

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

Date: **December 2015** Agenda item number: **5**

From: **JOINT OFFICERS STEERING GROUP**

TRANSPORT ISSUES UPDATE

Purpose of report

1. To update the Committee on transport related issues in the Greater Nottingham area.

Spending Review

2. The Chancellor announced his Autumn Statement on the 25th of November for the period upto 2021. For transport, this sees the Department for Transport (DfT) revenue budget cut by 37% over the period with a 50% increase in capital spend. Key announcements for transport are:
 - £15bn of investment in roads, which will include resurfacing 80% of the strategic road network and 1,300 miles of extra lanes.
 - £1bn a year in highways maintenance, confirmation of funding for High Speed 2, Network Rail and the Roads Investment Strategy.
 - £475m invested in large local transport schemes.
 - £580m (£80 million and £500 million capital) for a new 'Access' Fund for sustainable travel building on the legacy of the Local Sustainable Transport Fund and supporting growth in cycling and walking.
 - £300m for cycling, including continued funding for Bikeability.
 - £250m over next 5 years to address pot-holes.
 - £101m funding for the Cycle Ambition Cities for the next two years.
 - £1.25m to the D2N2 Local Enterprise Partnership to develop a growth strategy for the proposed High Speed 2 station at Toton.
 - Government commitment to work with the Midlands to develop a long-term transport strategy for the region through the creation of a new Midlands Connect Strategic Board, whose members will include the DfT, Highways England, National Rail, HS2 Ltd and local authorities and Local Enterprise Partnerships from across the Midlands. Includes confirmation of £5m to progress a transport strategy for the Midlands.
3. The DfT plan to publish a Cycling and Walking Investment Strategy in summer 2016, with a statement of funds available by February 2016.

Further announcement on the funds and application process are expected in the coming weeks.

LSTF Evaluation

4. The Local Sustainable Transport Fund supported investment in 96 local sustainable transport projects between July 2011 and March 2015, of which twelve were 'Large Projects', defined as projects that received a DfT grant of more than £5 million, including the Nottingham Urban Area LSTF programme.
5. DfT commissioned an independent Interim Meta-analysis of the twelve large scale projects which was published in October. The study aimed to assess the effect of the LSTF programme and the extent to which it had achieved two high level objectives to support the local economy and reduce carbon emissions.
6. The report has now been published and key findings are:
 - Traffic and car use: For the LSTF areas there was a decrease in traffic in 2013 relative to a 2009-2011 baseline (National Road Traffic Estimates) representing an overall reduction of -1.06%. The reduction in traffic occurred despite increases in population (nine out of 12 Large Project areas showed a greater rate of population increase than in the national comparator local authorities). It also occurred despite increases in the number of jobs in nine Large Project areas (in every case greater than the increase in jobs in the national comparator local authorities). Nottingham was highlighted as particularly standing out, with a reduction in traffic of -2.4%, over the same period as an increase in population of +2.3% and an increase in jobs of +2.4%.
 - Active travel: The report found that across the national LSTF programme, there is not yet sufficient evidence to identify overall changes in cycling which can be specifically attributed to LSTF investment. The report includes a case study of the Nottingham Urban Area's LSTF cycling programmes. Nottingham demonstrated 24% growth in cycling on the main cycling corridors in the city between 2010/11 and 2013/14 although cycling grew less in the surrounding urban area. The case study concludes there is clear evidence that the cycle hire, cycle parking and cycle training schemes had encouraged cycling and although it was not possible to say how much of the measured growth in cycling was directly attributable to the LSTF programme, it did appear that the Nottingham's LSTF measures had contributed to the observed growth.
 - Support for job seekers: Across all 12 Large Projects about 35,000 job-seekers received some form of travel support in the period from the start of the LSTF programme to March 2014. This is equivalent to 7% of the number of people in the 12 Large Project areas who were unemployed during 2013/14. Support included free travel passes; personalised journey plans; loan of a moped; and provision of a bicycle. Nottingham was considered

along with Merseyside to have implemented job-seeker support programmes on a scale that is large enough that its effects might plausibly be discernible in the unemployment rate. Nottingham was calculated to have supported a number of job-seekers equivalent to 24% of its unemployed 16-64 year-olds in 2013/14.

7. Further information is available in the report published at the link below:
<https://www.gov.uk/government/publications/local-sustainable-transport-fund-interim-meta-analysis>
8. A presentation can be brought to a future Committee meeting should this item be of interest to the Board.

DEFRA Air Quality Consultation

9. In September 2015, DEFRA published its “Consultation on Draft Plans to Improve Air Quality: Tackling Nitrogen Dioxide in Our Towns and Cities”. The report confirmed tackling air pollution as a key priority for this Government. The document is in response to the EU’s infraction proceedings against six Member States (including the UK) for their inability to meet the European Ambient Air Quality Directive Limits for key air pollutants (Nitrogen Dioxide) for the protection of human health.
10. The UK is divided into 43 zones and agglomerations for air quality monitoring and reporting purposes. 38 of the 43 zones are exceeding the annual mean limit value for Nitrogen Dioxide (NO₂). The consultation seeks views from public bodies on draft plans to improve air quality across action currently being taken and planned at the local, regional and national level. DEFRA expect to submit Final Plans to the Commission by end of this year which will satisfy the requirements of the ruling by the Supreme Court.
11. Nottingham was named as one of 7 locations (alongside London, Birmingham, Leeds, Southampton and Derby) which (according to DEFRA modelling) will not meet the required levels by 2020, without further intervention (identified through the Plan), which included the implementation of a city centre low emission zone for buses, coaches and taxis.
12. Both Councils’ submitted responses to the national consultation. The national Air Quality Plans will be published by DEFRA in 2016. Work has been initiated by Pollution Control to rewrite the Nottinghamshire Air Quality Strategy on behalf of Health and Wellbeing Board creating a new vision for improving air quality supported by an action plan to deliver improvements and also marketing of measures and appropriate messaging to help raise the profile of poor air quality impacts on public health.

OLEV Go Ultra Low Bids

13. In October 2015 a number of bids were submitted to the Office of Low Emission Vehicles (OLEV), a cross-Government department focused on delivering an uptake in the number of Ultra Low Emission Vehicle (ULEV) buses, cars and vans in the UK. The bids submitted are summarised below and further information is available at:
www.nottinghamcity.gov.uk/golownottm
14. OLEV City Bid: A £7 million partnership bid led by Nottingham City Council with support from Nottinghamshire County Council and Derby City Council was submitted in early October to fund a package of measures. The projects included the implementation of bus/ULEV lanes along the Southern Growth Corridor, a city centre low emission zone for buses and taxis, the introduction of a comprehensive charging infrastructure network, promotions, events and vehicle trials, incentives for residents including electric car club expansion, a business support programme including grants to businesses to install EV charging infrastructure at workplaces and the conversion of public sector fleets to ULEVs.
15. Since the bid was submitted, OLEV have been in contact seeking further clarification on the bid measures. A decision on the four winning cities is expected in January 2016.
16. OLEV Bus Bids: Three local bus bids were submitted to OLEV: NCT submitted a £6.5 million bid, which was supported by the local authorities to fund the conversion of 82 double deckers to bio-gas vehicles and the establishment of a gas refuelling depot at Lower Parliament Street. Nottingham City Council submitted a £1m bid to expand the fast charging network for the Linkbus electric network and establishment of a new charging base at Colwick Park and Ride in preparation for the 13 additional buses which will be in operation in 2016. Nottinghamshire County Council submitted a £0.5 million bid to secure funds to procure 2 electric buses and supporting charging infrastructure for bus services serving the suburban areas in Greater Nottingham (Beeston, Chilwell, Attenborough, Toton, Stapleford and Bramcote).
17. The decision on the bus bids will be known in January 2016.
18. OLEV Taxi and Private Hire Vehicle Bid: Nottingham was named as one of eight winning schemes who will each receive a £30,000 government-backed study into investigating the options for converting the Hackney Cab and Private Hire Vehicles to low emission. The Energy Savings Trust (commissioned by the Government) are gathering vital information on the current fleet make up to make recommendations in a Study which will be published in January 2016.

19. A final bid to government will be submitted in May 2016 taking on the recommendations from Energy Savings Trust. If successful, a share of £20 million funding could be used to reduce the upfront cost of purpose-built taxis and charging infrastructure for taxi and private hire use.

Recommendation

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

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