore offers the opportunity for a number of its elements to be extended into the county, should the bid be successful and the County Council support such initiatives. These initiatives would be funded from any successful OLEV bid but should a local contribution be required it would need to be proportionate to the OLEV funding allocated to the county area. Any County Council funding contribution would be funded from future integrated transport allocations and subject to Transport & Highways Committee approval. The measures included in the Bid that could be extended into the county include:
- Grants, loans and advice to support businesses to introduce low-emission vehicles and charging at workplaces
 - Expansion of the Council’s electric vehicle fleet (e.g. pool cars and vans and associated charging at County Council sites)
 - Expansion of the public electric vehicle charging infrastructure to create an area-wide network of charging infrastructure
 - Expansion of the existing car club into the county
 - A programme of targeted promotional events in areas where data highlights the residents are more likely to transfer to ULEVs.
7. Decisions on the outcome of the Bid are expected by the end of November and if successful the programme will run from January 2016 to the end of March 2021.

Other Options Considered

8. The other option to consider is to not support the Bid and not work in partnership with Nottingham City Council on the delivery of a successful OLEV Bid. The County Council has a proven record of delivering successful transport programmes jointly with Nottingham City Council for the benefit of Nottinghamshire residents. Working jointly on the delivery of the OLEV Bid (if successful) will continue this successful partnership working. This option has, however, been rejected for the reasons set out in this report and particularly paragraph 9 below.

Reason/s for Recommendation/s

9. The County Council's long-term transport strategy is set out in the Nottinghamshire Local Transport Plan (LTP). The LTP includes measures to deliver a number of corporate objectives relating to the economy, environment, health and transport. The proposed Bid will help accelerate delivery of these objectives and lever in external funding to do so. Supporting the Bid and delivering elements of the Bid within the county will therefore help deliver County Council objectives and benefit Nottinghamshire residents.

Statutory and Policy Implications

10. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

It is recommended that Committee:

- a) note the submission of the Nottingham Go Ultra Low Bid to the Office of Low Emission Vehicles
- b) approve the joint working on the delivery of the Bid in the county should the Bid be successful.

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For any enquiries about this report please contact:
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Constitutional Comments (LM 28/09/15)

11. The recommendations in the report fall within the Terms of Reference of the Highways and Transport Committee.

Financial Comments (GB 29/09/15)

12. The financial implications are set out within the body of the report.

Background Papers and Published Documents

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Nottingham Go Ultra Low Bid to the Office of Low Emission Vehicles

Electoral Division(s) and Member(s) Affected

- All