

21 March 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****LOCAL SUSTAINABLE TRANSPORT FUND UPDATE****Purpose of the Report**

1. To provide an update on the delivery of the Nottingham urban area Local Sustainable Transport Fund (LSTF).
2. To seek Committee approval for the delivery of measures associated with the Nottingham urban LSTF to be implemented in Broxtowe, Gedling and Rushcliffe as detailed within this report.
3. The Department for Transport (DfT) approved a bid for specific transport improvements in the Nottingham urban area that will help improve the economy and reduce carbon emissions. Programmes delivered to date through the LSTF which will help deliver these improvements include:
 - The introduction of a 'kangaroo' season ticket offering 1,3,6 and 12 month options
 - The opening of a smarter travel hub in Bulwell
 - A business forum to support businesses with sustainable transport and travel planning issues
 - A road show for businesses in Broxtowe with an emphasis on active travel
 - The installation of cycle storage hubs in Broadmarsh bus station, as well as Colwick and Queens Drive park and ride sites
4. The proposed 2013/14 LSTF programmes include:
 - Continued investment in smartcard development, working in partnership with all local operators to introduce an improved cross-operator Citycard to provide customers with more flexible ticketing options on bus, local rail and tram services
 - Establishment of a smartcard retail network (ticket machines and top-up machines at key public transport stops and local centres)
 - Expansion of the cycle storage hubs across the urban area
 - Further investment in electric-hybrid buses
 - Establishment of smarter travel hubs and coordinators across the urban area
 - Targeted walking and cycling infrastructure improvements along transport corridors with recognised congestion issues and to support the work of the smarter travel coordinators

- The expansion of the Gedling Ecostars project (working with haulage companies to reduce emissions) to the rest of the Nottingham urban area

Information and Advice

5. In June 2011 a successful LSTF bid, led by Nottingham City Council and supported by Nottinghamshire County Council, was awarded £10.32m (£6.18m revenue and £4.14m capital). The funding is available for the period 2011/12 to 2014/15 specifically for the packages of transport measures that support economic growth and reduce carbon included within the bid.
6. The successful bid covers the Nottingham built-up area which includes Nottingham City, the parts of Broxtowe, Gedling and Rushcliffe boroughs that adjoin the City and part of Erewash borough in Derbyshire. The bid was therefore developed in partnership with Nottinghamshire County Council, Derbyshire County Council, Nottingham City Council, the Greater Nottingham Transport Partnership, Sustrans and NHS Nottingham City (along with other partners).
7. The LSTF programme aims to contribute to achieving the following long-term outcomes:
 - Improvements to the local economy and increased inward investment
 - Increased accessibility to employment and training opportunities to help ensure people have the appropriate skills and qualifications to attain work
 - Increased number of local people fit for work, using active travel modes
 - Improved quality of life and improved wellbeing amongst residents
 - Reduced carbon emissions from the transport sector
 - Increased capacity of the community and third sector
8. The bid consisted of four key components:
 - i. Smartcard support and personalised travel planning
 - ii. Establishing liveable neighbourhoods and a network of community smarter travel hubs
 - iii. Developing the low carbon transport network
 - iv. Active travel solutions
9. The smartcard support and personalised travel planning component includes the following elements:
 - Further development of the existing smartcards to provide multi-operator integrated ticketing to provide seamless transfer between different operators and travel modes
 - Personalised travel planning and advice for jobseekers to help overcome financial and other barriers associated with accessing work and training, including support with public transport costs; as well as cycle and moped loans
 - Personalised journey planning solutions for targeted groups focusing on key life change points (such as moving house, changing jobs or changing school) as an opportunity to promote alternative travel choices
 - Travel training for vulnerable groups (such as the deaf community and visually impaired) to support independent living and pathways back to work

10. The establishing liveable neighbourhoods and a network of community smarter travel hubs component includes the following elements:
 - Establishment of smarter travel hubs in Arnold and Beeston, as well as the central, east and south areas of the City
 - Provision of smarter travel co-ordinators in targeted areas to oversee the delivery of tailored smarter travel interventions and to develop a volunteer peer network of community smarter travel champions
 - Developing a network of smarter travel champions to embed a long-term culture of sustainable travel behaviour in the community
 - Locally determined activities, events and travel awareness promotional material including social marketing
 - Infrastructure projects to encourage active travel and improve the physical environment including 20mph limits within the City, as well as safer routes and local access and interchange improvements

11. The developing the low carbon transport network component includes the following elements:
 - Development of smarter choices support packages for businesses including the expansion of the Greater Nottingham Transport Partnership Business Club
 - Supporting the uptake of electric vehicles for public transport and commercial fleets
 - Cycle infrastructure and promotion programmes focused along corridors with recognised congestion
 - Development of a network of cycle parking hubs at key interchange points
 - Establishment a city car club
 - Supporting greener driving initiatives

12. The active travel solutions component includes the following elements:
 - Working with colleges to provide personalised travel planning advice
 - Expansion of the cycle loan scheme and small-scale transport infrastructure improvements
 - Activities and services for children, families and schools to encourage more walking and cycling focused around congestion problem areas
 - Cycle training and associated services targeted at local communities
 - A programme of community and large scale sustainable transport events

13. LSTF funding was granted for each of the components. Whilst funding was granted for the activities associated with the smarter travel hubs, funding was not granted for smarter travel co-ordinator posts that would organise and carry out activities in the community to promote healthy active travel. Nottingham City Council has secured health funding to support the smarter travel co-ordinator posts located within the City.

14. It is proposed that the smarter travel co-ordinator posts located within the county are funded through developer contributions secured through section 106 of the Town and Country Planning Act 1980. Broxtowe Borough Council has confirmed that funding from section 106 developer contributions is available for the 2013/14 financial year to support the smarter travel co-ordinator post located in Beeston. This arrangement will be reviewed at the end of the 2013/14 financial year to

determine if funding is available for the 2014/15 financial year. Similarly, funding from section 106 developer contributions from developments in Gedling is available for the 2013/14 and 2014/15 financial years to support the smarter travel co-ordinator post located in Arnold.

15. It is proposed that a network of secure cycle storage hubs is installed at key locations within the Nottingham urban area. The cycle storage hubs will be located close to public transport routes to enable people to transfer from cycle to bus or rail and access to the storage will be through the use of a Citycard bus pass (which are available to county residents). It is proposed that the cycle storage hubs are located in Arnold, Beeston and West Bridgford once suitable sites have been identified.
16. The City Council has identified a number of areas where it proposes to introduce mandatory 20mph zones to encourage more walking and cycling. The proposed 20mph zones will consist of only signing with no other engineering measures. Three of the proposed areas include roads which cross the county boundary and the City Council has asked for permission to extend the 20mph zone short distances into the county. The three locations are Hempshill Lane, Nuthall, Deer Park Drive, Bestwood and Bewcastle Road/Muirfield Road, Bestwood at the locations shown in the attached appendix 1.
17. The local County Council members have been informed of the proposed 20mph zones and do not object to them. It is therefore proposed that permission is given to the City Council to undertake detailed design and consultation on each of the schemes. It is, however, also recommended that the proposed designs and consultation responses are referred to the County Council for final approval before any works are undertaken. This will allow consideration of the consultation responses from county residents and also safety audit to be undertaken of the designs. Permission to implement the 20mph will also only be granted on the understanding that any works that the County Council consider are required to safely deliver the 20mph schemes are funded through the LSTF.

Conclusions

18. The County Council continues to work in partnership with Nottingham City, Derbyshire County Council and other LSTF partners to deliver the programmes of work included in the approved LSTF bid.
19. The proposed 2013/14 LSTF programmes including further smartcard development, establishment of smarter travel hubs and co-ordinators, enhanced cycle storage, and further investment in electric-hybrid buses will help deliver the required outcomes from the LSTF.
20. A programme of walking and cycling infrastructure improvements is currently being developed. The programmes of future infrastructure improvements are still to be determined but the schemes will be targeted along corridors with recognised congestion issues and to support the activities of the smarter travel coordinators.

A report to update on such schemes will be presented to a future Transport & Highways Committee meeting.

Statutory and Policy Implications

21. This report has been compiled after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service 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

22. It is recommended that Committee:

- a) note the progress of the delivery of the LSTF programme as contained in paragraph 3 above
- b) approve the proposed 2013/14 LSTF programme for implementation as contained within this report.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
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Constitutional Comments (SHB 21.02.13)

23. Committee has the authority to approve the Recommendation.

Financial Comments (TMR 25/02/13)

24. The costs of implementation of the LSTF programme will be met from the Local Sustainable Transport Fund.

Background Papers

Nottingham Urban Area Local Sustainable Transport Fund Bid

Electoral Division(s) and Member(s) Affected

All