

Nottingham City Council Levelling Up Fund Options Assessment Report

Introduction

Nottingham City Council has prepared a Transport bid submission to the Levelling up Fund. As set out in the Transport Appraisal Process (DfT, 2018) an Option Assessment Report (OAR) should be prepared to document the process of identifying the need for intervention and the process undertaken to identify and develop appropriate solution options.

The need for intervention

The Levelling Up Fund provides an exciting opportunity to invest in areas of greatest need. This need is even greater as we emerge from the Covid pandemic. Nottingham has been identified as a priority one category area for the fund. Transport is identified as a key area that can make a significant difference to people's lives and open up access to new opportunities.

Until the pandemic hit Nottingham has experienced continued growth since 2010. The number of trips in the Nottingham area is forecast to grow by up to 11% to 2033. But Nottingham's ability to achieve full potential as an engine of employment and housing growth is restricted by key transport issues.

A particular issue of concern has been a deterioration of the streets and urban fabric in the streets and neighbourhoods where people live. Poor quality pavements and potholes in the roads make it difficult or unpleasant for many people to get around. Nottingham has declared a Climate Emergency and the need to cut overall carbon emissions is an imperative.

Traffic congestion is also a significant issue on the road network in many areas, particularly during peak periods. Traffic congestion causes significant journey time variability for motorists and bus users on a daily basis adversely impacts the economy and restricts economic growth. The City has also experienced problems with poor air quality associated with Nitrogen dioxide concentrations (the majority of which came from road traffic).

The Council now wishes to capitalise on the shift to more active travel that has occurred as a result of the Covid pandemic and lifting neighbourhoods through providing much needed investment back into residential streets across the City at the same time making a positive contribution to reducing our local carbon footprint Schemes to tackle congestion by encouraging modal shift from car to public transport, cycling and walking will help to achieve this as well as alleviating our key transport related problems.

Option Generation

Ideas for transport schemes that could be included in the Levelling Up Fund transport programme were fed in to this process in a number of ways, including through:

- Our ongoing Local Cycling Walking Infrastructure Plan (LCWIP) development processes, which have included considerable engagement with the local cycling groups.
- Regular meetings with local public transport operators (including the Robin Hood network partnership group, which meets on a regular basis and was the mechanism through which bus network pinch points and other bus priority measures have been identified. Similarly, the Derby Strategic Bus Partnership (Chaired by the Cabinet

Portfolio Member) built TCF and public transport priority development into the quarterly agenda.

- Feedback from previous local residents' and advocacy groups – including public transport users, neighbourhood groups.
- Input from Council Members.

Options Assessment

Table 1 sets out the options and an assessment of the options based on whether they achieve the aims of the Levelling Up Fund and their deliverability.

Scheme	Description	Indicative costs	Deliverable within time frame of LUF? (Y/N)	Comments	Pass / Fail for LUF
NET expansion	Expansion of NET tram routes along key corridors	£50m+	N	Not deliverable within LUF timescales	F
Park and ride sites	Expansion of existing park and ride sites on key arterial routes in to and out of Nottingham aimed at reducing urban traffic	£20m+	N	Included in TCF programme	F
Bus priority measures	Bus lanes and priority through signal junctions	£10m+	Y	Included in other programmes including TCF	F
New electric buses	Upgrade to electric buses for local services	£25m	Y	Being pursued as a ZEBRA scheme bid	F
Mobility as a Service	Mobility As A Service designed to make transport more flexible by opening up ticketing options	£5m+	Y	Does not fit with LUF criteria. Included within FTZ programme.	F
Targeted junction capacity improvements	Identify key junctions and expand road capacity in order to reduce congestion at peak times	£15m-£20m	N	This proposals has been discounted on the basis that it does not meet the criteria of reducing carbon emissions and improving air quality	F
Behaviour change measures	Cycle Training, Personal travel planning, bike hire,	<£1m	Y	Does not fit with LUF criteria. Requires revenue funding.	F
Cycle Corridors,	Improvements to key arterial cycle routes	£20m+	N	Included in TCF programme	F
Public realm	Public realm improvements in district centres	£10m	Y	Could be high risk as schemes not yet developed and would require high levels of stakeholder engagement	F
Streets for People	Package of measures including footway cycleway condition improvements, upgrade pedestrian and cycle routes to local centres remove street clutter more street trees.	£10.5m	Y	Achieves stated aims deliverable within timescales	P

School Streets	Build on ATF School streets proposals by expanding the program to include more schools	£1.5m	Y	Fits with LUF criteria deliverable within timescales and links to existing programs achieves stated aims of reducing congestion improving air quality and reducing carbon dioxide emissions	P
Targeted street lighting switch offs	Save costs and carbon emissions by switching off street lighting at times when the network is not busy.	£0	Y	Does not achieve the stated aims of the project. The council already dims lighting but has ruled out switching off street lighting due to the increased accidents and crime.	F
LED street lighting	Save running costs and carbon emissions by replacing existing incandescent lighting with LEDs	£7m	Y	Achieves stated aims deliverable within timescales	P
Hydrogen vehicle trials	Trail hydrogen vehicles in partnership with freight and logistics organisations	£10m - £15m	N	Significant deliverability risks	F
Electric Vehicle charging	Expand public electric vehicle charging network	£1m	Y	Achieves stated aims, deliverable within timescales	P