

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

Date: **March 2016** Agenda item number: **4**

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.

Clean Air Zone

2. In December 2015, the Department for Environment, Food and Rural Affairs (DEFRA) published its Air Quality Plans document. The Plan sets out a comprehensive approach for meeting air quality objectives by implementing a new programme of Clean Air Zones in a series of named cities, including Nottingham and Derby. Under this Plan, by 2020 the most polluting diesel vehicles - old polluting buses, coaches, taxis and lorries - will be discouraged from entering the centres. Newer vehicles that meet the latest emission standards, and private cars, will be unaffected. More information is provided in the UK Overview Document available at:
<https://www.gov.uk/government/publications/air-quality-in-the-uk-plan-to-reduce-nitrogen-dioxide-emissions>
3. In February, a meeting with DEFRA was held to better understand the next steps as the city is being mandated to implement a Clean Air Zone no later than 31 December 2019. Currently it is intended that the scheme will encompass buses, coaches, taxis/private hire vehicles and heavy goods vehicles. A scoping study across all areas will be undertaken which will report on a recommended option to be taken forward. The outcome of this study will be reported later in 2016. The City Council is working in partnership with DEFRA to secure funding to implement such a scheme.

OLEV Go Ultra Low City Bid

4. Nottingham City Council submitted a partnership bid (supported by Nottinghamshire County Council and Derby City Council) to the Office of Low Emission Vehicles (OLEV) City Scheme in October 2015. A total of £35 million was made available for up to four winning cities to become the first Go Ultra Low Cities.

5. On 25th January, it was confirmed that Nottingham's Bid was successful in securing £6.1 million through the City scheme. Nottingham also participated as host of the national launch which was announced by the Secretary of State for Transport, Patrick McLoughlin at the University of Nottingham Jubilee Campus. The other three winners are: London, Bristol and Milton Keynes.
6. The Nottingham funding settlement will comprise £6.000m capital and £0.120m revenue for the period April 2016 – March 2020. Investment will be targeted across a programme of interventions that help deliver a step-change in the number of Ultra Low Emission Vehicle (ULEV) buses, cars and vans in the UK and help the city deliver significant air quality benefits and reduce carbon emissions from transport.
7. Currently, discussions are underway with OLEV to finalise plans culminating in a kick-off meeting with all four winning cities in April. An Executive Board Report approval is being progressed to accept the funding and initiate the programme. Discussions are also underway with Nottinghamshire County Council and Derby City Council. The Nottingham measures include:

Public EV Charging Infrastructure Network

- **Expansion of fast and rapid charging provision** at public sites and key transport interchanges e.g. bus and tram based park and rides
- **Creation of charging hubs** with fast and rapid charging provision network at locations such as Eastcroft Depot, Waterside Regeneration Area and both Enterprise Zones. Charging locations will complement bus and taxi infrastructure provision
- Infrastructure will be **compatible with Robin Hood Card** increasing potential for multi-modal trip-making

ULEV Business Support Programme

- Guidance and support **through information, onsite events and promotional activities**
- **'Try before you buy' vehicle loan** scheme (one week to one month)
- **Business Workplace EV Charging Grants** programme building on WPL grants scheme offering financial support for investment in local charging infrastructure benefiting commuters, visitors, and fleet operators

Public Sector ULEV Fleet

- **Conversion of pool cars and light vans** (below 3.5tonnes) to ULEVs
- **Trialling the use of heavy goods LEVs** used for municipal purposes e.g. waste collection vehicles with a view to transitioning operations
- **Introduction of charging infrastructure** at public sector sites .e.g. County Hall, Loxley House etc

D2N2 Low Carbon Transport Technology Centre

- Expansion of a Derby City Council and Derby University led initiative via the Low Carbon Hub into Nottingham and Nottinghamshire offering a programme of **business events, masterclasses and networking opportunities**
- **Online and attended training courses on ULEVs** (utilising expertise in this sector e.g. Central College technician training)
- **Work placement, apprenticeship opportunities** in this sector via economic development initiatives
- Strengthening connections with Formula E through a **major EV car show/EXPO at Donington Park for businesses and residents**
- **Promoting the area as a test bed** for trialling smart city low carbon and intelligent mobility initiatives

ULEV Promotions

- **Development of information and online tools** via a dedicated website offering potential buyers with tools e.g. cost comparison calculators
- Annual **programme of events and roadshows** aimed at local communities who are most receptive to ULEVs (utilising social profiling data)
- **Offering test drives and practical advice** to consumers through events in conjunction with dealers at Queens Drive park and ride
- **Social media campaigns** linked to national Go Ultra Low brand and network

Car Club Expansion

- Expansion of the **existing Car Club** through additional locations with electric vehicles. Funding will be used towards infrastructure and traffic management support with dedicated marked bay locations with charging infrastructure

In addition, a contribution will be made to the following two schemes being progressed within Nottingham:

- Creation of a **city centre low emission zone** linking to DEFRA's Clean Air Zone requirements by 2020. Starting with restrictions for buses, coaches, taxis and heavy goods vehicles.
- Creation of a **low emission corridor** along the Southern Growth Corridor through use of shared bus and ULEV lanes

8. More information on the Go Ultra Low City scheme is available at: www.nottinghamcity.gov.uk/golownottm

Sustainable Travel Transition Year Fund 2016/17

9. In late February, the Government announced a transitional year for the "Access" fund, which will see the Department spending £20 million of the £80 million revenue allocated to it under the Spending Round settlement last November 2015. The remaining £60m revenue will deliver the future "Access" fund, which will be formally launched later in 2016 for award in

2017/18; it will focus on access to employment, education and services, and improving walking and cycling.

10. For 2016/17, this £20m “Sustainable Travel Transition Year” will support highly deliverable, ‘ready to go’ schemes to be awarded through a national bidding competition. To be considered for funding, bids must demonstrate evidence of building on previously successful sustainable transport initiatives; must demonstrate support for boosting the numbers of people cycling and walking; and must articulate a future strategic vision for sustainable travel in relation to accessing jobs, skills, education and training. Bids that receive the highest scores against the assessment criteria will be awarded funding.
11. The Department will look favourably on bids that support cycling and walking in the context of the manifesto commitments to double cycling and reduce the numbers of cyclists killed or seriously injured; and sustainable transport schemes which support access to work, skills, education and training, for example Cycle-Rail links.
12. Nottingham and the other authorities within the D2N2 area are discussing an approach to submit a D2N2 LEP-wide bid which is focused on the Nottingham and Derby built up areas, demonstrating linkages to the existing Nottingham and Derby LSTF ‘continuation’ programmes that have the evidence in place.
13. Initial thoughts on types of measures that can be evidenced as successful are:

A: Employability support:

- Discounted travel offer for jobseekers
- Alternative bike/e-bike loan scheme/Wheels to work type offer
- Community bike recycling projects to provides skills and training opportunities

B: Business smarter choice support programme:

- Travel plan support.
- Sustainable transport grant scheme for businesses
- Engagement and events programme

C. Inspire and motivate:

- Access to bikes (incl continuation of cycle hire and loan schemes)
- Working with schools and colleges to promote active travel
- Mass participation events programme and marketing to get more people active
- Home mover packs linked to new housing provision

14. The bid deadline is 29 March 2016 with bids being assessed by DfT in April. An announcement awarding the winning areas is anticipated in later April with delivery to commence from 1 May 2016 – 31 March 2017.

Recommendation

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

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