

17 March 2016**Agenda Item: 6****REPORT OF INTERIM 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 bid for funding from the Office of Low Emission Vehicles (OLEV).

Information and Advice**Background**

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 ultra-low emission vehicles; £30m for low emission bus fleets; and £20m to help fund the electrification of taxi fleets.
3. OLEV announced that up to four cities would 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.
4. Following the submission of an outline bid in March 2015 Nottingham was shortlisted, along with 11 other authorities, and invited to submit a full bid to OLEV. Officers from Nottinghamshire County Council have worked with colleagues at Nottingham City Council and other partners/Bid supporters to help develop the content of the full Bid, which will help deliver a number of corporate objectives relating to the environment, health and transport.
5. Approval for the County Council's support of the Bid and delivery of its contents in the county, should the Bid be successful, were approved at the 8th October 2015 Transport & Highways Committee. Nottingham City Council therefore submitted a full Bid (in partnership with both Nottinghamshire County Council and Derby City Council) to OLEV in October 2015 detailing the proposals to accelerate uptake in ULEV sales and usage in Nottingham, Nottinghamshire and Derby (the N2+Derby area).

6. The County Council also submitted a bid for £500,000 from the £30m for low emission bus fleets OLEV funding allocation in October 2015. The outcome of this bid is still pending but a decision on the bid is expected by the end of March 2016.
7. There are currently ten air quality management areas (AQMA) in the county (including the City). These include two AQMA on the County Council's highway network (on the A60 Trent Bridge, West Bridgford and the A60 Daybrook); as well as six on the Highways England network in the county (four adjacent to the M1 in Broxtowe borough as well as two on the A52 at Stragglethorpe and the Nottingham Knight island). All of the AQMA have been declared due to nitrogen dioxide levels resulting from road traffic. One of the key aims of the proposed measures in the Nottingham Go Ultra Low Bid is to help address these air quality issues in both the county and the city.

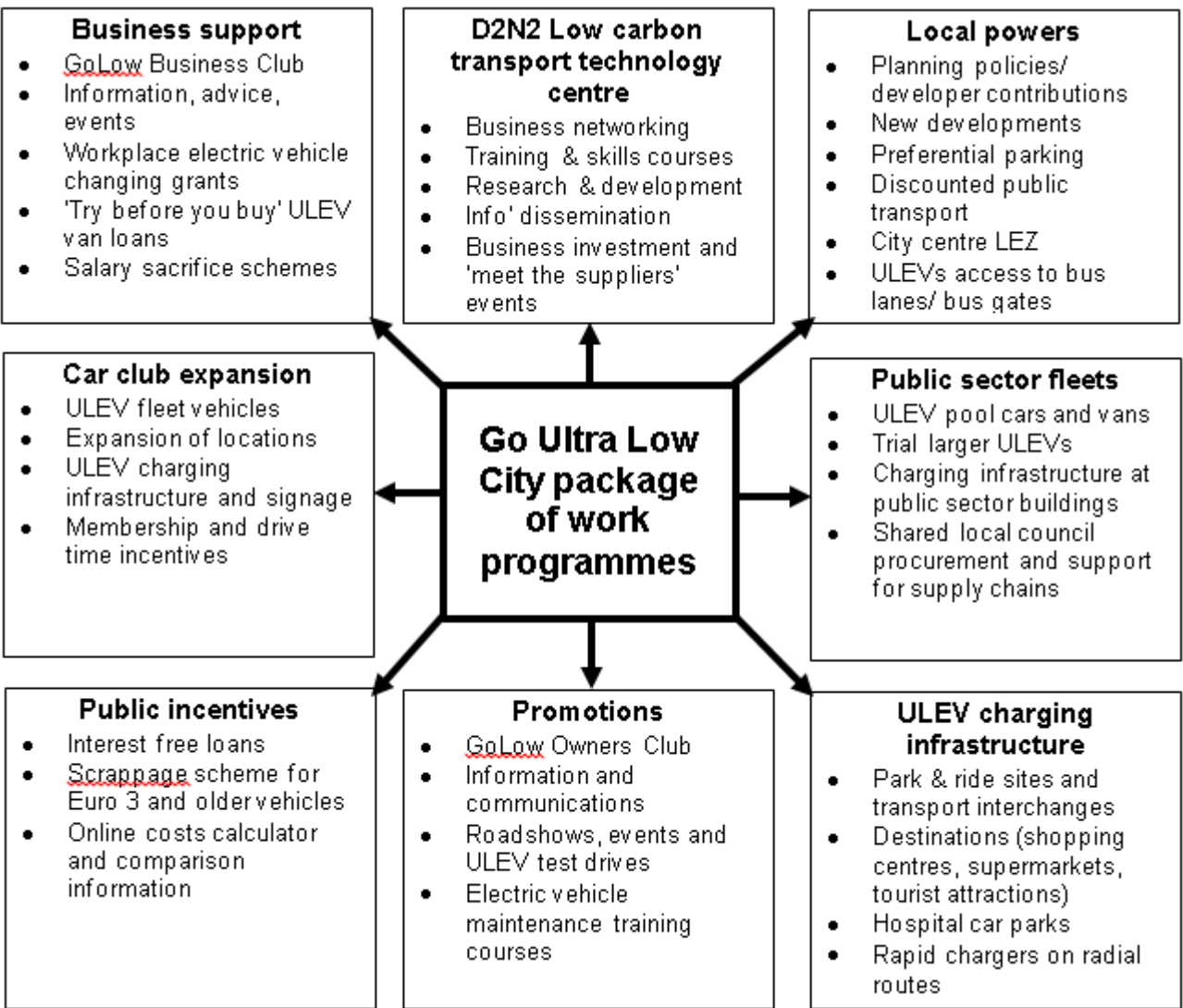
Outcome of the bid

8. On 25th January 2016 OLEV announced that it had allocated £40m to successful bids; and that the N2+Derby area Bid had been successful in securing £6.1m funding to become one of the UK's exemplar 'Go Ultra Low Cities'. The other successful Go Ultra Low Cities which secured the funding are Bristol, London and Milton Keynes. The additional £5m of development funding has been allocated for specific initiatives in Dundee, Oxford, York and north east regions to help them play their part in kick-starting a country-wide clean motoring revolution.
9. The £6.1m for the period April 2016 - March 2021 allocated to the N2+Derby area Bid will help make a real difference to the environment and quality of life for local residents and businesses through implementing measures which will increase the uptake in ULEVs. The funding will enable the Bid partners to implement a wide range of new initiatives to make electric vehicles and sustainable transport more accessible. This in turn will deliver local health and air quality benefits; support the UK car manufacturing industry (transport manufacturing is a priority within the D2N2 Strategic Economic Plan); attract inward investment and create job opportunities in this growing sector.

Bid programmes of work

10. The successful N2+Derby area Bid focuses on eight main programmes of work and offers the opportunity for the majority of its elements to be extended into the county. These work programmes will be funded from the successful Bid funding allocation of £6.1m. The local funding commitment made as part of the Bid did not include a specific financial contribution from the County Council but should a local contribution be required from the County Council in the future 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 diagram below details the measures included in the Bid. It is intended that each of the measures will be extended into the county whenever possible, particularly those relating to:
 - Grants, loans and advice to support businesses to introduce low-emission vehicles and electric charging at workplaces

- Expansion of the Council's electric vehicle fleet (e.g. pool cars and vans and associated charging facilities 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 and/or businesses are more likely to transfer to ULEVs.



11. A further report giving further details on the measures to be delivered in the county (and where the measures will be delivered) will be brought to a future Transport & Highways Committee once they have been determined.

Other Options Considered

12. The other option to consider is to withdraw support for the Bid and not work in partnership with Nottingham and Derby city councils on the delivery of the successful OLEV Bid. This

option has, however, been rejected for the reasons set out in this report and particularly paragraph 13 below.

Reason/s for Recommendation/s

13. 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 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 funding will continue this successful partnership working. Continuing to support the Bid will help accelerate delivery of County Council objectives and lever in external funding to do so, thus bringing the best and most efficient benefits to Nottinghamshire residents.

Statutory and Policy Implications

14. 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 outcome of the Nottingham Go Ultra Low City Bid
- b) re-confirm its commitment to the joint working on the delivery of the successful Bid in the county.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:
Sean Parks – Local Transport Plan manager

Constitutional Comments (SJE 26/02/2016)

15. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's transport and highways powers and functions has been delegated.

Financial Comments (TMR 07/03/2016)

16. There are no further financial implications as a result of this report. The financial implications relating to this bid were outlined in the report to Transport & Highways committee of 8th October 2015.

Background Papers and Published Documents

- Nottinghamshire County Council Strategic Plan 2014-2018
- 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 City Bid to the Office of Low Emission Vehicles
- Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 8th October 2015
- DfT Low Emission Bus Scheme Fund Transport & Highways Committee – 8th October 2015

Electoral Division(s) and Member(s) Affected

- All