Greater Nottingham
Local Transport Plan 2006 - 2011

Delivery Report

Nottingham City Council









the big wheel
turning transport around

Nottingham City Council

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Summary of key LTP achievements:

- **75 million passenger journeys made on the bus and tram network annually in Greater Nottingham**
  Bus and tram operator returns for 2010/11. Represents 11% growth since 2003/04

- **Congestion contained to 2005 levels**
  No real increase in traffic growth over last five years

- **57% reduction in killed and seriously injured in the city**
  Reduction from 322 (1994-98 average) to 138 in 2010/11

- **One of the highest levels of walking to school of any city in the country**
  63% children walking to school, highest of all the Core Cities in 2009/10

- **Least car dependent city of all major English cities**
  Campaign for Better Transport analysis 2010

- **62% overall city resident satisfaction with highways and transport provision**
  National Highways and Transport Survey 2010 top ranking amongst local residents

- **Over £55 million invested in local transport within the city area**
  Funding received from Department for Transport through the LTP over five years

- **£15 million levered in through external partners**
  Through external bids and joint working between 2006 and 2011

- **Programme of over 350 schemes and initiatives delivered within the city**
  Across five Local Transport Plan priority areas

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Foreword



Councillor Jane Urquhart, Portfolio Holder for Planning and Transport

Over the last five years the citizens, businesses and visitors to Nottingham have been the recipients of a step change in local transport provision.

Welcome to the City Council progress review of the Greater Nottingham Local Transport Plan 2006/07 – 2010/11. In this document we highlight our key achievements which have earned us a reputation as the least car dependent city in the country and recognition as one of the leading authorities in local transport delivery. These achievements are thanks to staying on course with our strategy and the valuable contributions of our partners.

The last five years have been about pushing the boundaries with local transport provision. Our strong approach of being daring with our demand management measures such as continuing with the implementation of the country's first Workplace Parking Levy to generate income for key transport schemes has proven our commitment to delivering a sustainable and high quality transport system: a system which since 2006 has carried over 375 million passenger journeys helping to connect people to jobs, education and other essential services.

However this hasn't been easy given the fragile state of the national economy and the continued cuts in public spending affecting us in the latter years of the Plan period. I believe our continued investment into local transport has contributed to supporting the economy by keeping people and businesses connected and providing good access which has helped to encourage investment and maintain a vibrant city centre. Our local neighbourhoods have also been transformed through a programme of improvements giving citizens an improved quality of life through greater participation and involvement in the development and prioritisation of small scale transport projects.

We have also made significant strides towards progressing key major transport schemes. Securing the approvals to implement two more lines of the Tram, the commencement of the Station Hub works and receiving the go ahead from Government to deliver capacity improvements to the Ring Road complemented with the decision to fund the widening of the A453 trunk road from the M1. These key transport infrastructure projects are vital in driving economic growth and increasing employment levels.

Introduction

Welcome to Nottingham City Council's five year review of local transport delivery. As a core city, Nottingham makes a significant contribution to the national economy. Transport investment has supported the transformation of the city making it a dynamic and vibrant place with excellent cultural and leisure facilities and two high performing universities.

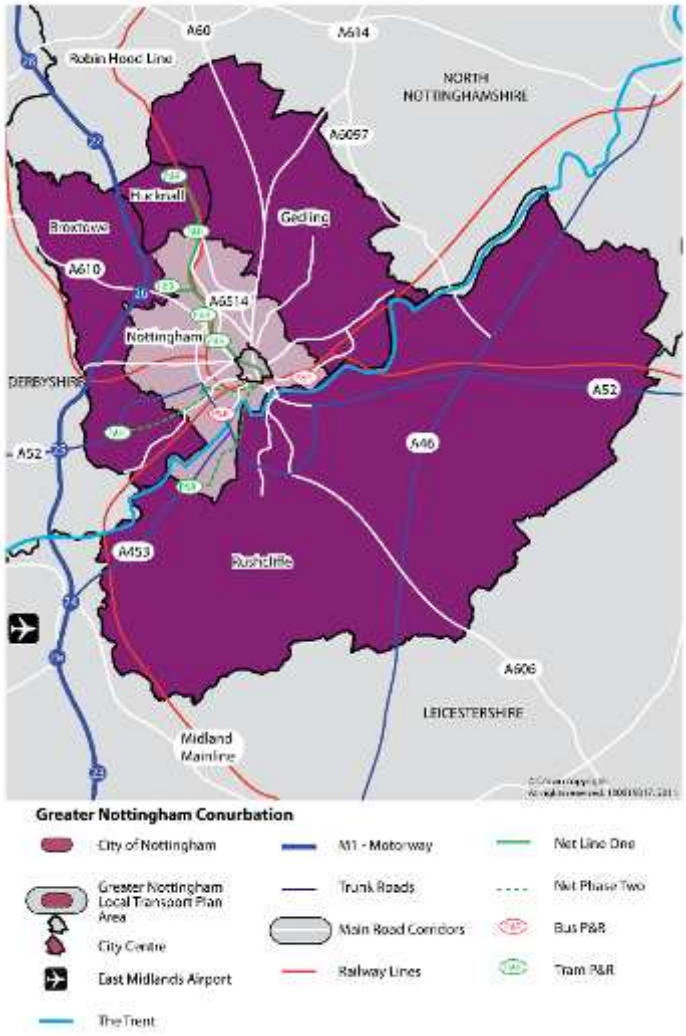
Widely acknowledged as a place that is daring, determined with its transport plans and respected as a city that delivers makes Nottingham a national leader. In this document we share our achievements and outcomes of the Greater Nottingham Local Transport Plan (LTP) 2006 - 2011.

The LTP was jointly produced in 2006 with Nottinghamshire County Council outlining a transport strategy for five years up to 2011.

It set out how investment would be directed to deliver improvements to the transport infrastructure and services and the outcomes to be achieved. Covering the City of Nottingham, the Boroughs of Broxtowe, Gedling and Rushcliffe and the Hucknall part of Ashfield, the area defined as Greater Nottingham, serves a population of 675,600.

The last five years have come with a fair share of change to national policy. This Plan has strived to meet the objectives set out by the previous Government whilst in the last year, delivery was adapted taking into account the new priorities of the Coalition Government and the financial restraint arising from the Comprehensive Spending Review 2010 and subsequent austerity measures.

Figure 1: LTP Plan Area



Strategy

The overarching objectives of the Plan:

- Better manage and where possible reduce the problems of congestion
- Deliver accessibility and social inclusion
- Improve road safety for all users
- Deliver better air quality and protection of the environment
- Enhance quality of life, support neighbourhood regeneration and maintenance

Value of working in partnership

In 2006 Nottingham City and Nottinghamshire County Councils and its partners set out with big ambitions for creating an accessible, efficient and integrated local transport system – a system which would form a strong foundation upon which to deliver wider economic, regeneration, health, environmental and community benefits helping to make Nottingham a great place to live, learn, socialise and do business.

Over the years working in collaboration with public, private, voluntary and third sector organisations has been crucial in helping us to achieve our goals. Maintaining a partnership approach has helped implement value for money improvements that have benefited the local community, our businesses and visitors.

A big thank you

To the organisations, individuals and colleagues who collectively with their input have helped make the last five years a success including:

- Greater Nottingham Transport Partnership and all the organisations represented
- Neighbouring local authorities
- Transport operators and other local transport providers
- Nottinghamshire Chamber of Commerce, Federation of Small Businesses and other local businesses
- One Nottingham partnership members, the Nottingham City Community Equality Forum, Nottingham Local Access Forum and other interest groups and representatives
- Other public sector agencies including Highways Agency, Network Rail and Nottingham City Primary Care Trust
- Nottinghamshire Safety Partnership members
- Third sector organisations such as British Waterways, Nottingham Community Transport, RideWise, Royal Institute for the Blind, Sustrans, Cycle Development Group and other bodies

How have our partners influenced local transport delivery?

Close joint working with our partners has contributed to guiding the development of local transport solutions and in many cases also provided essential funding to enhance delivery.

Continued joint working has provided essential feedback on transport policy issues. For instance consultation with the Greater Nottingham Transport Partnership and Chamber of Commerce through forums and events has sparked discussion and debate, highlighting key transport problems that need to be addressed and helped in developing proposals.

Engagement with individuals and organisations has helped to test and refine proposals, for example transport user groups, and the City's Community Equality and Local Access Fora have influenced scheme design for the benefit of users with different needs. In addition, changes in the way local transport has been delivered have been seen through the introduction of the City Council's Area Capital Fund which has taken a bottom up approach enabling communities to prioritise small scale transport improvements needed in their areas helping local people to influence decisions.

Strategic direction has been provided through input into the Core Cities Group, Passenger Transport Executive Group and the Department for Transport's Congestion Performance Board meetings (whilst they took place). At the regional level work has been coordinated through the East Midlands Councils and more recently a new generation of joint working has commenced through the D2N2 Local Enterprise Partnership (LEP) covering Derby, Nottingham and Derbyshire and Nottinghamshire. Established in late 2010 the LEP aims to support economic growth through aligning transport investment which delivers economic growth outcomes.

Spotlight

Greater Nottingham Transport Partnership

The Greater Nottingham Transport Partnership (GNTP) was established over a decade ago in 2001 to facilitate consultation and engagement with local business, public and voluntary sector partners at every stage of the transport planning process.

Soon after its creation the role of the partnership extended to managing integrated transport marketing and communications campaigns. The conurbation-wide internationally recognised Big Wheel transport brand is a particular strength of this collaborative work amongst Councils and transport operators. Now transport messages regularly reach over 700,000 people annually.

There are approximately 80 different organisations involved in the partnership including Nottingham City and Nottinghamshire County Councils, Nottingham City Primary Care Trust, Boots, Experian, EON, TrentBarton, the Nottinghamshire Chamber of Commerce, and the Federation of Small Businesses. During the Plan period there have been strong and continuous relationships built with leisure and destination partners including Notts County FC, Nottinghamshire County Cricket Club, Nottingham Forest FC, Nottingham Panthers, Nottingham Forest Ladies FC, Theatre Royal, Royal Centre, Broadway, Nottingham Playhouse and GameCity.

The partnership has helped support and promoted a multitude of local transport initiatives through facilitating a range of integrated transport group meetings. The work of the GNTP has contributed to securing around £2 million per annum for local transport schemes including Connecting Eastside, Castle Marina bridge replacement works and the Embankment link improvements. The partnership has also provided vital input into the prioritisation of Nottingham's long term transport requirements and provided lobbying support for A453 widening, NET Phase Two tram extensions, High Speed Rail positioning and A52 cycling improvements.

Figure 1: Examples of Big Wheel branding



Tackling congestion: Headline achievements

Creating an integrated public transport system

Nottingham has built an enviable public transport network consisting of the tram and high quality bus network. The seven year old Nottingham Express Transit (NET) tram has exceeded all its key targets and been heralded as the most successful light rail project in the UK. Since 2003, the number of public transport passengers has increased 11% and unlike most other English cities, Nottingham has sustained growth in bus use – a staggering 330 million journeys have taken place in the last five years on the bus alone.

To support the significant investment made by local bus operators the City Council introduced a number of Linkbus services to help plug the gaps in the commercial network, improve accessibility and alleviate congestion. Since 2004/05 Linkbus services such as the two Citylinks, Medlilink and four Worklinks have helped to transport 16.8 million passengers to key employment opportunities across the city.

Spotlight

Bus Quality Partnership

Nottingham benefits from long lasting and strong partnership working arrangements with local bus operators and the Highways Agency on bus improvement measures. To offer bus passengers the highest level of quality for their journey and to attract continued bus passenger growth, a Bus Quality Partnership was created under a voluntary arrangement and steering group meetings have taken place quarterly for more than a decade.

The partnership has focused on operational service planning and developing solutions to particular problems at junctions, pinch points and illegal parking issues which cause delays and impact bus service quality. To complement bus operators investment in modern low floor fleets, larger vehicles and customer care training a programme of improvements were delivered:

Infrastructure	• Bus priority and whole length corridor treatments at congestion hotspots e.g. designated bus lanes along core corridors • Optimising traffic signal timings, junction improvements and small scale traffic management measures • New and upgraded bus shelters at the majority of main stops complete with lighting, information and CCTV facilities
Integration	• Integration of Linkbus services with commercial bus network and NET line one tram, park and ride sites, car parks, local centres and employment sites • Interchange improvements including free Centrelink service and extension of Queens Drive park and ride • Improved pedestrian and cycling links to public transport connections • Enhanced facilities for other modes e.g. secure cycle parking at park and ride sites and at key bus stops • Introduction of electronic Citycard smartcard for travel, retail and leisure
Information	• Provision of approximately 600 real time and electronic displays at bus stops/shelters, bus stations and local business parks • Multi-operator route maps, connection guides and enhanced printed and electronic journey planning advice including real time applications for use on smartphones • Personal journey planning advice linked to Citycard smartcard rollout

As one of the 10 largest urban areas, Nottingham produced Congestion Delivery Plans highlighting actions to tackle congestion issues across the conurbation.

Transforming the standard and quality of bus services

Building on bus improvements delivered through the Turning Point traffic redistribution scheme, the country's first city-centre-wide Statutory Quality Partnership Scheme (SQPS) was introduced in May 2010. The new scheme was introduced in partnership with local bus operators to deliver competitive and attractive bus services by specifying the quality of local services operating in the city centre area and protect high levels of service. The SQPS introduced a framework ensuring that increased demand to access the city centre was provided for by an expanding high quality public transport network.

With increasing pressures placed upon the existing city centre a unique approach was taken to effectively manage the 96 bus stops in the scheme area through a slot booking system. This principle categorised stops into three types of use for terminating and through services. The scheme standards are enforceable by the Traffic Commissioner which is helping to achieve more reliable and punctual services and encourage increased bus use. A free Centrelink service has also been provided to move people around the city centre.

Box 1: Bus real time and electronic information displays

The partnership investment programme has seen over 600 three-line bus stop electronic displays installed in the city centre and along main corridors such as Derby Road, Hucknall Road and Carlton Road. 12-line bus departure boards were installed at the Queens Medical Centre and City Hospital, four 70" display boards at the Broad Marsh Bus Station together with displays installed at places such as the new NHS Bulwell Riverside building and redeveloped Victoria Leisure Centre. Nottingham City Transport has fitted real time tracking equipment to over 200 buses operating on over 40 routes which communicate with the bus stop displays giving passengers with improved assurance and confidence when travelling.

Encouraging sustainable behaviour change

Through working in partnership with the Greater Nottingham Transport Partnership and delivered using the Big Wheel marketing and promotion programme a range of tools have been used to influence people's travel behaviour in favour of more sustainable modes such as walking, cycling, public transport use and car sharing.

The successful Big Wheel programme has supported an ever increasing number of campaigns providing input at over 150 partner events and publishing across all sorts of media ranging from Stan's Plan, (one of the user friendly guides to the LTP), production of a Centre of Excellence DVD to share best practice, green travel awards to recognise the success of companies with good travel plan performance, on-street promotions and a proactive public relations campaign through the local media.

Key Big Wheel successes include:

- Hosted over 35 business roadshows and 12 forums designed to help with travel planning.
- Attracted over 1,000 attendees at five annual Wheelie Big Breakfast events to encourage cycling.
- Managed 23 online travel surveys for businesses to survey their employees about their travel behaviour including the 2008 Big Ideas transport perceptions and attitudes survey.
- Dedicated Big Wheel website developed with journey planning tools and travel advice (particularly for business) generating approximately 120,000 page views per year.
- Managed several Big Day Out festivals promoting sustainable transport which in 2007 attracted 12,000 people and in 2009 grew to a record 21,000 attendees in a day

The free Centrelink has carried over half a million passengers since its introduction in 2009
- Nottingham City Council data 2009 - 2011

Transport messages are reaching 700,000 people annually via the Big Wheel
- Greater Nottingham Transport Partnership monitoring

Supporting local businesses and organisations

The Big Wheel Business Club with integrated travel information and news is providing an online resource for employers who require assistance with developing sustainable travel plans. This has become a one-stop shop for accessing information about better ways for employers and visitors to travel to and from sites. The website containing a wealth of free services and resources is supported by one to one guidance about putting travel plans into action. Regular events and awards with and for local businesses have supplemented the online information portal which has seen a 66% growth in web readership since 2006.

- **Over 150 organisations have been supported to develop work travel plans** either through the planning process or voluntarily. Similarly over 80% of the city's schools now have school travel plans in place to encourage children aged 5 – 15 travel sustainably. As a result Nottingham has one of the lowest levels of car journeys to school nationally at 17%.
- **18 small and medium sized local businesses have been awarded over £150,000** between them to develop quality travel plans and provide advice on parking management. The grants have also provided capital to purchase pool cycles and cycle storage, changing facilities and home working equipment to encourage more sustainable staff commuting patterns.
- **Advice for public and private organisations on preparing effective travel plans and car park management strategies** has been supported through the publication of guidance strategies, hosting master classes and events.
- **Bespoke public transport timetables and maps** useful to businesses, their employers and visitors in the form of information travel boards were installed at approximately 100 local workplaces which are proving popular with helping to reduce the number of commuter car trips.

Strategic walking and cycling networks

Being the most accessible and convenient forms of transport, significant investment has been put into improving core pedestrian and cycling networks across the city to encourage more active travel, improve accessibility and deliver congestion reduction benefits:

Four primary pedestrian routes were developed to better link the inner city residential areas in the Northwest, Southside and Eastside to the city centre along direct, convenient and safe corridors. Counts of the pedestrian flow show there has been a 10% increase in the levels of walking on the network since 2005/06.

Box 2: Canning Circus Primary Pedestrian Route

The Primary Pedestrian Route project consisted of improving walking links through provision of new and direct signalled crossing points, and new paving, lighting, signing, and street furniture, whilst ensuring greater pedestrian priority throughout the network. Recognised as an important gateway into the city centre from the north-west, Canning Circus forms the confluence of Alfreton Road, Derby Road and Ilkeston Road and as such is a heavily traffic dominated area. The area was identified as in need of regeneration to improve the retail environment. The reconfiguration of the road layout provided improved, direct pedestrian links and also created a number of small-scale development sites, ideal for independent or start up businesses.

The enhancements to the public realm aimed to establish business confidence in the area, encourage developments to the adjacent areas earmarked for large-scale regeneration together with the creation of an environment that encourages sustainable access to employment opportunities the links would provide.

Over £1 million was invested in developing strategic commuter cycle corridors introduced at Clifton, Strelley and Hucknall. The areas were better linked with the city centre and key employment and education sites. Other cycle improvements have helped to promote take up of cycling for commuting and leisure including provision of new/upgraded on-road cycle lanes, advanced stop lines at signal junctions, cycle training, new maps, online journey planners and facilities such as secure cycle parking.

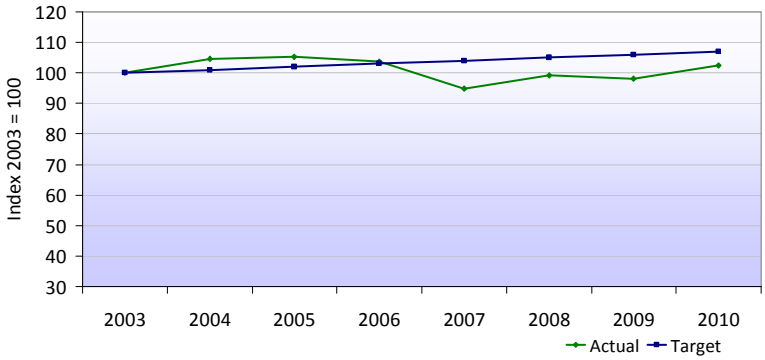
Over 170 different businesses frequently use the Big Wheel Business Club
- Greater Nottingham Transport Partnership monitoring

Enhanced cycling facilities and better integration across modes was started and is continuing to be developed. Cycle parking at Nottingham Station was increased from 40 to 95 spaces as an early element of the Station Hub and a parking area was installed outside the front of the station for short stay. Interchange measures such as bike and ride with cycle parking and lockers were trialled at park and ride sites including Phoenix, Racecourse and Queens Drive and at several key bus stops along the Ecolink, Indigo and NCT 36 bus routes. Cycle lockers have been installed at Trinity Square, Fletcher Gate and Victoria Centre (funded by Capital Shopping Centres) whilst a trial of Citycard accessed cycle parking is being trialled at the Broad Marsh Bus Station to support flexible solutions.

Box 3: Cycling levels in Nottingham

Monitoring of the Greater Nottingham cycle network show a 2.1% increase in cycling levels since the 2003 base year. There was a drop in 2007 with actual results at 94.8 (2003 index = 100) following the poor summer weather which adversely affected cycling levels. In the last three years more positive growth has been seen, however the 2010 cycling target of a 7% increase was not met.

Figure 2: Cycling levels on monitored network



Spotlight

Nottingham Ucycle increasing cycling amongst students, staff and visitors

The project coordinated by Sustrans provides affordable and flexible cycling options for intercampus journeys at the University of Nottingham, Nottingham Trent University and Nottingham University Hospitals NHS trust. This collaborative venture combined £3.3 million funded by Cycling England, East Midlands Development Agency and project partners.

Ucycle aims to promote active travel to the 60,000 young adults aged 18 – 25 at a time when many of them are living away from home and becoming responsible for their own travel behaviour for the first time. Since its September 2009 launch, Ucycle has successfully implemented a range of activities including infrastructure improvements on and between campuses, free cycle training, bike maintenance workshops and activities to raise awareness of the benefits of cycling as well as the largest cycle loan scheme of its kind with over 450 bikes available across the three sites.

Evidence from travel survey respondents show:

✓ Increased cycling trips made to work/study from 5% to 8% for students and 8% to 13% for staff

✓ An increase in the average number of parked bikes counted across university and hospital campuses: from 1,203 in January/February 2010 to 1,492 in January/February 2011 and from 1,243 in May/June 2010 to 1,575 in May/June 2011

✓ Increased estimated cycling user levels increased from 683,872 in 2010 to 688,961 in 2011 based on data collected at wider infrastructure locations

✓ Project activities in Ucycle Nottingham have engaged with a total of 6,841 individuals over the project period raising awareness of the opportunities for and benefits of cycling

✓ 284 participants were engaged in the Ucycle bike loan scheme in 2010/11 with full uptake in 2012

✓ A reduction in car use across all three sites: for staff from 53% to 52% of trips; and for students from 17% to 15% of trips

✓ 62% of surveyed route users reported having replaced at least one mile of car travel on average per week with walking and/or cycling.

Efficient network management practices

The Council has maintained its commitment under the Traffic Management Act 2004 to secure the expeditious movement of traffic on the local road network. A Network Management Plan was introduced in 2008 which set out an action plan for establishing robust protocols for reacting to incidents or undue congestion on the highway and delivering coordinated approaches to street works that helped to minimise disruption. Key network-wide measures have included:

- **Upgrade of the conurbation Traffic Control Centre** to a modern system for improved day to day management of the network including camera/GPS based congestion monitoring information to ensure better use of the existing highway capacity.
- **Traffic signal upgrades and use of advanced traffic control systems** e.g. SCOOT and MOVA, has improved the performance of signalled junctions and linking between them to smooth the flow of traffic by minimising queuing at key locations and stop-start traffic.
- **Introduction of the Parksmart city-wide parking guidance system** utilising variable message signing to minimise unnecessary traffic circulation.
- **Area/corridor highway improvements** to local roads and junctions, neighbourhood traffic management measures and speed management improvements have improved network priority for pedestrians and cyclists and public transport users.

Box 4: Parksmart variable message signing

Following a successful pilot, the area based variable message signing scheme for city centre car parks and park and ride sites was introduced in early 2009. The scheme provided motorists with real time information to inform improved route choices and minimise unnecessary traffic circulation. The system has also directed cross-city movements to routes which avoid the city centre which is delivering congestion reduction benefits. Associated pedestrian navigator maps were introduced in the city centre area according to five branded Parksmart zones for the benefit of pedestrians.

Strong parking policies

Significant progress towards introducing a Workplace Parking Levy has been made which will commence charging in April 2012 (more information is provided in the investment and delivery section). Other measures progressed to manage car use, tackle illegal parking and make best use of the existing network have included increases in park and ride capacity, implementation of several residents parking schemes, pricing strategies and effective enforcement:

- **Pricing strategies for on street parking** places have been focused to deter car commuters and promotion of short stay parking for shoppers and visitors.
- **Competitive park and ride pricing was maintained** with attractive and flexible ticketing arrangements offered to enable interchange between other bus services and the NET tram.
- **Strong parking controls have been maintained** in planning policy documents through the inclusion of maximum parking standards for new developments such as the Aligned Core Strategies and Land and Planning Policy Development Plan Document.
- **Introduced a fully digital CCTV civil bus lane and parking enforcement system** in 2008 reflecting the level of priority placed on discouraging abuse of bus lanes which compromised the attractiveness of bus travel as a viable quality alternative to the car and efficient means of enforcing parking restrictions.

Box 5: Bus lane enforcement

The City Council became the first authority outside London to use the latest digital recording technology to capture vehicles illegally using bus lanes and issue them with a Penalty Charge Notice (PCN). The entire enforcement process from video capture to PCN issuing was fully integrated electronically making the system highly efficient. The system was introduced to handle contraventions encountered on a daily basis along bus lanes including vehicles parking, loading and queuing in bus lanes. In 2011 30,000 PCNs were issued through the use of a mobile CCTV vehicle and the fixed cameras helping to deliver reliable bus services.

In April 2012, charging for the country's first Workplace Parking Levy came into operation within the Nottingham city boundary

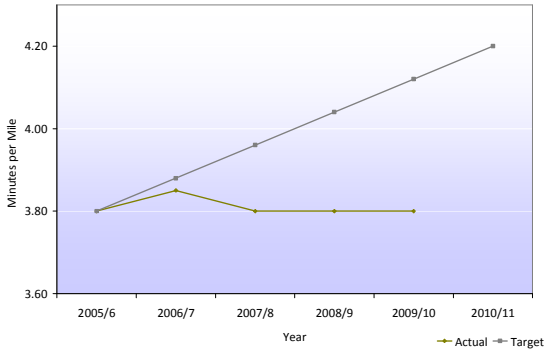
Tackling congestion: Performance

Over the LTP period there has been strong performance in terms of limiting traffic growth and encouraging public transport use: Congestion has been contained to 2005 levels and in the city the bus and tram network now carries over 56 million passengers a year.

↗ NI 167 Congestion

The target was set to achieve no more than a 10.5% increase in person journey times on the monitored network by 2010. Data collected during the morning peak period (07.00 to 10.00) inbound on the 18 main radial routes in Greater Nottingham and in both directions on the A6514 Ring Road orbital route has helped to gauge broad Greater Nottingham conurbation congestion levels. The average person journey time per mile of 3.8 minutes per mile in 2009/10 (latest available) showed no change from the 2005/06 base year.

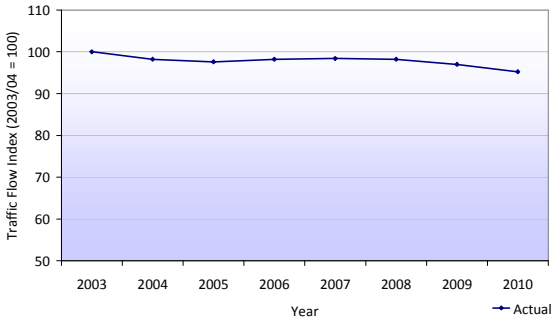
Figure 3: Person journey time per mile



↗ LTP6 Change in peak period traffic flows to urban centre

The target for morning peak period (07:00 to 10:00) traffic flows into the Nottingham urban centre was held at 2003 levels. Monitoring shows a 5% reduction in the number of vehicles entering the inner urban centre cordon since 2003 reflecting the effects of the recession and the role the local bus and tram network has played in connecting people to employment and other key services.

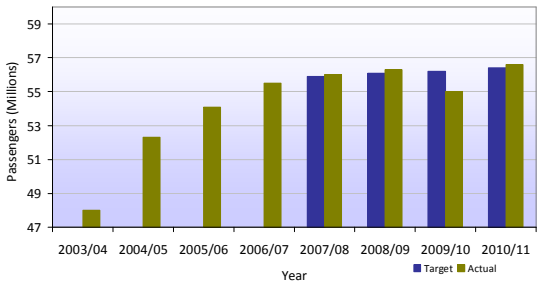
Figure 4: Peak period traffic flow to urban centre



↗ NI177 Public transport patronage

Significant growth has taken place in the total number of public transport journeys taking place in the city. Despite a slight dip in 2009/10, most likely due to difficult economic conditions, passenger numbers have increased again. The Sustainable Community Strategy target of a 2 million increase by 2020 is on track. Strong upward trends in bus use with a 4% increase since 2003 is seeing passenger use overtaking levels seen before Line One of the NET Tram was introduced.

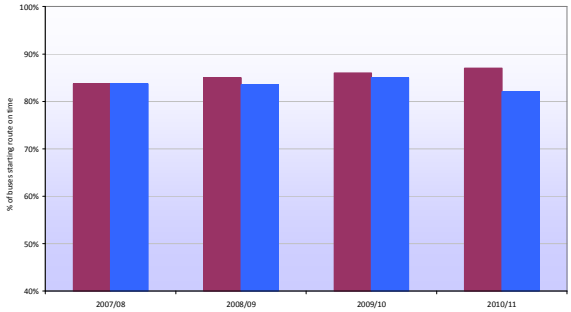
Figure 5: Nottingham city public transport patronage



↘ NI 178 Bus punctuality

The Traffic Commissioners minimum standard of 70% was exceeded with city bus punctuality levels for non-frequent services maintained at very high levels above 80% (84% in 2010/11). For the second measure of bus punctuality, excess waiting time, performance is well within the maximum time of 1.25 minutes set by the Traffic Commissioners (0.58 minutes in 2010/11).

Figure 6: Nottingham city bus punctuality levels



Other congestion related indicators:

	Trend
LTP2: Limit the change in area wide road traffic mileage to 6% on base year levels	↗ target exceeded
LTP3: Increase cycling trips by 7% over the five-year Plan period	↘ target not met
LTP4: Reduce the percentage of journeys to school by car to 25%	↗ target exceeded
LTP5: Increase bus punctuality levels to 87% for non-frequent services	↘ target not met
Reduce excess waiting time to 0.66 minutes for frequent services Greater Nottingham	↗ target exceeded
L5: Increase the number of services with a 5% reduction in journey times to 5 by 2010	↗ target met
L17: Increase pedestrian flow activity on the Primary Pedestrian Route network by 10%	↗ target exceeded

Connecting local people to employment and key services: Headline achievements

Nottingham benefits from excellent levels of accessibility: 97% of city households are within 30 minutes travel time of a town centre by bus, train or tram with no more than a 400m walk to the stop. In March 2008, Beacon Status for improving accessibility was jointly awarded to the City and Nottinghamshire County Councils based on good practice shared. More recently, Nottingham was announced least car dependent city of all major English cities as observed by the Campaign for Better Transport in 2010 in recognition of the efforts made to ensure the transport system connects people to the jobs and services they need in a sustainable manner.

Developing the Linkbus network

Nottingham has a well developed commercial network with all main routes focused on connecting into the city centre. The Linkbus network was developed to plug gaps in the commercial public transport system to improve accessibility to jobs, health, education and shopping facilities outside the city centre and help to reduce congestion.

The Linkbus network has grown to consist of a mix of around 34 fully subsidised and partnership funded services. New Links created since 2006 have included the Ecolink, Centrelink, four Worklinks, Bilborough Collegelink and some Locallink services.

The services have been tailored to local conditions and fully marketed as 'links' to another service – often necessary in order to complete a trip. Together with joint ticketing, coordinated information and easy interchange along their route the measures have been designed to integrate the network into the mainline bus and tram services, park and ride sites and car parks. By reducing walk and journey times the whole package is not only improving accessibility but also helping to relieve congestion by making public transport an attractive alternative to the car.

Figure 7: Selection of Linkbus network services



15% of the annual city bus patronage takes place on Linkbuses
- Nottingham City Council (6.9 million in 2010/11)

Smart ticketing solutions

Driven to offer more travel choice and flexibility to customers and encourage more sustainable travel, an all in one multi-functional smart 'Citycard' was introduced. The Citycard integrates the functions of a travel card, library card, with access to leisure facilities as well as retail discount offers recognised at over 100 outlets across the city. Since their introduction in 2006, over 400,000 Citycards have been issued to city and non-city residents. A smartcard platform was also provided by Trent Barton through the launch of their 'Mango' card offering discounted travel to bus users.

The Citycard portfolio has grown to include five different types: an adult card for people aged 18 – 59; 'Citycard 360' for Under 18s; an Under 11s card and concessions cards for those at retirement age and those with disabilities. Citycards have become available at a variety of outlets including all libraries, leisure centres, the Broad Marsh Bus Station and the Nottingham City Transport (NCT) travel centre in Old Market Square.

The Citycard has been developed to have a number of uses to help reduce the cost of travelling by public transport. The electronic purse has supported flexible travel options for the purchase of single or day tickets, prepaid season tickets and the purchase of non-consecutive days travel such as 10 days to be used as and when. More recently the Citycard has provided the ability to access free school meals and travel concessions for eligible children.

To raise awareness and encourage use, personalised journey planning information was sent to over 2,100 addresses, each within a 400m walk of a regular bus service. The pack contained a map with nearest bus stop information, timetable of local bus services plus one free days travel as an incentive to travel by public transport. Since their introduction the use of Citycards for travel has increased to 50% of total journeys annually and there is a high degree of modal shift whilst bus boarding times have reduced helping to improve bus reliability.

Integrated sustainable travel information

Investment was made into improving the availability, quality and consistency of sustainable transport information available for citizens, businesses and visitors. Through the development of traditional paper-based information to the use of online journey planners, information has been made available to support and encourage increased walking, cycling and public transport use:

- **Big Wheel promotion and signposting** of key transport information and online integrated journey planning tools such as Walk.it, Transport Direct and East Midlands Travelline.
- **Travel guides made available in print and online** for each Linkbus service and separate bus and tram travel information for park and ride sites, colleges, schools and night-time services.
- **Production of the hugely popular cycle map** which has seen in excess of 20,000 copies circulated to businesses, leisure centres, libraries and key destinations. The new style of mapping was created following wide consultation with users and cycle lobby groups and endorsed by Sustrans.
- **Improved information available at stops** with new integrated corridor plate information and provision of compact credit card-sized timetables at key interchanges.
- **A five year programme of providing real time and electronic information** has continued to be implemented with over 600 three-line displays now installed across the city.
- **The Broad Marsh Bus Station travel centre was refurbished** to offer customers a wider range of public transport information and advice.
- **Production of a bespoke travel guide to inform visually impaired customers** of the basics of catching public transport and what help and assistance is available to them.

23 million more journeys are taking place using smartcards
- Nottingham City Council data

Figure 8: Public transport guide and timetable examples



Safe transport

Respect for Transport work with local operators, JC Decaux and the Greater Nottingham Transport Partnership has been progressed to help improve the safety of public transport. LTP investment has been targeted towards:

- **A city-wide programme of bus stop improvements** including electrical connections for real time displays and city-wide lighting units installed at bus stops across the city to improve safety whilst waiting.
- **Progression of the £44.6 million street lighting PFI** contract delivering city-wide safety improvements through upgraded lighting columns, road signs and lanterns.
- **Installation of bus stop CCTV cameras along core corridors and in the city centre** to complement cameras placed onboard bus and tram services.
- **Area based programme of improvements to waiting facilities** such as shelter installations at key locations to provide a more comfortable wait.
- **Accessibility improvements for vulnerable users** including tactile buttons and a bus stop flag redesign to make service stops clearer.

As a result a 16% increase in perceived levels of safety has been achieved with 90% of users feeling safe when using public transport at night.

Box 6: Improvements to bus stops and shelters

Improvements to over 600 bus stops have included larger information plates clearly showing the bus services which use that stop, real time information displays, timetable cases showing the times of services along that route plus contact details of operators running the service and tactile buttons at some locations for visually impaired users. Improvements to the 800 plus bus shelters have also been carried out in conjunction with JC Decaux. Elements have included raised kerbs enabling level access onto low floor buses, a frequent route map, area guide and city centre map, seating, lighting and CCTV cameras installed within some shelters.

Improving physical mobility

Infrastructure work has been undertaken to support the needs of vulnerable users including disabled users, blind and partially sighted, elderly people and people with learning difficulties when moving about the city on foot, cycle or by public transport. Improvements have included:

- **Physical safety measures put in place** as part of integrated pedestrian improvements e.g. dropped crossing points, tactile rotating cones at signal crossings and footway improvements as part of maintenance schemes prioritised through the Area Capital Fund.
- **Accessible bus route corridor works** such as raised kerbs, physical access at stops and small scale traffic management measures to allow designation as fully accessible routes. Three accessible route corridors completed along Queens Drive, NCT 28 and Trent Barton Ruddington Connection.
- **Travel training and confidence building** for users through the use of a mobile travel centre fully equipped with smartcard technology to provide information and assistance to school children and other groups with bus boardings and independent travelling.
- **Working with the Royal National Institute for the Blind** and volunteers with visual impairments on assisted journeys to remove particular barriers these groups face as part of their journey from start to finish.
- **Working with the city's Community Equality Forum** to bring about positive changes to public transport such as the introduction of tactile lettering onto the bottom of timetable cases at key stops to help blind and partially sighted users to locate their right stop and increasing the size of service numbers on the bus stop plates to make them more visible for those with visual impairments. Preparation of tactile maps to test proposed highway layouts and urban spaces, sponsoring seminars to look at important urban design issues such as shared space to inform design practice and policy.

Box 7: Linking the Journeys in partnership with Royal National Institute for the Blind

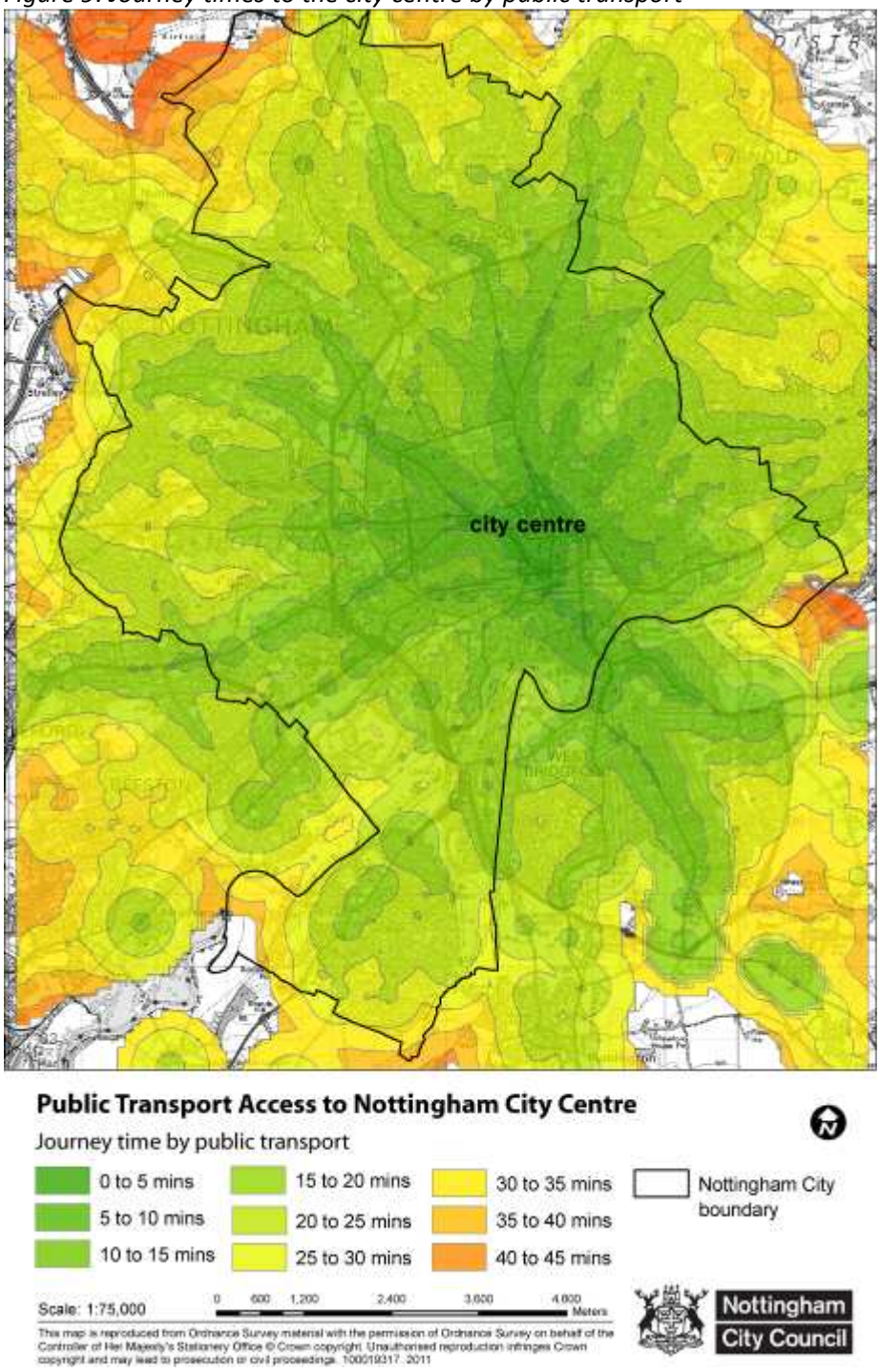
The pilot confidence building project has offered assistance to vulnerable users on bus boardings and independent travelling. A 'linking the journeys' guide was designed for blind or partially sighted users with information about public transport and the assistance available. Tactile lettering for bus stop codes was trialled at the 96 city centre stops and following positive feedback was expanded to cover all main corridors, plus district centres, the Queens Medical Centre, City Hospital and University grounds. The raised tactile lettering is providing assistance to users with reading stop numbers. A designed Infolink bus was also introduced to give first hand practice and experience.

Nottingham Express Transit tram is fully accessible along its 14km route. Bus operators have heavily invested in modern fleet vehicles - 95% of buses operating in Nottingham are low floor and fully accessible. In addition, the City Council issued a Traffic Regulation Order in August 2009 for the use of licensed taxis in all the city's bus lanes that were fully DDA compliant benefiting wheelchair users.

Delivering accessibility: Performance

Nottingham is one of the most accessible cities in the country. Access by public transport to all services (hospital, GP surgery, supermarket, major retail centre, and school/university) is extremely high. 94% of households in Greater Nottingham are within 30 minutes travel time of a town centre by public transport. Satisfaction amongst residents with public transport services and information is the highest nationally.

Figure 9: Journey times to the city centre by public transport



↗ Satisfaction with local bus services
77% - National Highways and Transport Survey 2010

↗ Satisfaction with public transport information
70% - National Highways and Transport Survey 2010

↗ Satisfaction with local transport information
84% - Citizens Survey 2011

↗ Resident satisfaction with local bus services
87% - Citizens Survey 2011

Other accessibility related indicators:

		Trend
L11:	Increase the number of fully accessible services to 7 by 2010	↗ target exceeded
L13:	Increase the number of services which are real time enabled to 9	↗ target exceeded
L16:	Increase perceptions of safety when using public transport at night to 67%	↗ target exceeded
L7:	Ensure 90% of households are within 45 minutes of hospital by bus or tram	↗ target not met
L8:	Increase accessibility among the elderly population to 70%	↗ target exceeded

Improving road safety: Headline achievements

Safer roads for all

Nottingham has benefited from international recognition for road safety publicity and in 2006 was awarded Beacon Status for improving road safety. National road safety targets have all been exceeded with a 57% reduction in the numbers killed or seriously injured. The key to delivery has been the inclusion of safety measures progressed as part of wider integrated transport schemes through good design and maintenance measures. Notably the work of the Nottinghamshire Road Safety Partnership has led to a number of areas of success including award winning innovative education and awareness campaigns and safety camera enforcement measures.

Spotlight

Nottinghamshire Road Safety Partnership

The Nottinghamshire Road Safety Partnership includes representation from Nottingham City and Nottinghamshire County Councils, Nottinghamshire Police, Nottinghamshire Fire and Rescue, Highways Agency and Nottinghamshire County Primary Care Trust.

The partnership was established with one clear objective of casualty reduction. Joint working has taken place across a number of casualty reduction themes including speed management, red light signal violations, drink-drive initiatives, motorcycle safety, pedestrian safety and improving driver behaviour. Various themed partnerships were established to address specific problems:

Nottinghamshire Safety Camera Partnership	• The partnership includes the Nottingham City and Nottinghamshire County Councils, Nottinghamshire Police, Nottingham Magistrates Courts service and the Highways Agency • Work included overseeing the installation and maintenance of safety camera equipment on the highway network within the area, coordinating the processing of fixed penalty notices and roll out of an education programme aimed at increasing public awareness of the relationship between speed and casualties • Cameras have been installed at over 95 sites throughout the partnership area yielding long term reductions in numbers killed and seriously injured between 31% and 100%
Shiny Side Up Partnership	• The partnership was created in 2002 in response to significant increases in fatal crashes involving the riders of sports bikes in the East Midlands • Surveys from 2007 and 2010 showed investment into TV advertising and high visibility 'Think Bike' signs placed at crash hotspots were having the desired effect with 85% being aware of the hotpot locations compared to 48% in 2007, a 13% increase in those who had heard of the campaign up to 57% and 99% of respondents having seen the signs • The campaign is now being used both nationally and internationally with a national provider of motorcycle insurance to promote the safety message.
'BareBones' campaign	• The award winning initiative launched in May 2004 is now used nationally. • The campaign was aimed at teenage motorcycle riders following concerns raised by Accident and Emergency department at the Queens Medical Centre when collisions involving young riders of twist 'n' go scooters and mopeds resulted in treatment for severe abrasion injuries. • The campaign strapline 'Never Ride Unprotected' was used to promote safe riding and has continued to distribute free Highway Codes and educational resources to approximately 1,000 CBT course applicants annually whilst maintaining a dedicated www.barebones.org website which receives in excess of 4,600 hits a year

Integrated road safety measures

A substantial proportion of the LTP settlement was directed towards local safety schemes. Whilst many of the city's residential areas are already traffic calmed with road humps, cushions and plateaux, funding was targeted towards local accident hot spots and delivering road safety measures as part of wider integrated transport schemes.

The accident investigation team have used casualty data to identify problem sites and search for patterns in the numbers or types of accidents. In addition through carrying out route studies to prioritise sites requiring improvements, remedial measures have been developed based upon quantified rates of return. Site analysis and targeted interventions have also been implemented at the request of local communities. Engineering solutions have been targeted at accident hotspots at particular locations, junctions or lengths of road and have included:

- **Five length treatment schemes** implemented along Alfreton Road, Carton Road, Derby Road, Ilkeston Road and Sellers Wood Drive.
- **Programme of new or improved road crossings introduced** alongside other walking and cycling safety scheme improvements such as those at Gregory Boulevard and Trowell Road.
- **Junction safety improvements and speed management counter measures** delivered at The Wells Road and Bestwood Park Drive.
- **A programme of smaller scale safety improvements** including anti-skid surfacing, improved lighting, signing and lining and introduction of interactive signs.

Improvements were integrated into other schemes thus providing added value by ensuring that construction was co-ordinated with highways maintenance, bus infrastructure improvements, pedestrian and cycling facilities and regeneration priorities. Safety auditing has been conducted for all new transport schemes and highway works at three stages of preliminary design, detailed design and after construction to ensure proposals are safe for all road users. The audit approach has also taken a wider reality check to ensure designs are fit for purpose and meet wider streetscape and urban design requirements. This approach has sustained a culture of inclusive design and close partnership working where the road safety dimension has become fully integrated into the engineering of integrated transport schemes.

In 2009 Beacon Status for the evening economy was received in partnership with the Police and Fire Rescue Services for Nottingham City and Nottinghamshire for developing a strategy to reduce night time casualty rates in the city centre. Safety measures included improvements to public transport waiting facilities with CCTV and upgraded lighting, and the extension of night time bus and tram services on the weekends and co-ordinating traffic management measures and enforcement to support the strategy and improve road safety (for example location and management of taxi ranks).

Looking at data by road user group there was between a 38% and 67% reduction in killed and seriously injured and 4% and 39% reduction in those slightly injured. Most savings have been made through pedestrian casualty reductions.

Table 1: Killed or seriously injured and slightly injured by road user type in Nottingham city

Road user	1994-98 average			2010 actual			Percentage change		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Pedestrians	133	283	416	44	172	216	-67%	-39%	-48%
Pedal cyclist	39	136	175	24	105	129	-38%	-23%	-26%
Powered two wheelers	44	82	126	25	61	86	-43%	-26%	-32%
Car user	93	805	898	37	628	665	-60%	-22%	-26%
Other road user	13	144	157	8	138	146	-39%	-4%	-7%
Total	**322**	**1450**	**1772**	**138**	**1104**	**1242**	**-247%**	**-114%**	**-139%**

Safer routes to school

The programme has aimed to create a network of safer, healthier routes for children, parent/carers and staff to use on their journeys to and from school. It has encouraged the development and use of sustainable transport modes such as walking, cycling, public transport use and car sharing. Works have included:

- **Implementation of 34 school safety zones** and providing active traffic and safety management to support all activities around schools not just at the start and end of the school day. This has helped promote the role of schools in the community and encourages walking and cycling to use these facilities.
- **Assisting in the design and delivery of safer routes and access infrastructure** to new schools within the Building Schools for the Future programme such as those in the Bulwell Area, Bigwood, Southwark Exemplar and Northern Academy.
- **Delivery of the annual 'footprints' programme** promoting walking to school in primary schools taking place for 10 weeks starting in the autumn terms when children pledge to walk to school once each week. Schools that have taken part have increased the numbers of walking to school by 5% matched by an equivalent drop in car use across the year.
- **The Citycard initiative** complete with one days free travel was issued to all Year 6 pupils in 2010 to help with their transition to secondary school to encourage sustainable travel patterns.
- **Travel training and confidence building with school children** to support the transfer of school children onto commercial bus services from taxi and specialist transport which delivered cost savings whilst also benefiting these users with confident travel.

Box 8: Building Schools for the Future schemes

The Council successfully received £350k grant funding secured from the developer of the Building Schools for the Future programme. £43k march funding contribution from the LTP was made to deliver improvements to the Nottingham Academy which amalgamated three schools over three sites with an ambitious use of new and existing buildings at the former Jesse Boot Primary (called Greenwood Road), Elliot Durham (called Ransom Road) and Greenwood Dale Comprehensive. The works improved the walking and cycling links between all of these sites.

As part of the refurbishment and rebuild of some of the school buildings at Greenwood Road and Ransom Road ample cycle infrastructure was installed, including lockable storage and wet rooms for both staff and pupils. Works included the upgrade of existing dedicated cycle paths, implementation of 20mph zones around the schools with a provision of round top humps at the Jesse Boot area. Junction improvements at key road intersections took place with raised junction improvements on Ransom Road/Ransom Drive, a raised plateau on Greenwood Road near Ripon Road junction and a new footway was laid at Elliott Durham along with new lighting improvements across the area.

A new travel plan was developed for the Academy encompassing all three sites to increase walking and cycling levels.

Better road safety awareness

Road safety education has comprised a complex mix of publicity, events, education, training and advertising. Campaigns were targeted at specific road user groups and co-ordinated during term time according to school year and age including:

- **Work with local schools to develop quality travel plans** resulting in 96 of the 103 Nottingham schools putting a travel plan in place.
- **Cycle training** to primary school aged children delivered in conjunction with Ridewise social enterprise instructors which has benefited hundreds of children and their parents. Ridewise also commenced instruction for parents and teachers in schools participating in the BikeAbility level 2 programme with Nottingham City Council's Road Safety team delivering the BikeAbility level 1 programme.

- **Targeted education awareness campaigns** at specific groups such as motorcyclists and young scooter users
- **Road safety education packs** distributed free including:
  - **Keepsafe Keepsake** provided at maternity units at the City Hospital and Queens Medical Centre containing advice to parents about how to transport newborn babies.
  - **Tiny Trekker** pack distributed through nurseries containing advice for parents about in-car safety and information about how parents can start to teach children road safety awareness through words and colours.
  - **Five Alive pack** distributed to infants and primary schools for parents of children starting school which includes the "My First Highway Code" pop up book and has added emphasis on safety during the trip to and from school.

Road safety education in the city has gained a national reputation for innovation: the introduction of the new pop up book "My First Highway Code" has attracted interest from the Department for Transport and the Eggheads design technology project attracted national media attention.

Road safety education in schools

A range of road safety education material has been produced in terms of its appropriateness for school children of varying ages. Key factors have included subject matter, reading level, attention span, and best approaches for how pupils could be engaged with. Examples of publicity and campaigns progressed each academic year in local schools include:

School year	Publicity information
Years 3 to 6	• **Cool Kids Cross Carefully** a practical interactive project to show children how to cross safely between parked cars**.** • **Factfile project** presents a road accident involving an eleven year old boy. It is pictorially displayed with written reports of the accident from all those concerned. Children answer question sheets, collect information from the displayed accident scene and discuss. • **How Far How Fast** project designed to heighten awareness of stopping distances and introducing children to the concept of measuring time and distance in a practical way. • **Annual Road Safety Quiz** organised in the spring term with 14,000 Key Stage 2 pupils from Nottingham's primary schools taking part. This represents 96% of Nottingham's schools. Each child in year 3 receives a copy of "Arrive Alive – Highway Code for Young Road Users" a copy of the quiz activity sheet covering topics of local road safety interest, such as the new puffin crossings and the tram. The 10 schools with the best scores go onto compete in a final, held at a local theatre.
Years 7 to 11	• **Impact** reports of real life accidents in the Nottingham area providing the opportunity to discuss why accidents happen and who is to blame. Also discusses the agencies/ professionals involved following an accident and the emotional impact on the victim's family.
Year 10	• **"Drivetime"** presents an annual opportunity for Year 10 pupils to have theatre and workshop presentations covering the influence that young passengers have on inexperienced drivers.
Year 12	• **Pre–driver** is run in conjunction with the Driving Standards Agency. The course includes a presentation by a DSA driving examiner and gives the opportunity for the children to use our brake reaction timer and hazard perception video.

87% strongly agreed/agreed improving road safety was important
- Big Ideas Business Survey 2008

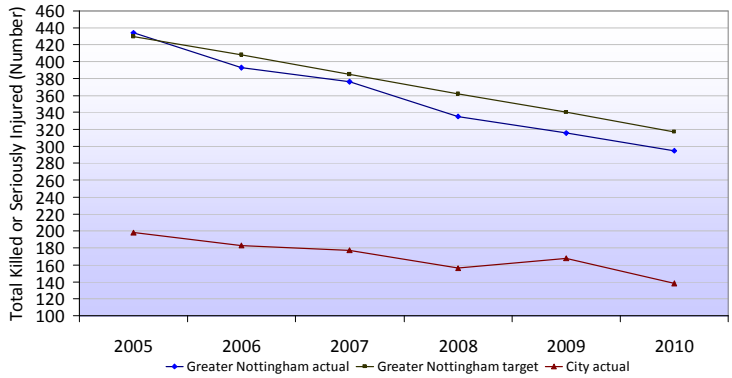
Improving road safety: Performance

Significant progress has been made in the past 10 years to improve road safety for the benefit of all road users. The national target of a 40% reduction in total killed and seriously injured casualties compared to the 1994-1998 average baseline has been exceeded with a reduction of 57% in total and 79% in children killed or seriously injured and a 24% reduction in slight injures in the city.

BVPI 99a Total killed or seriously injured in Greater Nottingham and the city only

Compared to the 1994-98 baseline, there has been a 56% reduction in the total killed and seriously injured in Greater Nottingham. This significant reduction shows the authorities exceeded the national 52% reduction from 1994-98. In real terms 664 KSIs have been reduced to 295 in 2010. A similar pattern has followed in the city where there was a reduction of 322 to 138 in 2010, 57% reduction. The national indicator (47) target was stretched and not met.

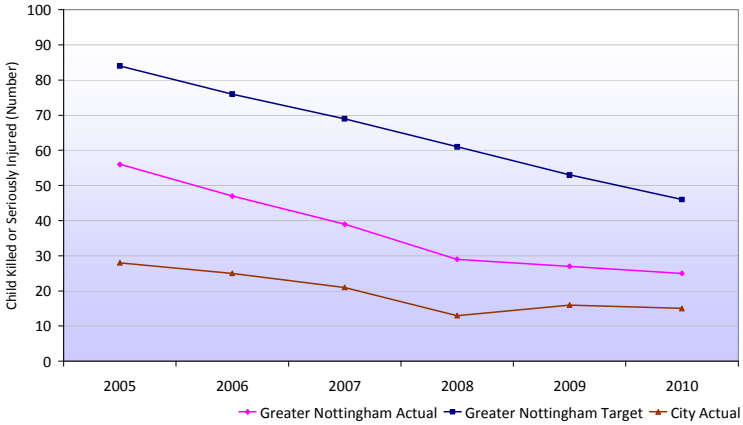
Figure 10: Total killed and seriously injured in Greater Nottingham and Nottingham city 2005 - 2010



BVPI 99b Children killed or seriously injured in Greater Nottingham and the city only

Both the City and County have reported the lowest child KSIs on record with 79% fewer children being killed or seriously injured in Greater Nottingham, a drop from 118 (1994-98) to 25 in 2010. The national target of a 50% reduction was exceeded. In the city, performance has followed that trend with a reduction from 66 to 15 in 2010 equating to a 77% reduction.

Figure 11: Total children killed and seriously injured in Greater Nottingham and Nottingham city 2005 - 2010



LTP4 Mode share to school (city only)

The 2009/10 PLASC survey shows 63% of journeys to school are made on foot (highest level of walking to school of all the core cities and the joint second highest nationally) demonstrating strong progress has been made with encouraging children and their parents to travel to school by foot. Compared to walking, total numbers cycling to school are small at 1% with less than half a percent of primary school pupils and 2% of secondary school pupils currently cycling to school. Whilst the city ranks third of the other core cities this is lower than the East Midlands and England averages.

Table 2: Mode share of journeys to schools within in the city of Nottingham

All pupils aged 5-15	Car (vans and taxis)	Car share	Public transport	Walking	Cycling	Other
Nottingham	17.6%	2.6%	12.0%	62.8%	1.2%	3.9%
East Midlands average	25.9%	2.7%	16.6%	51.7%	2.1%	0.9%
England average	26.5%	3.0%	17.5%	50.3%	2.0%	0.7%

Other road safety related indicators:	**Trend**
NI47: Reduce total killed and seriously injured in the city to 150 from 210 in 2005 (rolling 3-year average)	target not met
NI48: Reduce the total children killed or seriously injured in the city to 22.8 from 28.3 baseline in 2005 (rolling 3-year average)	target exceeded
BVPI99c: Reduce the number of total slight injuries in GN by 10% by 2010	target exceeded
LTP4: Reduce the proportion of car journeys to school to less than 20%	target exceeded
L4: Increase the percentage of schools with approved travel plans by 65%	target exceeded

Air quality and environment: Headline achievements

Air quality issues in Nottingham

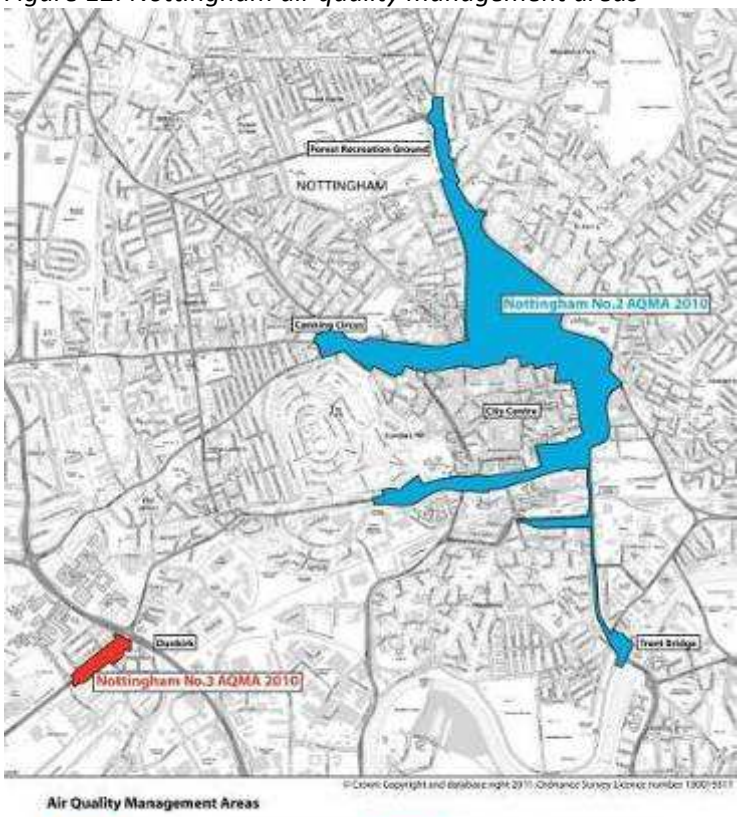
Nottingham has declared two Air Quality Management Areas (AQMAs), which were originally identified in 2002 as a result of nitrogen dioxide concentrations exceeding the air quality objectives set out in the Air Quality (England) Regulations 2000. The first is located in Nottingham city centre and the second is located on the A6005 adjacent to the A52 Ring Road in the vicinity of the Queens Medical Centre. Air quality problems occur through exposure to high levels of nitrogen dioxide primarily caused by high levels of traffic and stationary or slow moving vehicles which combine to create local concentrations of harmful pollutants causing adverse effects on health.

Delivery of Air Quality Management Area action plans

To manage air quality effects from transport actions plans were published and regularly reviewed for each of the two areas. LTP areas of investment which have contributed to air quality improvements include:

- **Creating an integrated public transport network** for example offering high quality bus and tram services, providing quality alternatives to the car, real time information provision on public transport services and the progression of major schemes.
- **Strategic walking and cycling networks** to encourage increased pedestrian and cycling activity for commuting and leisure supported by provision of online and printed journey planning information.
- **Behaviour change measures** through enhanced information provision and promotion of sustainable travel patterns via the Big Wheel brand, support for developing travel plans and personalised travel planning initiatives.
- **Efficient network management** measures to smooth traffic flow, minimising queuing and unnecessary traffic circulation through Traffic Control Centre functions, the introduction of variable message signs and other measures set out in the Congestion Delivery Plan to relieve congestion hotspots.
- **Strong parking policies** to manage overall car ownership levels, influence demand and deliver accessible transport networks to ensure sustainable travel is the mode of choice.
- **Trial of ethanol powered bus for the Ecolink bus service** and investment in electric vehicle charging infrastructure.

Figure 12: Nottingham air quality management areas



↘ It is currently unclear whether emission targets for nitrogen dioxide will be met.

Changes to the AQMA areas

Amendments to the AQMAs were proposed in the 2008 Detailed Assessment following significant changes to the distribution and volumes of traffic. The amendments described in the July 2008 Detailed Assessment were approved by the Department for Environment, Food and Rural Affairs and were adopted in 2010.

- The city centre AQMA was extended north, north-west and south of the city centre and the south-west part was removed where there was no relevant public exposure.
- The ring road AQMA boundary was re-aligned to extend to the south-west and now excludes the area surrounding the Queens Medical Centre.

Noise action planning

In 2008 a new obligation under the Environmental Noise Directive was placed upon local authorities to assist in the management of environmental noise and its effects, including noise reduction along identified major roads and railways. With Nottingham being a compact and densely built up city, a significant proportion of the population is affected by high traffic volumes passing close to their homes exposing them to high levels of road traffic noise which heighten stress and anxiety, especially at night.

Whilst DEFRA produced a noise action map in March 2010 for the Nottingham agglomeration, further advice and guidance on producing noise action plans and noise impact assessments are still awaited. Noise and the options available to reduce noise levels from transport have been included in the new Nottingham Local Transport Plan 2011 – 2026 as an area to address.

Reducing carbon emissions from transport

Whilst the LTP has focused on reducing congestion and encouraging more sustainable travel, it is acknowledged air quality benefits can be secured through cleaner vehicles. Reducing carbon emissions from transport became increasingly important through the former Government's national transport policy 'Delivering a Sustainable Transport System'. Reducing carbon emissions as a core priority was endorsed by the Coalition Government. As such LTP delivery has been focused in the latter years to help to combat carbon level emissions from transport. This has been achieved through greening the transport fleet and bidding for funding to introduce electric vehicle charging which in turn will deliver air quality improvements.

- **The Ecolink bus trial in partnership with NCT using ethanol fuel has met emission reduction targets,** been successful operationally and favourably received by the travelling public. According to a Nottingham University study the NCT fleet has generated annual savings in carbon dioxide emissions of 258 tonnes.
- **A greener and cleaner bus fleet** is being delivered through the introduction of the Statutory Quality Partnership Scheme. For buses to serve the city centre they must meet minimum Euro 3 emissions standards.
- **The purchase of electric buses and associated charging infrastructure** was secured through nearly £800k funded through the DfT's Green Bus Fund. Some Linkbus services will be electrified in 2012 including the Centrelink service.
- **Plugged in Places funding to fund electric vehicle charging infrastructure** was secured as part of the Midlands EXTENSION CABLE project. A programme of improvements has commenced with electric vehicle charging points being introduced at the Station Hub, park and ride sites linked to NET Line One and at the City Council's main office at Loxley House.

Nottingham has the lowest carbon emissions from transport of all the Core Cities

- DEFRA carbon emission data 2010

Better air quality and environment: Performance

Whilst efforts to deliver integrated transport solutions have been made, monitoring and modelling results have shown a mixed picture in terms of performance of nitrogen dioxide levels in the city centre and ring road Air Quality Management Areas.

Air quality levels in city centre AQMA

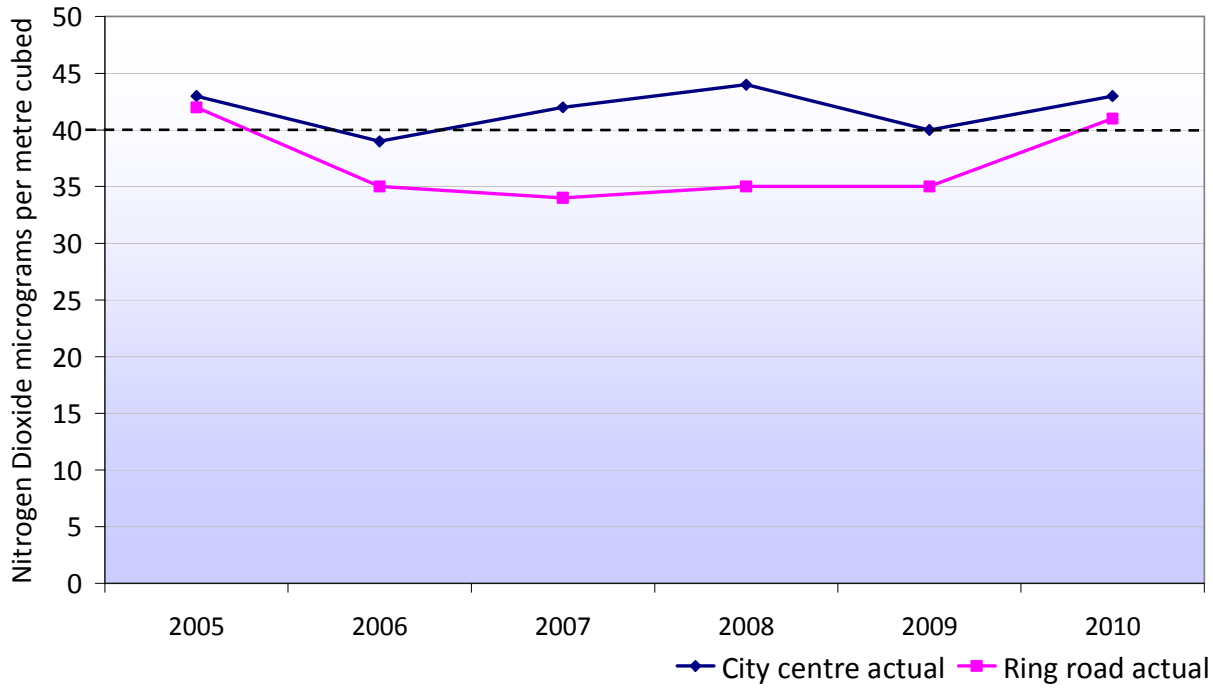
Ongoing monitoring shows fluctuating performance in annual mean concentrations of nitrogen dioxide at or above the target level of 40 micrograms per cubic metre.

Air quality levels in ring road AQMA

Annual monitoring showed a drop in annual mean nitrogen dioxide levels from 2005 to 2009 however the target was breached in 2010.

Contributory factors to annual mean nitrogen dioxide levels include meteorological condition, changes in fleet composition and engine types. Comparatively over the same period traffic volumes in terms of change in area wide road traffic mileage and peak period traffic flows to the city centre both reduced and congestion levels have been contained.

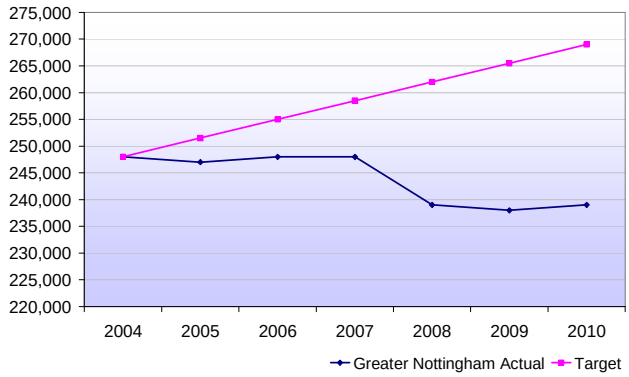
Figure 13: Air quality performance for Air Quality Management Areas



Carbon emissions from transport in Greater Nottingham

The target was to achieve no more than an 8% increase in carbon dioxide emissions from transport in light of forecast 6% traffic growth. Local monitoring shows carbon emissions have been reducing year on year attributed to mode transfer to public transport, use of active travel modes, suppressed demand linked to the recession and take up of lower emission vehicles. DEFRA data released in 2010 shows carbon emissions from transport for the city have reduced by 8% from 2005 levels from 72,861 tonnes in 2003 to 67,900 tonnes in 2010 and is the lowest of all core cities.

Figure 14: Carbon emissions from transport in Greater Nottingham



Enhance quality of life, support regeneration and maintenance: Headline achievements

Making Nottingham a great place to live

A number of significant award winning city centre projects such as the Old Market Square refurbishment have been delivered transforming the public realm and contributing to urban regeneration priorities. Over the five years local people have become increasingly involved in decision making and prioritising the schemes that they want to see delivered. As a result Nottingham has the most satisfied residents in the country with our local highways and transport provision.

Supporting regeneration priorities

Supporting wider regeneration through transport investment has been a key focus of the LTP. Improvements in local neighbourhoods have supported strategic walking improvements through a primary pedestrian routes programme. Provision of these high priority neighbourhood links have reduced the barrier effect of the inner ring road thereby encouraging access to local jobs, services and tourist attractions in the city centre from surrounding neighbourhoods and also supporting regeneration of the city and local areas.

City of squares

The LTP has successfully applied the principles set out in local urban design guides and masterplans through adopting shared spaces as part of key public realm projects. The environmental improvements linked to the refurbishment of the Old Market Square, Lace Market Square and Theatre Royal has helped to enhance the city centre streetscape and quality of life by creating a new sense of identity and attractiveness.

Use of design guides in transport delivery

A commitment to creating places for people has been maintained by developing a suite of masterplans, guidance and briefs to offer clarity and consistency of advice on the design of transport infrastructure improvements in keeping with the environmental, heritage and urban form of the city, informing the quality of development welcomed in Nottingham.

Key urban design and conservation documents include:

- **City centre and Neighbourhood Streetscape Design Manuals** which brings a coordinated design approach to streets and public spaces in urban/residential areas.
- **City centre Masterplan** which brings an integrated approach to planning, economic development and transport by providing a spatial framework for the design and development of new buildings and spaces.
- **City centre Urban Design Guide** which promotes high standards of sustainable urban design and architecture in the city centre to guide development and create a livelier, competitive and civilised city centre with access for all.

Old Market Square



Lace Market Square



Theatre Square



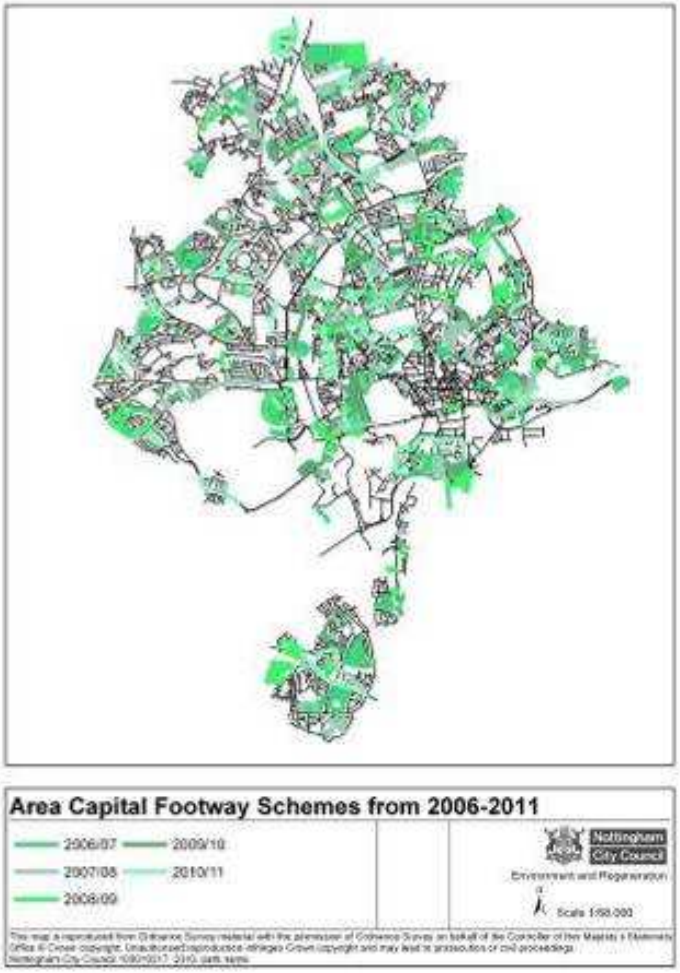
Transforming local neighbourhoods

In 2006 the City Council approved a multi-million pound area-based capital investment programme to improve the public realm, identified under the 'Transforming Neighbourhoods' theme of its Corporate Plan 2006-2011. A key priority has been to improve the quality of the pedestrian areas with at least 70% of the funding initially directed towards upgrading footways.

Local communities have prioritised and witnessed improvements to nearly 1,000 local streets in every ward totalling over 800,000 square metres. This has helped to make a difference to the aesthetic feel and function of local streets, meeting equality and accessibility objectives for the benefit of all resulting in very positive feedback from local residents.

Following the success of the initial three years, the Area Capital Fund transport component was expanded to cover traffic management, parking and local accessibility schemes. The Fund has complemented other areas of investment to improve safety, accessibility and public realm helping to increase civic pride and creating opportunities for investment.

Figure 15: Footway improvements funded through area capital



More recently, traffic management schemes have included a residents parking scheme at Palin Street, junction protection schemes at Alderton Road/Hucknall Road junction and Hucknall Road Valmott/Girton Roads junction.

Spotlight

Neighbourhood working approach

The Area Capital Fund was conceived as a capital programme to improve footways, street lighting, fencing, open spaces, park refurbishments, parking and other small-scale public realm enhancements. Across the city an estimated £40 million has been spent in the last five years.

Resources were allocated from the Nottingham City Council general fund, the LTP, Section 106 parks and open space contributions and from the Housing Revenue Account. To achieve a joint approach to environmental improvements in neighbourhoods, the importance of a coordinated approach was recognised as vital.

The Area Committees and Ward Councillors have played a strong role in identifying priorities that have arisen via a range of consultation and engagement mechanisms. Ward based consultation has been valuable in ensuring the Area Capital Fund aims to address long standing issues. Councillors and community representatives have been engaged in ward walks through which many of the priorities have been identified.

Maintaining our transport assets

The transport network is a key community asset, supporting the national and local economy and contributing to the character and environment of the areas it serves. Local highway, bridges and structures have been maintained to provide the safe, efficient and effective movement of people and goods whilst preserving and enhancing the environment. Over the LTP period there has been a steady decline in the amount of capital maintenance grant received from Government, however despite the funding constraints, maintaining our highway assets has remained a key priority.

The provision of integrated transport schemes have been pursued wherever possible during delivery to achieve value for money. Consideration of maintenance works as part of wider road safety, traffic management, bus infrastructure or regeneration schemes has achieved the best outcomes.

Improvements to the principal and non-principal road network have been prioritised using condition data and included treatments to defects, resurfacing, drainage and gritting. A total of 44 significant carriageway schemes were implemented over five years consisting of resurfacing and treatments of classified and unclassified roads and numerous other maintenance improvements conducted as part of wider schemes. A £2.6 million residential roads maintenance programme was delivered improving safety and accessibility. In addition:

- **Extra funding was received from the DfT to repair potholes** and lay new tarmac at the locations affected by the severe winter in 2010.
- **15 bridge strengthening schemes were completed** with works ranging from strengthening for 40 tonne vehicles and structural maintenance of bridges, subways, culverts and retaining walls. These were prioritised according to condition.
- **Essential bridge maintenance contract works were carried out** such as the Seven Arch bridge underfilling and Carrington Street waterproofing.

Street lighting improvements

In September 2007, a £44.6 million street lighting private finance initiative was awarded to Nottingham. With around 40% of the stock over 20 years old and outdated, the street lighting assets in Nottingham had effectively become life expired. Works commenced in 2009 with an investment programme covering elements including installing approximately 23,000 columns, converting 8,000 lanterns, and the replacement of 3,000 signs, beacons and bollards. Some 4,000 lighting columns in off-street locations in housing estates and parks are also maintained. The programme for replacement has been developed to ensure efficiency of works, minimise disruption and achieve value for money.

Healthy active lifestyles

Significant attention has been given to interlinking places and destinations together along key desire lines knitting together the open spaces and squares with new or improved links to encourage people to walk and cycle for commuter and leisure journeys. Improvements to green infrastructure links and the Rights of Way network have supported more people to take up healthy active lifestyles:

- **A 10-mile off road circular 'Big Track' built for both leisure and commuter use** has utilised the River Trent and Nottingham Canal corridor linking the city centre with access to green areas. The attractive route used by both walkers and cyclists, has linked together major employers and key recreational areas.
- **The 'Cycling for Leisure' project was implemented** to improve the cycle network, improve access to leisure facilities by bike and support cycling itself to be a leisure activity
- **A programme of Rights of Way improvement schemes** has been implemented since 2006, with a total investment of around £560,000 bringing much of the of the 66km network up to standard.

Through promotion, mixed usage of the canal towpath has increased between 21% and 106% on sections along the route and overall footfall increased 35% since 2006.

Enhance quality of life, support regeneration and maintenance: Performance

Significant effort has been placed on developing high quality and functional streetscapes that promote regeneration, development and ultimately improve quality of life for all citizens. As a result, monitoring shows high levels of satisfaction have been maintained amongst residents across a range of local transport areas.

Road condition

Changes took place to the national condition methodology in 2007/08 affecting the weighting sets applied to condition data. The table below highlights the two methods of collection: the best value indicator actual and targets for 2005/06 and 2006/07; and the data following the introduction of the national indicators in 2007/08. Nottingham experienced adverse winter weather in the last two years of the Plan period coupled with reduced maintenance funding allocations explaining the marginal increase in the percentage of the principal road network in need of maintenance. Unclassified road condition has seen a marginal decrease with 16% of the network in need of maintenance.

Condition data for the Footway indicator shows fluctuating levels of the percentage of category 1, 1a and 2 footways along arterial and main roads in need of maintenance. Investment through the Area Capital Fund to improve footways in local areas along residential roads was not captured as part of this indicator.

Table 3: Condition data (Nottingham city)

	BVPI 223a and 224a		National Indicators 168 and 169			
Year	**2005/06**	**2006/07**	**2007/08**	**2008/09**	**2009/10**	**2010/11**
Principal roads actual	17%	17%	8%	9%	9%	10%
Principal roads target	18%	18%	8%	8%	8%	8%
Non-principal roads actual	19%	17%	5%	5%	5%	5%
Non-principal roads target	19%	19%	19%	19%	19%	19%
Unclassified roads actual (BVPI 224b)	6%	19%	19%	17%	17%	16%
Unclassified roads target	15%	15%	14%	14%	13%	13%
Footway condition actual (BVPI 187)	20%	27%	19%	25%	24%	n/a
Footway condition target	22%	21%	20%	19%	18%	16%

Satisfaction with local neighbourhoods

Resident satisfaction with their local area as a place to live was monitored as part of the Nottingham Local Area Agreement through the Citizens Survey. Given investment into local neighbourhoods through the Area Capital Fund it is a useful proxy for measuring citizen perceptions overall as to whether service delivery has had the desired effect.

85% - Citizen Survey 2011

79% - Citizen Survey 2009

Percentage of people who feel they can influence local decisions

Similarly the Area Capital Fund model of delivery through local citizen participation and involvement has had a positive effect on performance relating to the number of people who felt they could influence decisions affecting them locally.

48% - Citizen Survey 2011

48% - Citizen Survey 2009

Other quality of life related indicators:

L10: Ensure 67% of footpaths and other Rights of Way are easy to use

Trend

target exceeded

Investment and Delivery

Where did our investment come from?

The City Council was allocated over £55 million Government funding from the Department for Transport between 2006 and 2011 through the LTP process. This included a 25% performance reward for excellent local transport delivery.

Table 4: Total transport income 2006 – 2011

Funding source (£m)	2006/07	2007/08	2008/09	2009/10	2010/11*	2006-11
Integrated Transport Block	7.904	7.766	7.887	8.131	6.275	**37.963**
Capital Maintenance Block	3.024	2.313	2.536	2.550	2.678	**13,101**
DfT Road Safety Grant (Capital)	0	0.172	0.169	0.157	0	**0.498**
DfT Major Schemes Funding	3.770	0	0	0	0	**3.770**
Total	**14.698**	**10.251**	**10.592**	**10.838**	**8.953**	**55.332**

**includes 25% in year cut following Coalition Government's emergency budget announcement June 2010*

This core LTP settlement was supplemented by funding received from various sources which included other funding from the Department for Transport, developer contributions, regeneration funding, Government 'Growth Point' funding and contributions from other local authorities and partners. A total of £15 million was levered in from external funding sources over the five years. This sum excludes NET Phase Two, Highways Agency and rail industry funding.

The total income received for local transport delivery amounted to £70.5 million.

Table 5: Total external transport income 2006 – 2011

Other sources of funding (£m)	2006/07	2007/08	2008/09	2009/10	2010/11	2006-11
DfT – Other funding	2.533	0.103	0.281	1.074	2.101	**6.092**
Developer contributions	0.081	0.250	0.088	0.120	0.151	**0.690**
Regeneration funding	1.549	0.539	0.705	1.583	2.694	**7.070**
Growth Point	0	0	0.138	0.072	0.207	**0.417**
Other local authorities and partners	0.136	0.076	0.036	0.297	0.228	**0.773**
Other funding sources	0	0.046	0.004	0.007	0.036	**0.093**
Total	**4.299**	**1.014**	**1.250**	**3.153**	**5.417**	**15.133**

How was that money spent?

Schemes delivered during the course of the Plan period were grouped in 'theme blocks' of:

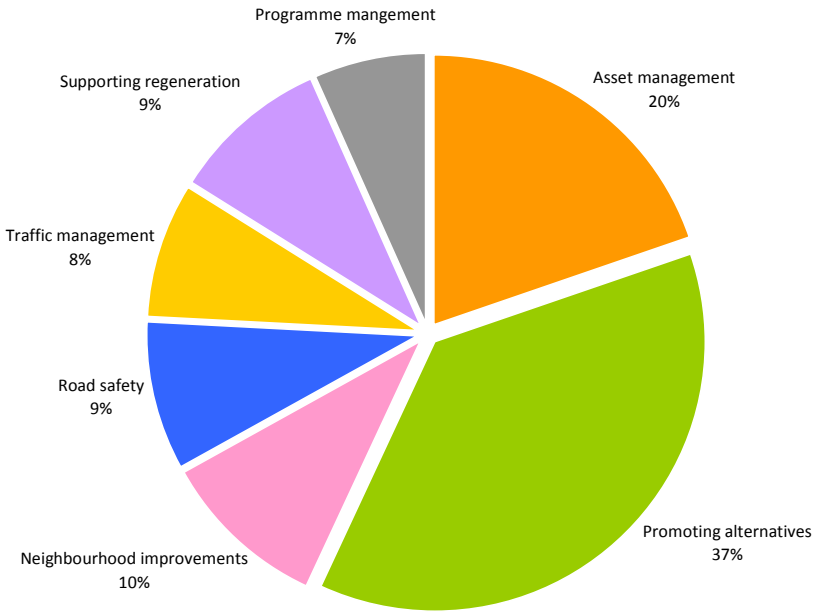
Asset management: maintenance of carriageways and bridges
Promoting alternatives: bus infrastructure, cycling, walking and smarter choices
Neighbourhood improvements: footway, parking and accessibility improvements
Road safety measures: local safety schemes, education and enforcement measures
Traffic management: residents parking, junction and signal improvements
Supporting regeneration: public realm improvements
Programme management: coordination, modelling and performance indicator monitoring

Investment was targeted to achieve value for money outcomes and integrated schemes were developed to meet multiple objectives of the Local Transport Plan. A total of £68 million was spent across the LTP programme with £2.5 million carried forward for expenditure in future years:

Table 6: Total integrated transport expenditure 2006 – 2011 by block and scheme type

Scheme type and spend (£m)	2006/07	2007/08	2008/09	2009/10	2010/11	2006-11
Asset management						
Maintenance – carriageways	2.127	2.062	2.680	1.729	2.010	**10.608**
Maintenance – Other	0.948	0.719	0.346	0.424	0.300	**2.737**
Promoting alternatives						
Bus infrastructure improvements	0.827	1.567	2.165	2.751	3.009	**10.319**
Public transport interchanges	2.385	0.040	0	0	0	**2.425**
Cycling specific schemes	0.499	0.218	0.714	1.466	0.899	**3.796**
Walking specific schemes	2.710	1.475	1.911	0.778	0.663	**7.537**
Smarter Choices	0.309	0.425	0.227	0.185	0.128	**1.274**
Neighbourhood improvements						
Neighbourhood improvements	1.012	1.305	1.281	1.365	1.932	**6.895**
Road safety measures						
Road safety	1.363	1.511	1.088	1.093	1.018	**6.073**
Traffic management						
Traffic management	1.560	0.764	1.177	1.517	0.403	**5.421**
Supporting regeneration						
Public realm	0.095	0.488	0.539	1.719	3.596	**6.437**
Programme management						
Other schemes	0.570	0.506	0.029	0.092	0.085	**1.282**
Programme coordination	0.279	0.249	0.412	0.409	0.362	**1.711**
Transport modelling/monitoring	0.223	0.252	0.357	0.427	0.263	**1.522**
Total	**14.907**	**11.581**	**12.926**	**13.995**	**14.669**	**68.037**

Figure 16: LTP investment breakdown of investment by block



Top 5 LTP spend areas:

Carriageway maintenance.....16%
Bus Infrastructure.....15%
Walking.....11%
Local neighbourhood improvements.....10%
Public realm improvements.....9%

LTP scheme delivery: example scheme showcase by theme



London Road carriageway maintenance

Over £370,000 LTP capital maintenance funding was used to lay a smooth new road surface for London Road between Cattle Market Road and Canal Street. London Road serves a large amount of traffic with thousands of commuters, shoppers, visitors and tourists travelling along it every day. As one of the major routes into the city centre from the south, the London Road works were delivered within seven weeks during summer 2009. The road maintenance scheme extended the life of this vital asset.



Castle Marina Bridge replacement

The replacement £240,000 bridge is double the width of the previous one and has reduced approach inclines making it more accessible for bikes, wheelchairs and pushchairs. The bridge was opened in May 2009 with support from British Waterways, East Midlands Development Agency and the Greater Nottingham Partnership. The bridge forms a crucial link in the Big Track 10 mile circular route as a key commuter and leisure route for pedestrians and cyclists.



Medilink bus service

The free Medilink bus service provides connections to the two hospital campuses at the Queens Medical Centre and City Hospital sites. Free parking is provided to Medilink users at the Wilkinson Street tram park and ride and Queens Drive bus park and ride sites. Since the weekday service was introduced in 2004 it has proven hugely successful and frequency was increased from 30 minutes to 10 minutes in 2006 with an increased vehicle size to meet demand. It now carries 21,500 passengers a week offering a reliable and fast connection for the 13,000 employees and visitors of the two hospitals, alleviating congestion along the ring road whilst also improving accessibility to healthcare.



Strelley commuter cycle corridor

The five mile route was introduced in 2010 linking Strelley village in the west to the city centre, the University of Nottingham Jubilee Campus, Oakfield School and Sports College and Bilborough College, as well as being within easy reach of residential areas such as Bilborough, Beechdale and Radford. The project aimed to deliver infrastructure improvements to support cyclists and provide a direct and safe connection to key employment and education destinations along its route and into the city. Improvements included on-road cycle lanes, advance stop lines, junction improvements and pedestrian/ cycle crossings supporting similar works carried out on complementary cycle corridors to Hucknall and Clifton.



Hockley primary pedestrian route

Focus was placed on improving routes between the city centre and St Anns and Sneinton. Improvements to the environment for pedestrians through widened footways, provision of high quality paving, creation of a new public square and improved street furniture. The opportunity was taken to close the middle part of the street to traffic, removing unnecessary signing and road markings whilst providing an enhanced route for cyclists. Similar works were carried out on the routes created through Canning Circus, Station Street/Carrington Street and Alfreton Road providing high quality direct connections for pedestrians and cyclists.



Colwick Woods Rights of Way

The entrance to the woods from the Colwick Road footpath whilst being extremely steep was virtually impossible to use due to eroded mud collecting around the gate discouraging potential users accessing the woods in Sneinton. The aim of the improvement scheme was to make the entrance more attractive and easy to use for citizens. Improvements included a handrail and sleeper steps installed along the steepest sections. This has improved the overall accessibility of the path and reduced runoff and erosion. The entrance was remodelled with the removal of the gate and stone step creating a flush path whilst a motorcycle inhibitor was installed to discourage motorcycle and quad bike use.



Sherwood town centre improvements

£50,000 was spent on repairing pavements and cleaning streets in Sherwood and Carrington. Investment prioritised through the Area Capital Fund provided new seating, replaced broken flagstones, replaced tarmac with new high quality paving and a steam clean of pavements. The local area which is a key hub for shopping and culture, was uplifted following the works to help boost trade and support improvements giving character to the areas of Sherwood and Carrington through the commission of two artists to create a notice board to complement Sherwood's creative image.



Mansfield Road/Redcliffe Road junction local safety scheme

Since 2002 a total of 22 accidents have occurred on Mansfield Road, between Gregory Boulevard and Hucknall Road. Around £100,000 of LTP funding was invested on this road safety improvement scheme. The works were completed in autumn 2009, with improvements including a new raised plateau over the junction mouth of Redcliffe Road, upgrading the existing pedestrian crossing to current standards and junction layout changes to make it easier for traffic turning right from Mansfield Road into Gregory Boulevard.



Safer routes to Bulwell Academy

Linked to the opening of the new Bulwell Academy, road safety improvements were implemented in early 2010. The works cost approximately £145,000 of LTP funding, with a further £100,000 contribution from Tesco as part of a developer contribution. Measures included replacing the mini roundabout with a full traffic island to encourage vehicles to slow down on the approaches to the junction, with Main Street, Hucknall Lane and Carey Road, a smooth new road surface and two new tactile crossings giving pedestrians safe and direct crossings.



Hucknall Road/Arnold Road junction improvement

£625,000 LTP funding was used to upgrade this crucial junction and bus route to improve safety. Works involved laying a smooth new surface at the junction, paving improvements along Hucknall Road between Valley Road and Gala Way on the east side and GIM Motors on the west side, laying new lining/road markings, installing new street lighting around the junction, installing advance cycle stop lines on all approaches to the junction to help cyclists moving off from the traffic lights and Improving pedestrian crossings to help visually impaired people. The pedestrian crossing at the Hucknall Road/Gainsford Crescent junction was upgraded to a toucan, also benefiting cyclists to access the Hucknall Road commuter cycle route.



Radford Road/Gregory Boulevard junction traffic signals upgrade

An integrated traffic improvement scheme was carried out at the junction of Radford Road with Gregory Boulevard in Hyson Green to the north of the city. At the fringe of the densely residential area the junction had become a key bottleneck causing delays. £150,000 funded a complete refurbishment of the traffic signals at the junction to smooth traffic flow whilst other works included dropped crossings, the addition of tactile rotating cones and tactile paving for blind/partially-sighted pedestrians. Resurfacing of the road and some improvements to drainage were also undertaken at the same time. The works on the traffic lights, which involved installing a more sophisticated method of operation has helped reduce congestion on the Radford Road corridor which previously impacted on tram punctuality.



Connecting Eastside Phase 1

Works on the £6.8million Connecting Eastside scheme aimed at improving access to regeneration sites and radically enhancing the pedestrian connections between the city centre, Sneinton and St. Ann's in the eastside area whilst improving transport links for cyclists and other road users were completed in December 2011. Sneinton Market was transformed into a new public space offering a high quality venue for markets, events/festivals and for community use linked to wider regeneration of the Victoria Leisure Centre. Huntingdon Street was made a logical two-way route for traffic heading north and south through the city and new/improved pedestrian links created along King Edward Street, Beck Street, Hockley and Gedling Street and Huntingdon Street.



Victoria Embankment link

Improved access to the city centre was provided through the 'missing link' between the existing canal towpath along Meadow Lane Lock and Victoria Embankment. The £1.5 million scheme was funded through the LTP, Growth Point and the East Midlands Development Agency. Delivered in partnership with British Waterways, the schemed included towpath resurfacing, installation of a wider footbridge and creation of a public rest area bringing improvements for pedestrians and cyclists whilst supporting wider regeneration potential for access to the Waterside regeneration area and potential future expansion of the riverside paths along the north bank for the Trent to the east.



King Street and Queen Street streetscape improvements

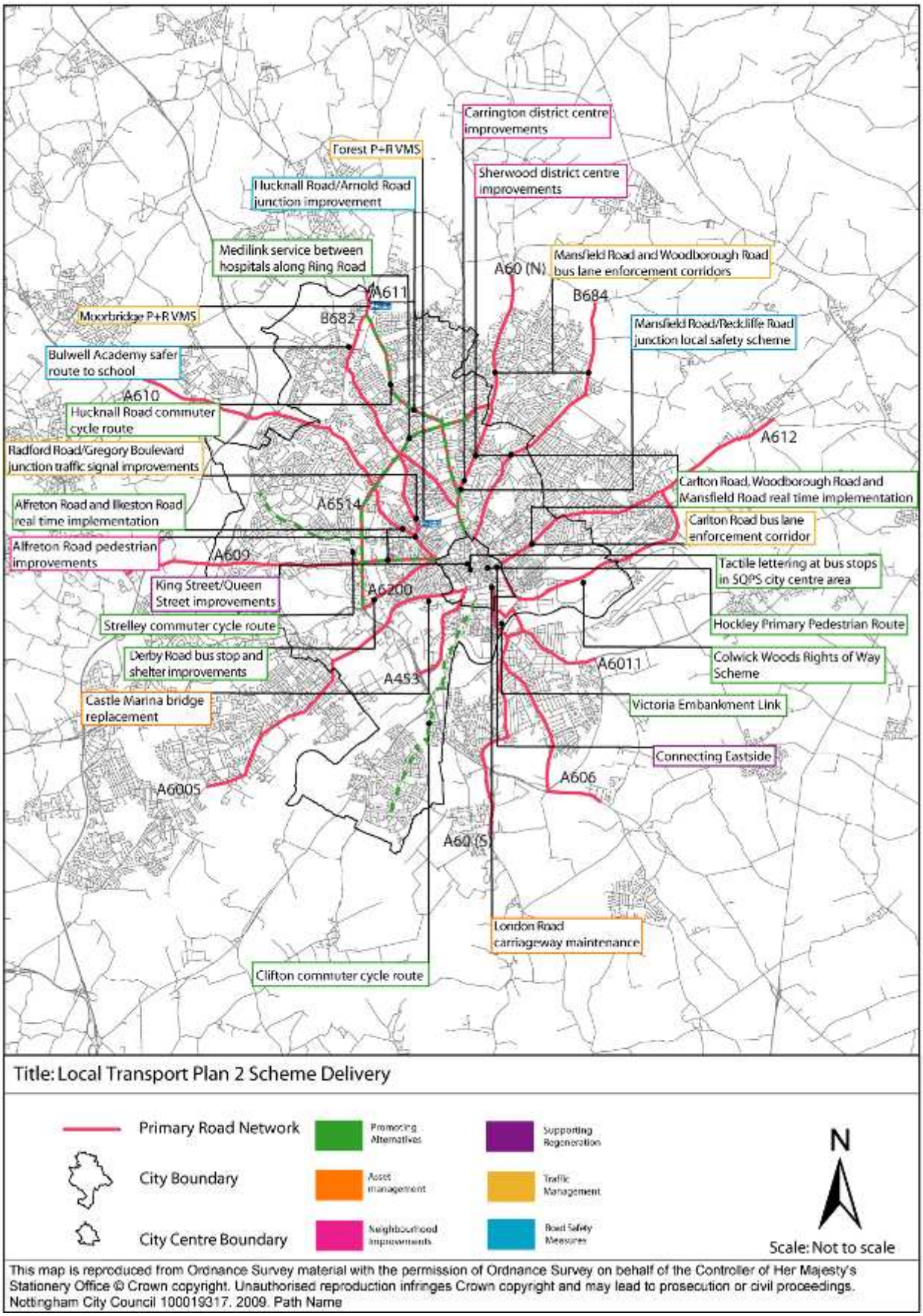
This redundant section of road was redesigned to offer a flexible and useable public space. The popular pedestrian route was built utilising the same high quality granite paving and street furniture used for the Old Market Square development. With 50% more space for pedestrians, the new accessible space has been adapted to host a range of events and activities taking place in the adjacent Old Market Square. The £700k public space has been created with its own unique attractions including the privately funded Brian Clough Statue and permanent site for the city's Speakers' Corner, more seating, cycle stands, three antique street lanterns, new street lighting and CCTV cameras.



Alfreton Road integrated transport scheme

Alfreton Road is a key shopping area and busy thoroughfare for pedestrians and traffic heading into/out of the city to the northwest. Over £500k LTP funding was invested in partnership with the Nottingham Development Agency to improve the design and function of Alfreton Road between Canning Circus and Peveril Street. Pedestrian priority measures, improved crossings, features to reduce speeds and improve traffic flow including road resurfacing were all features of this scheme.

Figure 17: LTP scheme delivery map



Major scheme delivery

Major schemes are defined as those greater than £5 million. These are separately funded by the Department for Transport and subject to business case. During LTP2, priorities were determined through the Regional Funding Allocation process until suspended in 2010 by the Coalition Government.

Spotlight

Turning Point

The Turning Point city centre major scheme finished construction in November 2006, three months ahead of schedule and on budget. The £12 million scheme funded by the Department for Transport involved the removal of general traffic in the area around the Victoria Centre onto suitable alternative routes and radically transforming the northern section of the inner ring road to reclaim the space creating better connections for pedestrians and public transport users.

Scheme elements:

- Granting of a Traffic Regulation Order restricting access to Upper and Lower Parliament Street (respective sections), Milton Street, King Street and Queen Street, to all but essential traffic
- Through traffic diverted to alternative routes for east-west movements and west-east movements
- Public realm improvements including 17,000m^2 of high quality paving, footway widening, lighting, signing and new/upgraded traffic signals
- No loading restrictions in the peak periods (7am – 10am and 4pm – 7pm), 24 hour bus stop clear ways with selected bus stop clearways operating 7am to 7pm
- Creation of a bus interchange area coinciding with relocation of bus stops from Old Market Square (to enable remodelling of square) and recasting of Nottingham City Transport's services, and to provide improved interchange and facilitate cross city bus movements
- Provision of new and upgraded pedestrian crossings on key desire lines including connections to Theatre Royal/Royal Centre, Trinity Square and the Victoria Shopping Centre
- Provision of appropriate access and loading/unloading arrangements for the new Trinity Square development and the Hilton Hotel

Key milestones reached:

✓ AM inbound journeys by public transport increased by 3.1% to 32%
✓ Reduction in traffic vehicle flows within restricted access area of 76% from 26,180 vehicles (2003)
✓ Reduction in casualties from 62 in 2000 to 38 in 2008
✓ 70% satisfied with improved connectivity/interchange between bus services/bus stops
✓ 73% felt interchange between bus services and NET had been improved within the city centre

The Turning Point evaluation and monitoring report is available online at Nottingham Insight.

Before



After



After



A number of other local major schemes have been progressed over the last five years:

Nottingham Station Hub

Project partners: Nottingham City Council, Network Rail, East Midlands Trains

Project cost: £60 million (partner funding) including local contribution through the Workplace Parking Levy

Description: Work on the multi-million project is underway to modernise and develop the station into a state of the art integrated transport hub. High quality interchange will be provided for trains, trams, and bus and taxi services with upgraded passenger facilities and new retail space within the station. Complementary works are being carried out by Network Rail to provide an improved track layout in and around Nottingham Station as part of the Trent re-signalling project. The Station Hub will act as a catalyst for the regeneration of the Eastside and Southside areas of the city for mixed use development and create many new employment opportunities.

- Planning permission was granted for the Station Hub redevelopment in spring 2009. The Council approved funding of £18 million toward the Hub project in March 2010.
- The wider funding agreement, involving Network Rail, East Midlands Trains and Nottingham City Council was announced in October 2010. This will make up the remainder of the funding towards the £60 million scheme. Related highway works commenced in summer 2010 and a new secure cycle parking facility opened in July 2010.
- Network Rail awarded the contract for the main station works to Vinci Plc in October 2011 and works are due to commence in summer 2012 with an anticipated completion in early 2014.
- Works to construct the MSCP commenced in March 2011 and are scheduled to conclude by May 2012 allowing for construction works linked to NET Phase Two to take place from Spring 2012. Highway works will continue to dovetail with the main station works and will be complete within the same timeframe.

Nottingham Station Hub visualisation



Nottingham Express Transit (NET) Phase Two

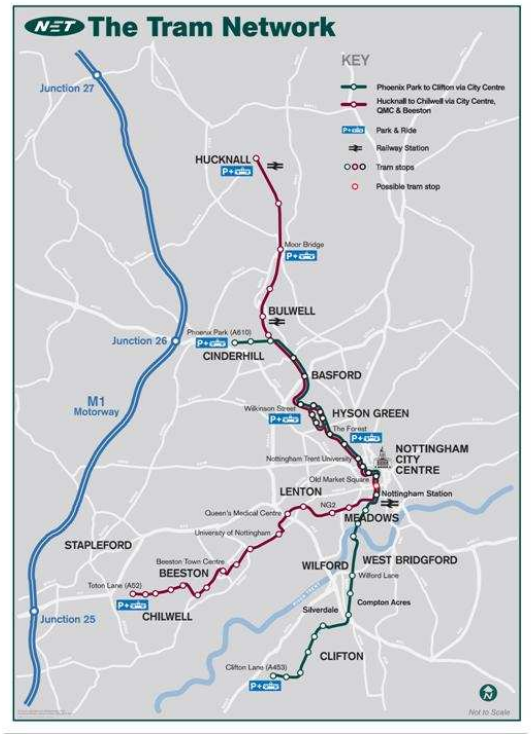
Project partners: Nottingham City Council and Tramlink Nottingham Consortium

Project capital cost: £480 million (NET present value). Private Finance Initiative contract and local contributions through the Workplace Parking Levy

Description: Nottingham Express Transit (NET) Phase Two will provide two further routes to Clifton and Wilford in the south and Beeston and Chilwell in the west, connecting with Line One at the Station Hub. The 10km Beeston and Chilwell route will serve a number of important destinations including the NG2 development site, Queens Medical Centre, University of Nottingham, Beeston town centre and Chilwell. The route will terminate at a park and ride site serving the A52 and Junction 25 of the M1. The 7.5km Clifton route will serve a number of densely populated residential areas including the Meadows, Wilford, Compton Acres and Clifton terminating at a park and ride site serving the A453 and Junction 24 of the M1. With nearly 30% of the Greater Nottingham population within 800m of a tram stop once complete, NET Phase Two will provide significant congestion reduction impacts and improved accessibility whilst also supporting economic growth.

- NET Phase Two was awarded Programme Entry approval in October 2006 allowing the scheme powers to build, operate and maintain NET Phase Two to be made to Government.
- The application (under the Transport and Works Act 1992) was submitted to Government in April 2007. Planning permission was applied for at the same time.
- Public Inquiries into the proposals were held in November/December 2007 and October 2008.
- Government approval was received in March 2009 and by June 2009 the City Council had secured the required legal powers to proceed with the project.
- Following 'Conditional Approval' the Council commenced the tender process in September 2009 with two consortia of companies asked to bid for the Private Finance Initiative (PFI) concession to finance, build, operate and maintain NET Phase Two in addition to taking over the operation and maintenance of the extended network, including NET Line One over a period of approximately 22 years. The tender process was completed in early 2011 and the Council selected a preferred tender bidder in April 2011.
- Full Approval from Government was received in the autumn 2011.
- Works associated with the construction of NET Phase Two commenced in early 2012, with the new lines open for service in late 2014.

Figure 18: Nottingham Express Transit tram lines









Ring Road Improvements

Promoter: Nottingham City Council

Project cost: £16.175 million (£12.8 million Department for Transport major schemes funding) and £3.2 million local contribution from City Council (LTP) plus £0.175m third party contribution

Description: The Ring Road scheme was developed to reduce congestion, improve bus reliability and journey times and make the road an attractive route for cross-city trips to help alleviate city centre congestion and capacity problems. The scheme will deliver a package of improvements through upgrading key junctions and selective widening and reconstruction of areas of the carriageway most in need of repair. Improved interchange facilities will be put in place to help transfer between bus services on the main routes into Nottingham and ring road services with improved conditions for pedestrians and cyclists including new and upgraded crossing facilities.

- Following the Comprehensive Spending Review 2010, the Ring Road scheme was placed within a national pool of schemes for further analysis.
- Following submission of an Expression of Interest in January 2011 and a Best and Final Bid to Government in September 2011, the Department for Transport announced £12.8 million funding would be made available as contribution to the £16.2 million scheme.
- The City Council will now embark on detailed design of the scheme with public consultation taking place in the spring - summer 2012.
- Submission seeking Full Approval will then be requested from the DfT in December 2012.
- If successful, works could start on site in April 2013 with completion in September 2015.

Figure 19: Ring Road scheme elements plan

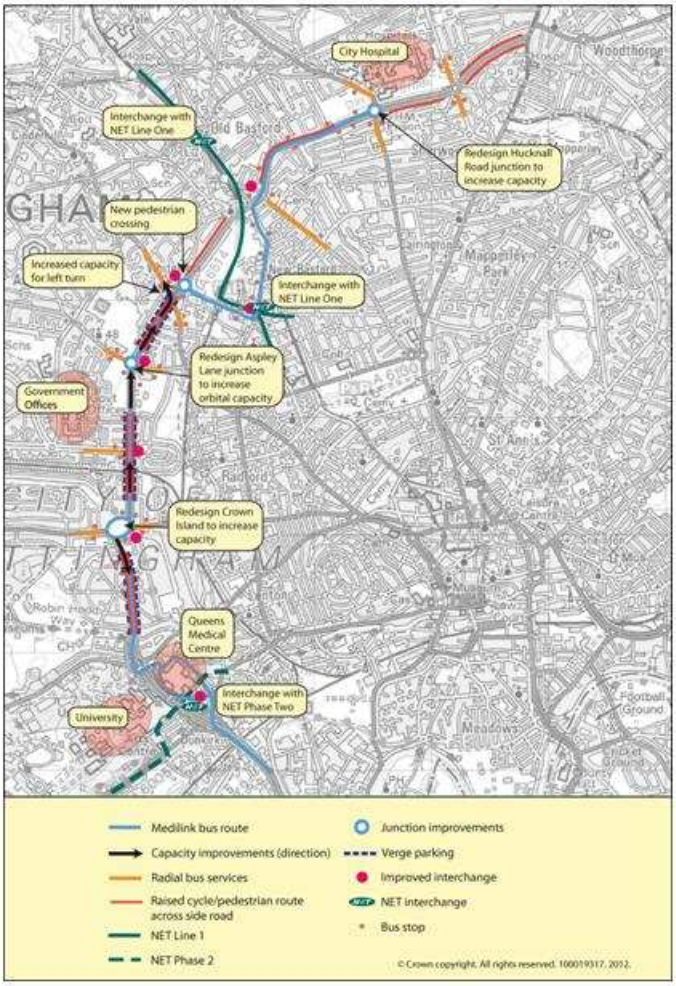






Figure 20: Major scheme key milestones

	LTP2 Years					LTP3 Years (2011 – 2026)			
Key Milestones	**2006/7**	**2007/8**	**2008/9**	**2009/10**	**2010/11**	**2011/12**	**2012/13**	**2013/14**	**2014/15**
Station Hub									
Planning permission granted			Spring						
£18.13m City Council funding approved				March					
Highway works commenced				November					
Secure cycle facility opened					July				
Multi-storey car park stage 1 contractor awarded					November				
Multi-storey car park works					March				
Contract award on main station						October			
Handover of MSCP to East Midlands trains							May		
Main station works							Summer		Autumn
Related Highway works							Summer		Autumn
Completion									Autumn
NET Phase Two									
Programme Entry	October								
Transport Works Act Order submission		April							
Public Inquiries held		Nov/Dec	October						
TWAO approval			March						
Legal powers secured				June					
Conditional Approval				July					
Tender awarded to Tramlink					April				
Full Approval					Autumn				
Construction works						January			
Lines Two and Three open									Autumn
Ring Road Major									
Business Case submitted	June								
Business Case updated				July					
Programme Entry received				March					
Scheme placed in "Development Pool"					October				
Expression of Interest submitted					January				
Best and Final Bid submission						September			
Reactivated Programme Entry						December			
Scheme detailed design									
Public consultation							Summer		
Full Approval submission							December		
Construction (if successful)								Start	

Local funding solutions: Workplace Parking Levy

Road congestion caused by people travelling to and from work is not a problem unique to Nottingham – the proposal to tackle it is. Significant progress has been made towards introducing a Workplace Parking Levy (WPL) within the boundary of the City of Nottingham. The scheme will introduce a levy for employers within the City Council's administrative area that provide workplace parking places. This demand management tool will influence the travel behaviour of commuters and address congestion. The WPL is a charge made for each parking place provided by an employer and used by employees, certain types of business visitors, and pupils and students. Employers will be required to obtain an annual licence for the maximum number of liable places they provide.

The income generated from the levy will support the implementation of sustainable transport improvements, namely the Station Hub, Nottingham Express Transit Phase Two and the continuation of the Linkbus network.

Charging for workplace parking places will come into effect from 1st April 2012 after which businesses will be legally required to hold a valid WPL licence and make payments if they provide 11 or more liable workplace parking places.

Key milestones achieved:

2006 – 2008

✓ WPL scheme business case drafted in 2007
✓ Public consultation on the scheme was undertaken between July and October 2007
✓ Public examination held early in October 2007
✓ City Council Executive Board approval to proceed with developing the scheme in December 2007
✓ WPL scheme business case updated in April 2008
✓ Draft Legal Order and business case submitted for approval at Full Council in May 2008
✓ Legal Order and business case submitted to Secretary of State for approval in 2008

2009 – 2011

✓ The WPL Legal Order confirmed by the Secretary of State for Transport in July 2009 with condition to include two-year delay before introduction and 6-month period with 100% discount on licence
✓ Full Council decision in September 2009 taken to pursue the WPL scheme as set out by the Secretary of State for Transport
✓ Scheme operational activities e.g. online registration system, issuing PCNs developed during 2010
✓ Communications campaign undertaken from May 2011
✓ Programme of business support offered to business around travel planning and car parking management strategies
✓ Three month period allowing workplace parking places registration between July - October 2011
✓ Introduction of WPL scheme with 100% discount of the charge commenced 1st October 2011
✓ Compliance and enforcement activities begin to ensure employers are licensed correctly

Business engagement and support results:

Ongoing engagement and targeted one-to-one meetings with employers resulted in:

- 88% of employers found the WPL online registration system easy to use
- 93% of employers found the WPL workshops informative
- 80% of employers felt the WPL workshops answered all of their questions
- 97% of employers completed their online registration in under an hour

By the 1st October 2011 when the scheme came into force (with no charge) the WPL figures were:

- 1,865 employers had completed their licence application
- 42,001 workplace parking places were registered

www.nottinghamwpl.gov.uk

Wider impact of transport

The role of the LTP in achieving Sustainable Community Strategy priorities

In response to the Sustainable Communities Act 2007, the City Council and its partners introduced the Nottingham Sustainable Community Strategy in 2009. It set out the long term vision and actions for the economic, environmental and social wellbeing of the city. Delivering improved transport networks have strongly contributed to achieving the strategic objectives of the Nottingham Plan, most importantly:

World-Class Nottingham

The Nottingham Core City Area (Nottingham, Gedling, Broxtowe and Rushcliffe) has a strong and diverse economy which, prior to the recession, grew by 21% between 2003 and 2008. In 2008 the economy, measured by GVA, was worth £12.4bn, making a significant contribution to the national economy. In 2009, local economic output contracted slightly to £12.2bn (-1.4%). Although this contraction was larger than the national average, it was the smallest of the eight core cities. In terms of output per capita, Nottingham has the fourth highest of the Core Cities at £19,200 per person and is only slightly lower than Manchester in third place.

State of Nottingham's economy

National and regional figures for 2010 show small increases in GVA, with the East Midlands showing an above average increase. This suggests that there may have been some growth in the local economy in 2010 although it is likely to have been small. Nationally the economy has been largely flat through 2011 and cuts in Public spending are likely to have had a larger impact in cities such as Nottingham where the public sector is a large employer.

Whilst feeling the effects of the economic downturn like every other major city, a proactive approach to steer the city through the recession has been taken.

Integrated Land Use Planning and Transport

In 2006, the Nottingham core area was designated as a Growth Point, identifying up to 50,000 new homes to be provided up to 2028. Growth forecasts show significant demands could be placed upon existing transport networks with increased traffic levels. The fundamental approach of close integration of transport and land use planning has been retained over the course of the Plan years through the inclusion of transport input into the development of local planning policy e.g. the Aligned Core Strategies and Land and Planning Policy Document to support sustainable development primarily by encouraging development in locations that reduce the need to travel and requiring all new major developments to be well connected to existing sustainable transport networks.

Transport interplay through the whole development management process was achieved through the use of Growth Point funding to contribute to necessary transport infrastructure in response to planned growth; the negotiation and support for business, school and residential travel plans; and evaluation of transport assessments submitted with major planning applications to analyse where adverse impacts to the development were expected.

In 2009 the Nottingham Housing Market Area (comprising of the City Council and Boroughs of Broxtowe, Gedling and Rushcliffe in Nottinghamshire and Erewash in Derbyshire) transport model was updated with new data to provide information on forecast pressures on the highway network (such as mode share, traffic flows, journey times and public transport patronage) which would result from potential development and growth sites and used to oversee the impacts of key policies within the Aligned Core Strategies and LTP.

The **Nottingham Enterprise Zone** announced in March 2011 is proposing use of simpler planning policies and transport infrastructure links are being considered as part of the ongoing development proposals.

Strategic connectivity

Improving transport connectivity and providing high quality accessible networks is contributing to the economic strength of the conurbation driving enterprise, inward investment and local job creation. Businesses cite congestion as a major inhibitor to economic growth costing local businesses and individuals' times lost in productivity and delays. With the local economy serving a wide catchment area, improving strategic connectivity is critical to building a world class vibrant and competitive city:

Rail

The City Council has worked with the rail industry and partners including Network Rail, East Midlands Trains and the Greater Nottingham Transport Partnership and Chamber of Commerce to encourage rail investment. Key improvements have been:

- £69 million funding package secured for **Midland Mainline line speed improvements** to be implemented by 2014 which will deliver a 5 minute reduction in journey times to and from London
- **East Midlands resignalling** in the Nottingham Station area will be upgraded to improve performance and journey time costing 15 million to complete the works by 2013
- **Direct Nottingham to Leeds service** was introduced in December 2008 connecting the two core cities with an hourly service
- **East Midlands Parkway** opened in January 2009 with facilities including an 850 space car park. The £25 million investment is located near Junction 24 of the M1
- **Robin Hood line** track improvements were completed in 2010 and a Sunday service (supported by funding from the County and City Councils) was introduced in December 2009 with a stop in Bulwell
- **Liverpool to Norwich** trains serving Nottingham have received extra carriages to relieve overcrowding
- **High Speed Rail** national consultation was launched by the Government to debate the development of a High Speed Rail 'Y' network including a stop to serve the East Midlands. The consultation incorporated a detailed route between London and Birmingham. The Secretary of State announced proposals to carry this forward in early 2012

Strategic Roads

Improvements to strategic roads promoted by the Highways Agency including:

- **M1 widening between Junctions 25-28** been completed along 23km of motorway. The hard shoulder was converted into a running lane to create four lanes and a new hard shoulder was added where possible to reduce congestion. Following the Comprehensive Spending Review 2010 announcement the DfT have outlined the M1 Junction 28 – 31 Managed Motorways scheme will be prepared for start of construction by 2015
- **A46 Newark to Widmerpool** construction commenced in July 2009. A new 17 mile two-lane dual carriageway from the A606 two level junction at Widmerpool, to an improved roundabout at Farndon, south of Newark. The scheme is scheduled to open to traffic in the summer 2012 and is expected to reduce congestion and improve safety
- The **A453 (M1 to Nottingham)** improvements scheme promoted by the Highways Agency is a significant scheme for unlocking economic growth for Nottingham. Whilst the A453 was categorised as a future scheme with construction to commence in 2015 at the earliest in the Comprehensive Spending Review, the Government's Autumn Statement 2011 confirmed funding to take the scheme forward. An early decision by the Secretary of State confirming the legal orders could lead to construction starting as early as 2013.

Air

The East Midlands Airport has remained important to the local economy connecting businesses and individuals to over 90 direct destinations and supporting Nottingham's role as a tourist destination. The Airport saw over 4 million passengers travel through it in 2010.

Working Nottingham

As a result of the recession, the employment rate in Nottingham has fallen over the last two years. In 2007/08 data showed an overall employment rate of 65.9% with an improving trend, the onset of the recession had a significant impact on employment levels within the city with the overall employment rate in 2010/11 falling to 54.3%. The performance of the other Core Cities has reflected Nottingham's experience and the city's position has remained fairly constant when ranked against these cities. Through LTP Investment in a wide range of interventions aimed at removing travel barriers to employment and connect local people to good jobs, transport provision has been crucial in helping to keep people moving and foundations put in place for when the economy does recover to continue to support people to access employment.

Neighbourhood Nottingham

The way local services are delivered and how local people are engaged with and participate in decision making has been strengthened with greater involvement of local community groups and individuals. In the 2010 Citizen's Survey, 57% of citizens agreed they can influence decisions in their local area representing a substantial improvement since 2008 when only 30% agreed, demonstrating greater neighbourhood working and local delivery is contributing to active participation by local citizens. As a result data also shows record numbers of residents satisfied with their local areas as a place to live with 81% satisfied in 2010 which has steadily increased from 70% in 2007. In terms of transport provision, residents were asked what makes somewhere a good place to live with clean streets and public transport placed third and fifth top answers with 36% and 33% respectively.

Family and Healthy Nottingham

Over the past five years transport infrastructure improvements to encourage healthy lifestyles has complemented other work undertaken to address health inequalities and obesity levels prevalent in the city. The Change Makers network was established in partnership with NHS Nottingham City in 2007 to work with local communities and agencies to promote healthy lifestyle messages and raising awareness of health issues and access to services. The provision of walking and cycling facilities which are affordable, accessible and fun, free advice to school children complemented by Big Wheel messages and family friendly events promoting sustainable transport have supported broader initiatives to tackle sedentary lifestyles and encourage children and adults to become more physically active. NHS Nottingham City has funded walking and cycling such as Ridewise's Cycling for Health scheme to help people most at risk from inactivity travelling and spending leisure time actively.

Green Nottingham

As the founding signatory of the Nottingham Declaration on Climate Change in 2000, Nottingham has demonstrated a commitment to addressing the causes and consequences of climate change. Work has been undertaken to move the city to a lower carbon future and greener economy. Between 2005 and 2009 carbon emissions within Nottingham were reduced by nearly 17%, with reductions in the road transport sector a factor. In 2009, the city had the lowest total carbon emissions of all the Core Cities, and the second lowest per person emissions.

Performance and Benchmarking

Indicator monitoring framework

The LTP monitoring framework underwent a number of changes during the course of the Plan period. Initially monitoring was done through collection of a series of Best Value Performance Indicators (BVPIs). These were abolished in 2008 following the introduction of the National Indicator (NI) list. However in 2010, the Coalition Government streamlined the level of performance monitoring required by local authorities and abolished the National Indicator set.

For the purposes of trend analysis and where possible, data was collected for the National Indicators and the old BVPIs were also retained totalling 43 individual indicators. Performance is provided in a technical appendix to this document and available online.

Benchmarking with other authorities

A key measure of whether local performance has been strong is comparison with counterpart local authorities such as the other core cities. With the removal of national indicators this has been harder to do. In 2010, the City Council participated in the National Highways and Transport public satisfaction survey alongside 94 other local authorities.

Nottingham ranked highest overall nationally in three categories including local bus services, public transport information and traffic management. The city ranked in the top five for ease of access (no car), taxi/minicab services, local road safety, management of road works and highway enforcement/obstruction.

Table 7: National Highways and Transport public satisfaction results, Nottingham city 2010

Key Benchmark Indicator	Placing	Quartile	Key Benchmark Indicator	Placing	Quartile
KBI 01 - Overall (local)	1/95	Top	KBI 14 - Cycle routes and facilities (aspects)	19/95	Second
KBI 02 - Overall (national)	1/95	Top	KBI 15 - Rights of Way	4/95	Top
KBI 03 - Ease of Access (all)	9/95	Top	KBI 16 - Satisfaction - Rights of Way (aspects)	5/95	Top
KBI 04 - Ease of Access (Disabilities)	6/95	Top	KBI 17 - Traffic levels & congestion	29/95	Second
KBI 05 - Ease of Access (no car)	4/95	Top	KBI 18 - Management of road works	4/95	Top
KBI 06 - Local bus services	1/95	Top	KBI 19 - Traffic management	1/95	Top
KBI 07 - Local Bus Services (BVPI 104)	1/95	Top	KBI 20 - Road safety locally	4/95	Top
KBI 08 - Public transport info (BVPI103)	1/95	Top	KBI 21 - Road safety environment	13/95	Second
KBI 09 - Taxi/mini cab services	3/95	Top	KBI 22 - Road safety education	32/95	Second
KBI 10 - Community Transport	16/95	Top	KBI 23 - Condition of highways	10/95	Top
KBI 11 - Pavements & footpaths	13/95	Top	KBI 24 - Highway maintenance	10/95	Top
KBI 12 - Pavements & Footpaths (aspects)	12/95	Top	KBI 25 - Street lighting	44/95	Second
KBI 13 - Cycle routes and facilities	27/95	Second	KBI 26 - Highway enforcement/obstructions	2/95	Top

The following table highlights the NHT results for the five core cities which took part including Nottingham. A ranking for Nottingham is provided against the performance of Bristol, Liverpool, Newcastle and Sheffield. The averages of the 25 urban authorities and average of all 95 participants is also included.

Nottingham ranked highest of the core cities in 17 indicator categories with the lowest placing of fourth for road safety education; however this was still higher than the averages of the urban authorities and of all participants.

Table 8: National Highways and Transport public satisfaction results core cities comparison

Key Benchmark Indicator / Authority	Bristol City	Liverpool City	Newcastle City	Sheffield City	Nottingham City	Ranking (out of 5)	Urban authority average	All participants average
KBI 01 - Overall (local)	54.1	58.1	61.2	54.2	61.9	First	56.8	56.17
KBI 02 - Overall (national)	54.1	58.1	61.2	54.1	61.7	First	56.8	56.16
KBI 03 - Ease of Access (all)	76.5	79.7	79.6	77.4	80	First	77.4	77.58
KBI 04 - Ease of Access (disabilities)	71	76.5	72.8	72.1	76	Second	70.7	71.15
KBI 05 - Ease of Access (no car)	78.2	78.6	76.4	78.4	81.2	First	75.1	74.80
KBI 06 - Local bus services	45.3	71.5	69.8	62.4	75.1	First	62.3	61.58
KBI 07 - Local bus services (BVPI 104)	42	70.9	72.1	63.9	76.7	First	60.5	58.68
KBI 08 - Public transport info (BVPI 103)	40.1	62.5	60.5	58.9	70.5	First	47.1	46.91
KBI 09 - Taxi/mini cab services	62.9	77	74.5	70.9	73.6	Third	69.2	67.72
KBI 10 - Community Transport	56.8	57.1	57.6	59.8	60.5	First	58.3	58.04
KBI 11 - Pavements & Footpaths	61.2	51.4	56.7	48.4	61.4	First	55.7	56.02
KBI 12 - Pavements & Footpaths (aspects)	58	52.6	59	54	59.4	First	56.4	56.44
KBI 13 - Cycle routes and facilities	54.4	53.7	50.7	51.9	54.9	First	54.3	52.34
KBI 14 - Cycle routes and facilities (aspects)	54.5	47.5	46.6	49.3	52.4	Second	51.5	48.92
KBI 15 - Rights of Way	56.8	55.4	60.3	59.9	62.1	First	58.6	58.35
KBI 16 - Satisfaction - Rights of Way (aspects)	53.2	53.6	54.5	59	58	Second	54.2	53.87
KBI 17 - Traffic levels & congestion	38.3	49.3	51.5	43.8	50.1	First	44.8	46.31
KBI 18 - Management of road works	48.9	48.2	52.4	50	54.3	First	49.2	48.19
KBI 19 - Traffic management	54.2	54.2	58.3	57.5	62.9	First	54.4	54.45
KBI 20 - Road safety locally	57.8	60.8	65.4	59.7	64.1	First	60.8	59.24
KBI 21 - Road safety environment	52.9	55.1	58.8	57.7	57.8	Second	56.6	55.05
KBI 22 - Road safety education	49.1	54.5	54.6	54.1	52.8	Fourth	51.8	51.04
KBI 23 - Condition of highways	44.6	40.3	49.8	24.2	49.4	Second	39.5	38.62
KBI 24 - Highway maintenance	53.2	48.6	55.1	44.2	54.9	Second	50.7	50.19
KBI 25 - Street lighting	70	65.8	76.5	67.9	69.4	Third	70.1	68.79
KBI 26 - Highway enforcement/obstructions	49.5	49.3	54.1	50.2	56.4	First	51.2	50.49

Continuing our legacy

With over five years of significant investment and close partnership working with a range of partners, a number of successes have been delivered over the five strategy areas. Along the way Nottingham has attracted high profile attention in recognition of its position as a place to beat. However with these successes there have inevitably been areas where things could be improved.

Whilst the current economic impacts have affected the city, evidence shows Nottingham is well placed to bounce back stronger. As the next 15 years of local transport planning gets underway there have been strong foundations put in place as part of this LTP which need to be safeguarded so all that progress isn't lost.

It is crucial to the functioning of a well balanced economy to continue to invest in local transport infrastructure and services whilst supporting the improvement to strategic road and rail connections to ensure that people are able to make connections they need for work, education and socially. Transport is vital to supporting a competitive and vibrant city centre and thriving neighbourhoods.

Reputation

2006/07	Centre of Excellence for Local Transport Delivery (DfT)
2007/08	Beacon status for Road Safety
	Turning Point scheme award for Improvements to Bus Services (National Transport Awards)
2008/09	Beacon status for Improving Accessibility
	Best LTP and Rights of Way Improvement Plan integration (Natural England Award)
	Bare Bones named National Road Safety Scheme of 2008 (Highways Magazine Award)
	Nottingham Express Transit Tram named Light Rail Operator of the Year
2009/10	National Transport Awards Outstanding Contribution to Transport Award to Portfolio Holder
	National APSE (Association for Public Service Excellence) Award for Most Improved Performer in Highways and Winter Maintenance for City Council Highway Services
2010/11	Highest Resident Satisfaction for Highways and Transport (NHT survey)
	UK Bus Awards Transport Authority of the Year
	Campaign for Better Transport's Least Car Dependent City

Keep informed at:

www.mynottingham.gov.uk/transportpolicy

www.thebigwheel.org.uk

Appendix A

Local Transport Plan 2006 – 2011 indicators

Table 1: Progress against indicator targets at 2010/11

Indicator (unit)		Baseline	Target	2010 actual	Progress
National Indicators for Transport					
NI 47 stretched	People killed or seriously injured in road traffic accidents (rolling three year average)	210 (2005)	150	161	↗ target not met
NI 48	Children killed or seriously injured in road traffic accidents (rolling three year average)	28.3 (2007)	22.8	17.0	↗ target exceeded
NI 167	Congestion – average person journey time per mile during the morning peak (minutes and seconds)	3.8 (2005)	4.2	3.7mins (2009/10)	↗ target exceeded
NI 168	Principal roads where maintenance should be considered (percentage)	8% (2007/08)	8%	10%	↘ target not met
NI 169	Non-principal roads where maintenance should be considered (percentage)	5% (2007/08)	5%	5%	↗ target met
NI 175	Access to services and facilities by public transport, walking and cycling in Greater Nottingham area (percentage)	93% (2006)	93%	94.3%	↗ target exceeded
NI 176	Working age people with access to employment by public transport and other specified modes (percentage)	85% (2007/08)	85%	85%	↗ target met
NI 177	Local bus and light rail passenger journeys originating in Nottingham city boundary (passengers journeys millions)	55.960 (2007/08)	57.960 (2020)	56.560	↗ target exceeded
NI 178	Bus services running on time in city: a. % of non frequent services on time (percentage)	84% (2007/08)	87%	84%	↘ target not met
	b. Excess waiting time of frequent services in city (minutes)	0.61 (2007/08)	0.60	0.58	↗ target exceeded
NI 198	Children travelling to school by car (percentage)	21.1%	20.0%	17.6% (2009/10)	↗ target exceeded
Best value LTP indicators					
BVPI 99	a) Total number of people killed or seriously injured in road traffic collisions (number of casualties) in Greater Nottingham	664 (1994-98 average)	317	295	↗ target exceeded
	b) Number of children killed or seriously injured in road traffic collisions (number of casualties) in Greater Nottingham	118 (1994-98 average)	46	25	↗ target exceeded
	c) Number of people slightly injured in road traffic collisions (number of casualties) in Greater Nottingham	2,805 (1994-98 average)	2,524	2,044	↗ target exceeded
BVPI 102	Total public transport patronage originating in Greater Nottingham area (thousand passenger journeys)	68,500 (2003/04)	73,900	75,900	↗ target exceeded
	Of which number of bus passenger journeys (thousand passenger journeys)	68,000 (2003/04)	63,700	66,160	↗ target exceeded
BVPI 104	Satisfaction with local bus services (percentage)	64% (2003/04)	75%	77%	↗ target exceeded
BVPI223	Principal road network in Greater Nottingham in need of immediate attention (percentage)	18% (2005/06)	18%	10%	↗ target exceeded
BVPI 224	a) Classified non-principal roads where maintenance should be considered (percentage)	19% (2005/06)	19%	5%	↗ target exceeded
	b) Unclassified roads where maintenance should be considered (percentage)	16% (2005/06)	13%	16%	↘ target not met
BVPI 187	Category 1, 1a and 2 footway network where structural maintenance is required (percentage)	26% (2003/04)	16%	24% (2009/10)	↘ target not met

Indicator (unit)		Baseline	Target	2010 actual	Progress
Local indicators					
LTP 2	Change in area wide traffic mileage (million vehicle kilometres per annum)	2,933 (2004)	3,109	2,856	target exceeded
LTP 3	Cycling trips (annualised index 2003 = 100)	100 (2003)	107	102	target not met
LTP4	Mode share of journeys to school by car in Greater Nottingham (percentage)	29% (2004/05)	25%	23% (2008/09)	no longer monitored
LTP5	Bus punctuality (Greater Nottingham) a) Buses starting route on time (percentage)	92% (2005/06)	95%	93%	target not met
	b) Buses on time at intermediate timing points (percentage)	77% (2005/06)	82%	82%	target met
	c) Average excess waiting time on frequent service routes (minutes)	0.71 (2005/06	0.66	0.60	target exceeded
LTP 6	Changes in peak period traffic flows to urban centres (number of vehicles)	34,590 (2003)	34,590	32,950	target exceeded
LTP 8	Air Quality – Concentration of nitrogen dioxide in city centre AQMA (Micrograms per metre cubed)	43 (2005)	38	43	target not met
	Air Quality – Concentration of nitrogen dioxide in ring road AQMA (Micrograms per metre cubed)	42 (2005)	38	41	target not met
L3	Percentage of employees covered by a commuter travel plan in Greater Nottingham	15% (2005)	20%	36% (2007)	**no longer monitored**
L4	Percentage of schools with an approved travel plan in Greater Nottingham	15% (2004/05)	80%	69% (2008/09)	no longer monitored
L5	Number of services with a reduction in journey times	0 (2005/06)	5	5	**target met**
L6	Percentage of scheduled bus services operating	99.60% (2005/06)	99.50%	99.74% (2009/10)	target exceeded
L7	Percentage of households within 45 minutes of hospital by bus or tram	87% (2006)	90%	89%	target not met
L8	Percentage of eligible population taking up concessionary fare entitlements	62% (2004/05)	70%	98%	target exceeded
L9	Percentage of users satisfied with public transport information	72%	78%	71%	no longer monitored
L10	Percentage of footpaths and other rights of way which are easy to use by the public	61% (2003/04)	67%	77% (2007/08)	o longer monitored
L11	Number of fully accessible services	2 (2005/06)	7	7	target exceeded
L13	Number of services where buses are real time enabled	4 (2005/06)	9	9 (2009/10)	target met
L14	Volume of carbon dioxide emitted by vehicles in Greater Nottingham	248,000 (2004)	269,000	239,000	target exceeded
L16	Percentage of users who feel safe when using the bus at night (after 7pm)	65% (2005/06)	67%	90%	target exceeded
L17	Pedestrian flow on the primary pedestrian route network (2005/06 = 100 index)	100 (2005/06)	110	110	target exceeded