Nottingham Local Transport Plan 2011 – 2026

Delivery Report April 2013 – March 2014: Year Three















Nottingham City Council

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1. Introduction

The Nottingham Local Transport Plan (LTP) was adopted as City Council policy in April 2011. The LTP covers the City Council's administrative area serving a population of 308,700.

The LTP comprises of two separate documents:

- **LTP Strategy 2011 – 2026** which sets out the Council's long term transport strategy;
- **LTP Implementation Plan** which sets out the programme of improvements to be delivered over a three year rolling period. The fourth edition of the Plan spanned 2014 – 2017.

This document forms the Year Three progress report covering the 2013/14 financial year providing an update on what was delivered and detailing progress against the overall LTP strategy. The document sets out the funded interventions delivered through LTP integrated transport and maintenance capital funding blocks. The report also sets out details of progress with associated transport funding programmes including major transport schemes, Workplace Parking Levy and the Nottingham Local Sustainable Transport Fund, Green Bus Funds and Better Bus Areas programmes.

These progress reports are produced annually and made available alongside other information online.

Structure of this document

Introduction: This section introduces the year three delivery report and sets out the key policy changes which have taken place during 2013/14.
Progressing the strategy: Sets out the progress being made against each of the five Local Transport Plan objectives including how the City Council is influencing strategic transport to support the local economy.
Transport programme delivery: Details progress with the associated transport funded programmes including the current major schemes, Workplace Parking Levy scheme, Nottingham Local Sustainable Transport Fund, Green Bus Fund and Better Bus Areas programmes.
Investment and delivery: Explains how the LTP capital and external funding resources and expenditure for 2013/14 was spent with some example schemes.
Indicators and performance: Identifies progress against key transport performance indicators and satisfaction with local transport results from a number of perception surveys.
Looking ahead: Concluding statement and look ahead to the next challenges and opportunities for local transport provision.

Policy changes at a glance

Since the LTP was published various changes have taken place to influence the strategic policy framework at the local and national level. This is having an influence on local transport delivery.

- In March 2013, the Government responded to the "**No Stone Unturned" report** by Lord Heseltine. This report looked at creating a single **Growth Deal** for Local Enterprise Partnerships (LEPs) made up of funding from Transport, Housing and Skills. This single funding deal would effectively replace the Local Transport Boards (LTBs) set up in 2012 with funding for the Growth Deals commencing from 2015/16.
- In October 2013, the government consulted on the **Highways Agency** being transformed into a Government owned company, with a view of these changes taking place from April 2015. This company covers all motorways and trunk roads across England, including the A453 and A52 through Nottingham.
- The Core Strategy (**Part 1 Local Plan**) is currently at an advanced stage and undergoing independent examination. The report on this examination is expected in spring 2014. The second round of consultation was carried out on the site allocations and development management policies for the Land and Planning Policies Development Plan Document (**Part 2 Local Plan**) in autumn 2013. The responses to this recent consultation are currently undergoing analysis and the Publication Version is due to be finalised in late summer 2014.

2. Year three progress: 2013/14

World-class and sustainable transport system

Nottingham City Deal Creative Quarter Programme

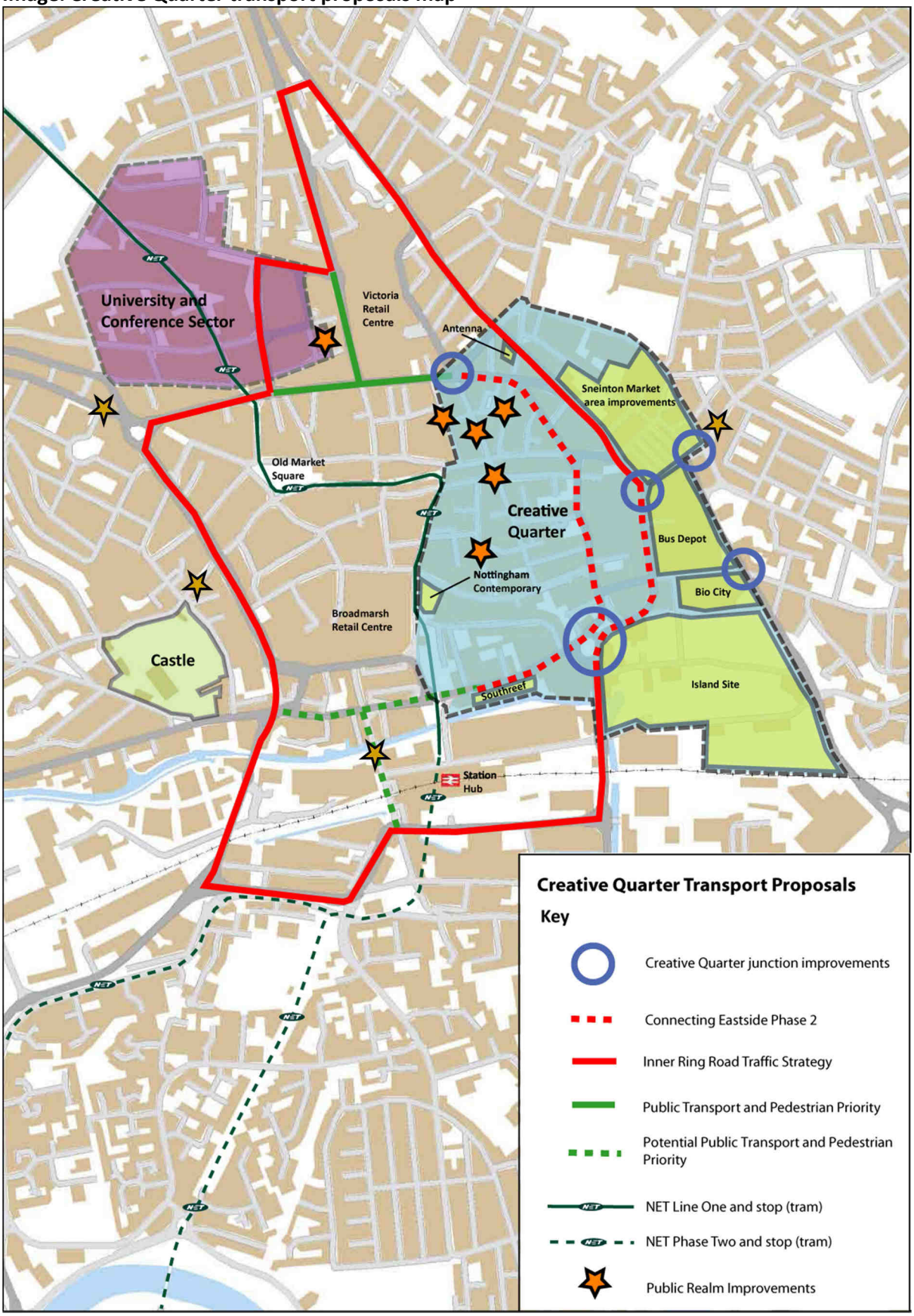
The City Deal for Nottingham was concluded in July 2012 with central government. The "Deal", which is an overall £60m investment package, will help deliver Nottingham's key Economic Growth Plan objectives including transport infrastructure.

The city is borrowing £8m against future business rates income to deliver a programme of improvements to the highway and public realm to improve access and infrastructure to the Creative Quarter. The required infrastructure includes the completion of the Connecting Eastside traffic reprioritisation scheme and major site access improvements plus further supporting public realm measures. It is anticipated that the funding will be split as follows; £3m for public realm and junction improvements and £5m for Connecting Eastside Phase 2.

In December 2013, a bid for European Regional Development Funding (ERDF) was announced as successful, securing a further £1.550m of funding for public realm improvements. This has allowed for the expansion of the programme of works to include additional schemes on Derby Road, Friar Lane, Carrington Street and Carlton Road. These schemes need to be completed by the end of 2015.

Works on Stoney Street/Warser Gate and Broad Street were completed within 2013 within the Lace Market area. Construction has now begun for enhanced public realm and event space at Trinity Square, and designs are also being finalised for Bath Street/Southwell Road and for Heathcoat Street. The additional schemes that have secured funding will now be progressed, with implementation over 2014 and 2015.

Image: Creative Quarter transport proposals map

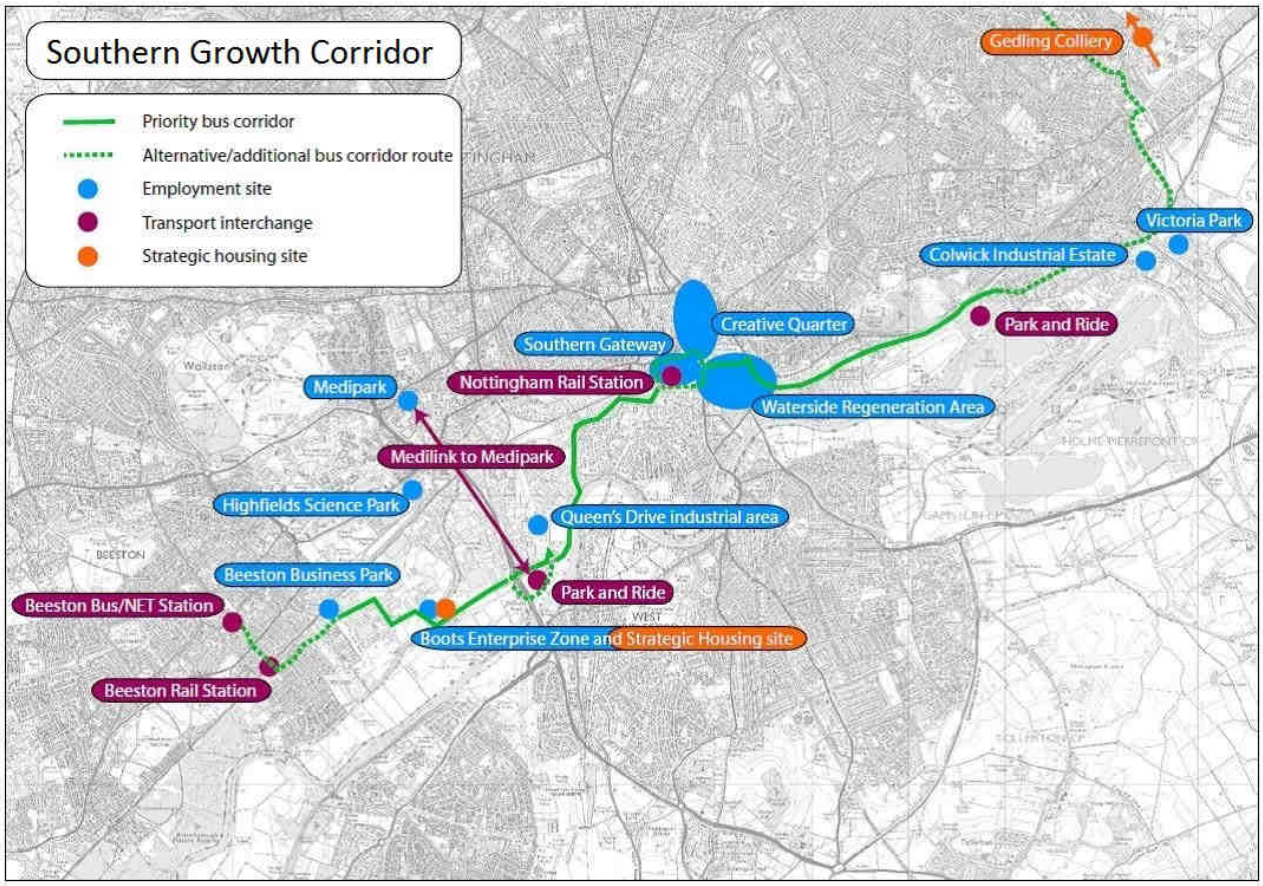


Local Transport Bodies

In November 2012 local authorities within the D2N2 (Derby, Derbyshire, Nottingham, Nottinghamshire) Local Enterprise Partnership were issued with guidance from Government on establishing Local Transport Bodies (LTBs) to respond to the administration of devolved local major transport schemes funding.

Over the year the governance arrangements for the D2N2 Local Transport Board (D2N2 LTB) were developed in advance of the major scheme prioritisation process which took place in July 2013. Out of the three proposed schemes by Nottingham City Council, the Southern Growth corridor scheme was prioritised for funding, subject to final business case. This scheme will see public transport enhancements along a corridor consisting of Daleside Road, Queens Drive and Thane Road linking several development sites and regeneration areas. The scheme is programmed for implementation by March 2018.

Image: Southern Growth Corridor route



Growth Deal

After the report "No Stone Unturned" was published in 2013, the government confirmed in summer 2013 its intention to devolve major transport scheme funding to the Local Enterprise Partnerships (LEPs), alongside Housing and Skills funding. As part of this process, the D2N2 LEP set up a prioritisation exercise in order to assess schemes to take forward as part of the Growth Deal for the Derby, Derbyshire, and Nottingham and Nottinghamshire area. All schemes across the growth deal would be prioritised based on the strength of each individual scheme.

This prioritisation process was completed in February 2014, with revisions and clarifications taking place over March 2014. As part of this process, the City Council put forward a total of 13 transport proposals for prioritisation by the LEP to assess. The schemes put forward to the Growth Fund have meant that the overall programme was highly over-subscribed. An announcement regarding the schemes to be funded by Government was made in Summer 2014. As part of the D2N2 LEP growth deal, the following schemes were programmed to be implemented by March 2018:

- Cycle City Ambition Package: £6.1million
- Southside Transport Strategy (Broadmarsh): £10.3million
- Nottingham Enterprise Zone Sustainable Transport Package: £6million

The council will also further develop future schemes in anticipation of future growth deal funding.

Major scheme coordination

In 2013 processes have been in place to manage and coordinate the unprecedented amount of transport construction works taking place in the Greater Nottingham area. The investment in expanding the tram system, station redevelopment, A453 widening and other projects will help to drive the local economy, increase local employment, attract inward investment and help to regenerate key areas of the city.

The City Council has been working with neighbouring authorities and key delivery partners to develop plans to minimise disruption through the construction period as much as possible. To keep Nottingham 'Open for Business' the Councils are working together to:

- Coordinate the work programmes of the various organisations involved to avoid conflicts wherever possible
- Inform in advance when disruption is most likely to occur
- Ensure alternative travel options are available and promoted
- Ensure contact details are available to report any problems

Additional staff members have been appointed to increase capacity to respond. Information strategies have been developed for target audiences. Senior representatives from Tramlink, Network Rail, East Midlands Trains, Highways Agency have come together to share programme information and cooperate. Communications channels including website information, coordinated printed material and social media are being developed to keep people informed.

transport.nottinghamcity.gov.uk	Information on Nottingham's major infrastructure projects, updates, maps and downloads.
http://www.nottinghamtravelwise.org.uk/	Live traffic and travel information for Nottingham and Nottinghamshire including planned roadworks.
http://www.nottinghamcity.gov.uk/transportandstreets	City Council web content across all functions and services of transport, parking and streets.
http://www.thebigwheel.org.uk	City Council partner website offering information and support for sustainable travel options.

The City Council, Transport Nottingham, and Big Wheel social media (Twitter, Facebook, LinkedIN) accounts have also been posting information and updates for Nottingham's transport projects and services.

Influencing strategic transport

Rail improvements

- Midland mainline line speed improvements secured £69 million for a package of improvements which has delivered a reduction in journey times to and from London. These Linespeed improvements were implemented in 2013 and have seen a 91 minute service to Nottingham in the am peak introduced.
- The signalling system and replacement of worn out track in the Nottingham Station area on the Midland Mainline was fully upgraded over a six week period in the summer 2013. Network Rail invested £160 million into improvements in the Nottingham Station area to increase capacity and allow the more efficient operation of rail services into and out of Nottingham Station (see station redevelopment section, page 13).
- Following the Government's High Level Output Statement announcement in July 2012, the Office for Rail Regulation confirmed in October 2013 that Network Rail's funding for 2014-2019 would include a specific allocation for the upgrade and electrification of the Midland Mainline from Bedford to Nottingham and Sheffield which with lighter, low carbon and faster electric trains will connect to London from Nottingham in 90 minutes.

Image: 91 minute to London launch, December 2013



High Speed Rail

In November 2013, a "Paving Bill" was passed by Central Government regarding phase 1 of HS2. This bill allows for preliminary powers and spending in anticipation of construction along the full route.

In March 2014, Sir David Higgins, Chair of HS2, released the report "HS2 Plus" which proposed accelerating parts of phase 2 of the route between Birmingham to Crewe, and ensure suitable connections at each of the station hubs be provided to maximise benefits.

The routes run from Birmingham northwards to Leeds and Manchester including an East Midlands hub station at Toton sidings on the Leeds line. Consultation is due to conclude by the end of 2014. The full proposed network should be complete by 2032.

A453 widening

The decision in the Chancellor's Autumn Statement on 29th November 2011 to accelerate construction of the A453 widening scheme was welcomed by many businesses and commuters locally.

The A453, east of the M1, is the major route between Nottingham, the M1 and Nottingham East Midlands Airport. It carries up to 30,000 vehicles a day and is crucial to unlocking economic growth for the area.

Work on long awaited major improvements to widen a seven mile stretch of the A453 between M1 Junction 24 and the A52 Nottingham Ring Road started in January 2013 with advanced site clearance and accommodation works ahead of the main civil engineering works. The improvement work includes widening the 1.5 mile urban section through Clifton from a two-lane single carriageway to a four-lane single carriageway (two lanes in each direction) with signalisation of the existing Crusader Roundabout and new signalised roundabout junctions at Green Lane and Farnborough Road.

A new roundabout at Mill Hill will be sited to the west of the Nottingham City Council and Nottinghamshire County Council boundary, providing a connection to the existing A453, Fox Covert Lane and Clifton Lane via a new link road. This road will provide a link to the new Nottingham Express Transit (NET) 1,000-space park and ride, transporting people directly from Clifton into the centre of Nottingham by tram.

This £150 million scheme, partly funded by Nottinghamshire County Council and with a small contribution from Rushcliffe Borough Council, will help to reduce congestion and make the route safer.

Key benefits:

- Improved road capacity for motorists and businesses
- Reduced traffic congestion
- Improved safety
- A boost to the regional economy estimated at £540m.

Images: Construction works along the A453





Strategic Pinch Point Programme

As part of the Highways Agency Pinch Point Programme, two variable message signs (VMS) and CCTV cameras are to be installed along the A453 in addition to the above works, costing an additional £1.05m. These signs will inform drivers of delays and provide alternative routes in times of disruption. The signs will be installed on the approach to the M1 motorway junction.

At J24 of the M1 (Kegworth Interchange) a further successful Pinch Point Scheme has been confirmed, costing £5.6m. This will see a new direct link from the A50 southbound approach to the A453 southbound departure, along with changes to traffic signals. This manoeuvre will allow traffic to cut out traversing the full roundabout, reducing congestion.

Both schemes are expected to be completed by March 2015.

Low carbon and resilient transport system

Efforts to reduce the impact of the transport network on the environment continued during the year as the Council worked to support targets set in the Nottingham Climate Change Strategy, including a 20% cut in carbon dioxide emissions by 2020. Improvements through technology advancements and cleaner vehicles coupled with an integrated approach to support sustainable travel behaviour are helping to reduce carbon emissions from transport. Nottingham already has one of the lowest carbon emission levels of all the core cities.

Spotlight

Electric buses for Linkbus services

Since 2011 the City Council has benefited from over £3.9m from the Department for Transport through their annual Green Bus Fund programmes (rounds 1 through to 4). The latest award in March 2013 made available £1.4m (through round 4 of the Green Bus Fund). Additional funding was awarded as part of an extended round 4, of which a further £1.4m was secured in May 2013.

Utilising Green Bus Fund round 4 funding together with other contributions the City Council is purchasing single decker low carbon buses to be used on its Linkbus park and ride services (Citylink lines), Medilink and Locallink services. As well as the Green Bus Fund, the package consists of contributions from the LTP, Local Sustainable Transport Fund and Workplace Parking Levy.

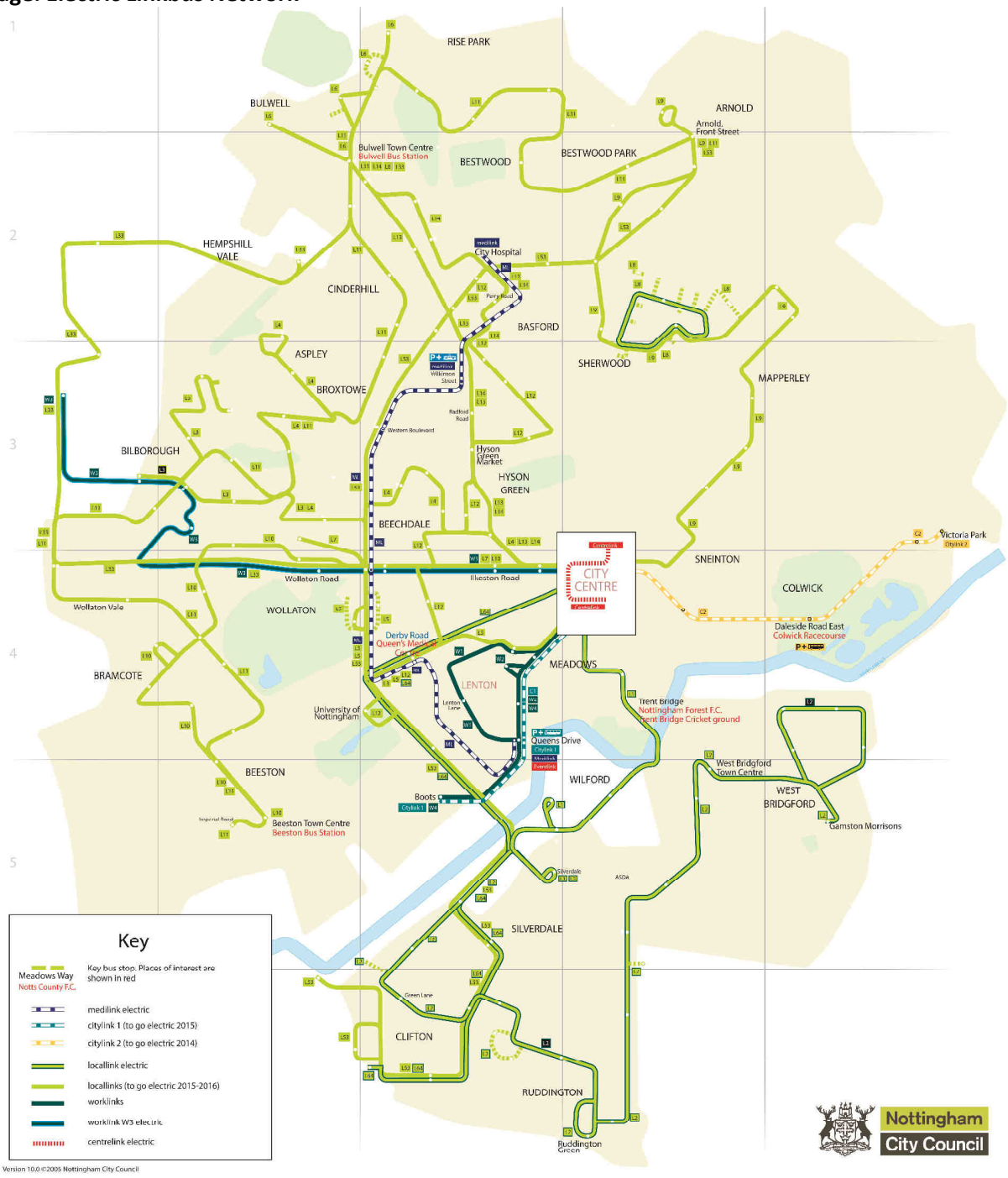
Green buses can produce a 40% carbon saving over conventional diesel buses. The electric buses will be operation by September 2015. The electric Linkbus network is the largest electric fleet in England.

Image: Medilink Electric Bus



Part funded by WPL the Workplace Parking Levy

Image: Electric Linkbus Network



Electric vehicle charging infrastructure is also being introduced to support aims to kick start the creation of charging infrastructure in locations where it will best support owners of electric vehicles, such as on-street and public and private car parks. The City Council is a member of the Midlands EXTENSION CABLE project which has successfully received funding through the Plugged in Places fund and will benefit from electric vehicle charging infrastructure and posts at key locations. Charging posts have been introduced at the Council offices, Loxley House and park and ride sites.

Quality of life and neighbourhoods

Efforts relating to maintaining and improving neighbourhoods continued through the year with residential carriageway maintenance and local transport enhancements through the Area Capital Fund.

The purpose of the Area Capital Fund (ACF), established in 2006, has been to secure neighbourhood public realm improvements with a particular focus on improving footways. Due to the programme's success it was extended to include small-scale schemes to address local parking and traffic management issues within neighbourhoods. The LTP programme allows for a further continuation of the transport component of this programme, at a level of £1.25m.

Certain elements of the programme require local input to determine final priorities for scheme delivery, including footway renewals, parking and traffic management improvements, residential road maintenance and elements of the road safety programme. This input is achieved through ongoing consultation with ward councillors, neighbourhood managers, Area Committees, residents and other local stakeholders.

Over the past year, several maintenance funds were made available by Government to deliver improvements to the efficiency of our highway network above the existing maintenance programme. These works have been used to undertake additional work principally on residential carriageways:

Additional Maintenance Funding

An additional £345,000 of funding was allocated in 2013/14 for additional maintenance works. This funding was used for residential carriageway patching works over the course of the year. A total of 226 sites were additionally repaired across the city. In line with funding requirements, a list of all roads which these works took place was published on the website: http://www.nottinghaminsight.org.uk/d/105628

Further additional maintenance funding has been made available for the 2014/15 financial year.

Severe Winter Recovery Scheme

The 2013/14 winter saw significant infrastructure damage across the country. The Government made funding available to all local authorities to recover from the damage to infrastructure due to the exceptional weather experienced. In late March 2014, the City Council received £85,470 of capital funding, alongside £147,436 of revenue funding, to help with recovery of the local road network.

Utilising this funding, 118 areas of road patching or resurfacing took place. In line with funding requirements, a list of all roads which these works took place was published on the website www.**nottingham**insight.org.uk/d/105176 . All works were completed by summer 2014.

Image: "multihog" vehicle undertaking patching repairs



Safe, independent and active healthy lifestyles

The **Cycle Action Plan 2012 – 2015** was published in October 2012 setting the long term vision for creating a cycle friendly city. The plan set out how improve cycling conditions and increase cycling numbers including improvements to the cycle infrastructure, enhanced communications and better integration with the sustainable transport network.

In April 2013, the government announced a Cycle City Ambition Grant Fund. In July 2013, Nottingham submitted a £6.1 million funding bid for a series of cycle corridors within the city. In August 2013, Nottingham was announced as being unsuccessful. The Council has revised these proposals and resubmitted the proposals as part of the D2N2 Growth Deal which was successful, a package of four cycle corridors to be undertaken in 2015/16 and 2016/17.

Image: Toucan crossing at Priory Roundabout



Nottingham successfully received **cycle funding** during 2013/14 to improve local cycling through a range of Department funds:

- Nationally £7.5 million was made available through a **Cycle-Rail Integration Fund** with the specific purpose of improving cycle facilities at rail stations. In total £700,000 has been made available to expand and improve the cycle parking facilities at Nottingham Station. The funding will allow a substantial investment in the parking facility, allowing it to be enlarged and the enhanced. This will be implemented by East Midlands Trains.
- £15 million was made available through a **Cycle Safety Fund** with the specific purpose of improving cycle safety at road junctions. Nottingham was successfully awarded £300,000 through the fund to upgrade the cycle facilities around the Dunkirk roundabout and Mansfield Road, Forest Road, Mapperley Road junction improvements. Works were completed in early 2014.
- Works began on the construction of a section of multi-user path alongside the River Leen between Church Street and Wilkinson Street. This is funded through the **Linking Places Fund** supported by £100,000 match funding from the Local Sustainable Transport Fund. The route also crosses an area of marshy ground. This will provide an interesting opportunity to trial a boardwalk on this section, to take the path over the marshy ground.

3. Transport programme delivery

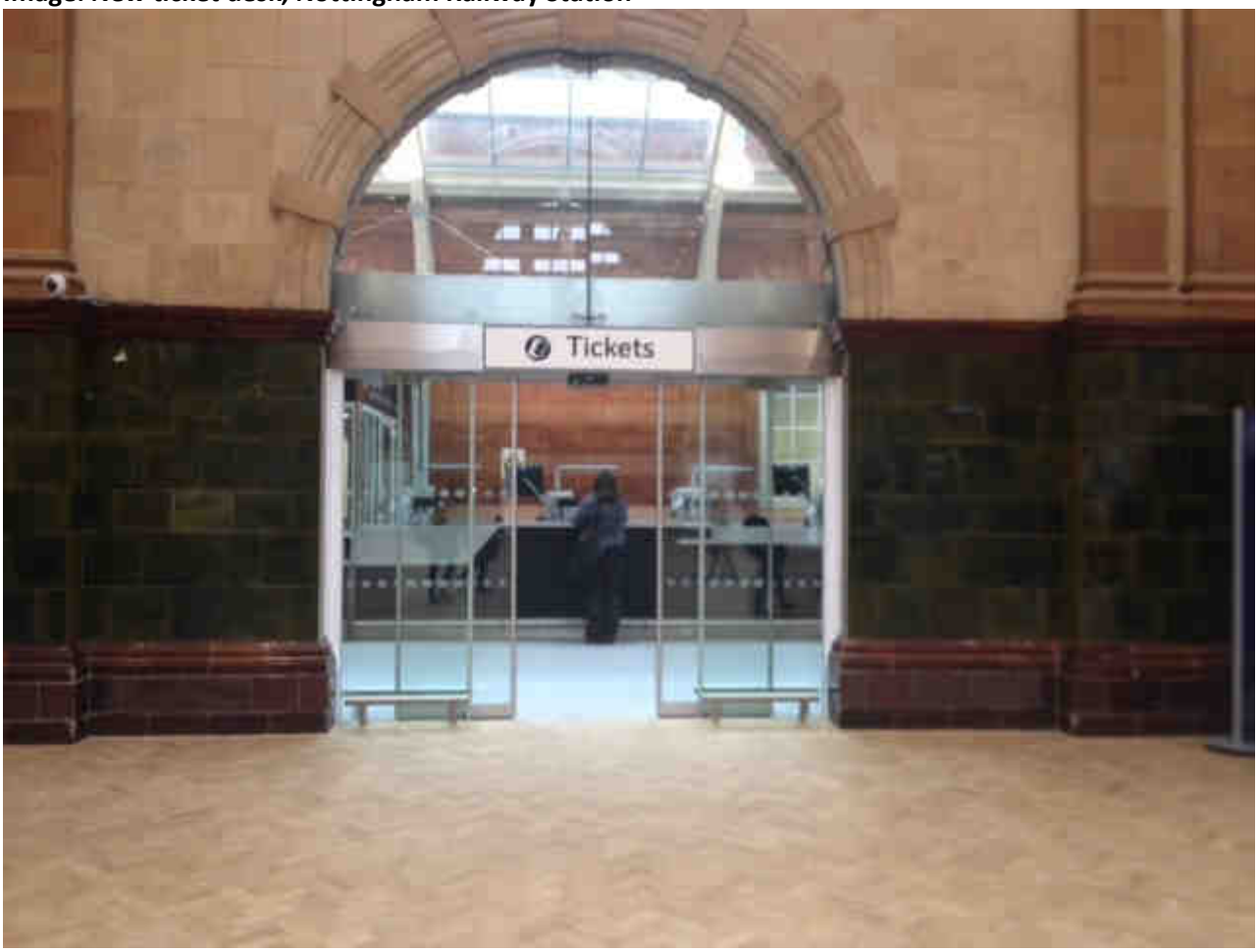
The City Council is working with key delivery partners on four major schemes: Station redevelopment, NET tram expansion, Ring Road improvements scheme and Workplace Parking Levy project. This section details progress over 2013/14 with the transport programme.

Station redevelopment

Over the year the City Council has continued working in partnership with Network Rail and East Midlands Trains on the £60m redevelopment of Nottingham Station. The multi-million pound investments in the tram network and redeveloped train station combine to create an integrated transport hub that gives the city a significant advantage over many other destinations in the UK.

Work has been completed to restore and upgrade the Edwardian Grade II listed building at the front of the station and a new passenger concourse, which links the Queen's Road Multi-Storey Car Park and new tram stop. Platform buildings have been refurbished. The majority of work was completed in summer 2014.

Image: New ticket desk, Nottingham Railway Station



Key benefits:

- A world-class travel interchange at the heart of the city
- Improved travel times and better reliability
- Improved passenger and operator facilities
- A new attractive Southern Concourse, connecting trains, trams and the multi-storey car park

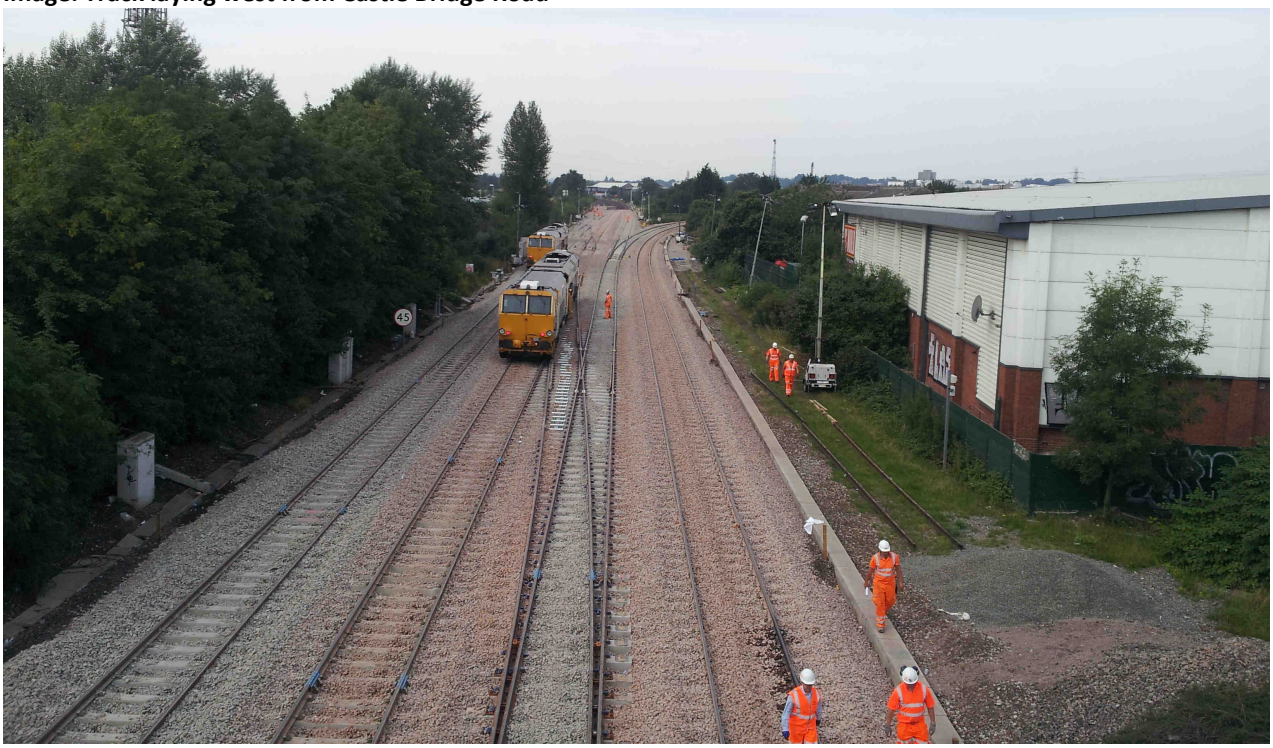
Nottingham Re-Signalling and Scheme

During summer 2013 the biggest transformation of the railway through Nottingham since the 1960s took place providing the city with the capacity to cope with growing demand for train travel. This saw a six-week blockade of services operating into Nottingham Rail Station to facilitate the works. This included:

- A brand new platform at Nottingham Station.
- Six miles of replaced track
- 143 new signals and three new signal boxes
- Two upgraded level crossings and two level crossings being replaced with footbridges

During the blockade many rail services were operating a limited service. Substantial coordination was required to ensure onward travel using bus replacement services and changes to the existing rail services. A campaign by East Midlands Trains was undertaken to advise passengers of the works.

Image: Track laying west from Castle Bridge Road



Spotlight

Nottingham Re-Signalling scheme – Footbridge replacements

The Nottingham Re-Signalling scheme has seen the closure of two pedestrian level crossings of the railway in the Sneinton area of the city. The crossings, at Meadows Lane and Trent Lane Level Crossing, are both locations that formed important north-south connections from Sneinton towards Lady Bay Retail Park. Whilst these crossings were well used, both due to the risk of misuse and increased train speeds, Network Rail installed two footbridges at the crossing locations, allowing the level crossings to be closed. Both footbridges were equipped with ramps for disabled users, lighting and improved signage resurfacing on the paths towards the footbridges.

Image: New Bridge replacing Meadows Lane level crossing



Image: New bridge replacing Trent Lane Level crossing, Sneinton Greenway



NET tram extensions

NET Phase Two is one of the region's biggest construction projects and builds on the success of Nottingham Express Transit's (NET) Line One from Hucknall and Phoenix Park into the city centre.

Construction on the multi-million pound project continued during 2013/14 to extend Nottingham's tram service to the south and south west of the city to Chilwell via the QMC, Beeston and Clifton via Wilford and directly link with train services. The extension works will more than double the size of the tram network by the end of 2014, with 17.5km of new track and 28 new stops.

When complete, the extended tram network will consist of 51 tram stops, and link directly with the existing NET line at Nottingham Station. The total tram network will be 32km in length, serve seven park and ride sites and be able to provide around 20 million passenger journeys a year.

Key benefits:

- 16 services per hour in each direction on the city centre section
- Almost 30% of the population of Greater Nottingham and 20 of the 30 largest employers in the city will be within 800 metres of a tram stop
- Up to £300 million boost to the local economy
- Up to 8,000 jobs created locally
- Improved integration with road, rail and bus networks
- New areas of open space for the public to enjoy
- 5,400 tram-based parking spaces at seven park and ride sites
- Up to three million car journeys taken off the road, reducing congestion
- New ticket machines at tram stops and new state-of-the-art trams
- A first-class transport interchange at the £60m redeveloped Nottingham Station, allowing people to transfer directly to trains and buses from late 2014

Part funded by WPL the Workplace Parking Levy

Progress over 2013/14

Construction works on NET Phase Two continued over the year:

- During late 2012 and early 2013 a series of **drop in sessions for local communities** were held updating people on the project with information on the works planned in their area.
- Works at Wilford Lane and in Clifton required coordinated diversions across 2013 with bus operators to maintain services.
- The first of the new "Citadis" trams was delivered and testing on Line One began.
- Major progress with the main structures needed on the new routes.
- Updates regarding progress of the tram works are published on the website for NET Phase Two (www.thetram.net/PhaseTwo). Further details can be found on the website.

Image: Construction of tram line close to NG2 Business Park



Workplace Parking Levy

The WPL scheme is a demand management tool which is influencing the travel behaviour of commuters through the introduction of a charge on employers within the City of Nottingham administrative boundary that provide 11 or more liable workplace parking places. The WPL scheme is generating significant revenue which is being invested in improving local transport and is levering in substantial inward investment.

The levy provides the necessary local funding contribution required for Nottingham's tram extension (NET Phase Two), safeguards the long-term future of supported Linkbus services and contributes to the redevelopment of Nottingham Train Station.

In the second year of charging (2013/14) the WPL raised £8.4 million from 462 liable organisations. Enforcement focused on making sure that organisations had licensed the correct number of workplace parking places. High levels of compliance have been achieved, with no criminal or civil prosecutions needing to be made. Business support continued with travel planning, car park management, work with partner organisations and the introduction of small grants to provide cycle facilities at business sites.

The third full year of operation commenced on 1st April 2014. All large and medium sized organisations, liable for the levy, have renewed their licences. Enforcement continues to focus on licence validation visits which ensure organisations have correctly licenced the number of workplace parking places they provide.

Business support has been provided to over 250 companies, including running workshops, on-site events, providing travel planning, information sheets, presentations to staff and personal journey planning as well as advice on car park management. Further support is provided to companies relocating within the city and to those moving to the city.

The Council is working with partner organisations to provide cycle training and has introduced a small grants scheme to encourage the uptake of cycling and to enable companies to put car park management in place.



Nottingham Ring Road improvement project

The Ring Road is one of the city's busiest and most important routes, and is currently used by up to 50,000 vehicles per day. It provides connections to strategic destinations and major employers in and around the city centre, as well as linking with three junctions of the M1 to the west of Nottingham and the A46 / A1 to the east. However, the way that the road is currently laid out means it struggles to cope with the volume of traffic, leading to congestion.

In July 2013, funding of £12.8million from the Department for Transport was confirmed for the Ring Road Scheme, allowing works to proceed. The total scheme will cost £16.2million, with the remaining £3.4million of funding made from local contributions from the LTP and Section 106 funding. Improvement works include the upgrading and redesign of key junctions, including Aspley Lane, Crown Island and Hucknall Road, widening of the carriageway, reconstruction of carriageway most in need of repair and better road facilities for buses, pedestrians and cyclists. This package of measures aimed at directly addressing the key problems affecting the Ring Road are based upon making the best use of the existing road network and minimising public expenditure.

Progress during 2013/14:

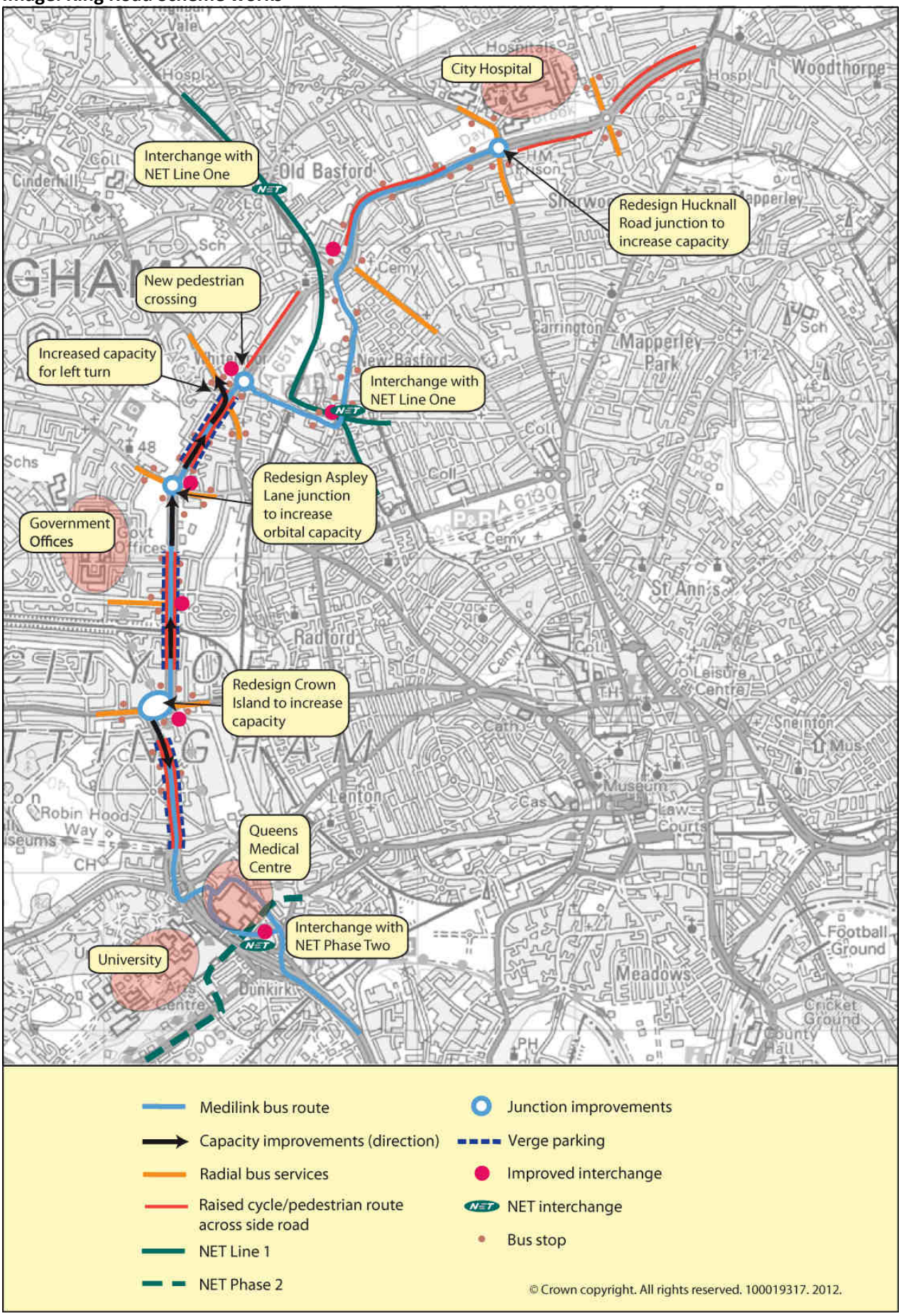
- The scheme received final approval by the Department for Transport in July 2013.
- Work on the scheme began in the summer of 2013 following final approval.
- Aspley Lane Junction: Works have now been completed.
- Valley Road: Major works complete, with resurfacing to take place in 2015.
- Hucknall Road Roundabout: Major Carriageway construction over Autumn 2014.
- Valley Road: Improved cyclist and pedestrian facilities under construction.
- Western Boulevard/Aspley Lane: Junction being converted into signal junction with crossing facilities, completed by end of summer 2014.
- Middleton Boulevard: Works to increase southbound carriageway to three lanes.
- Other sections of the scheme, including Crown Island, have works scheduled to start in later years.
- A series of drop in sessions for local residents and businesses to provide updates on the works will continue to take place as works progress.

Key benefits:

- Reduced traffic congestion and improved traffic flow through junction and link road improvements
- Improved cross-city travel times
- New and upgraded facilities for pedestrians and cyclists, including crossings and improved street lighting
- Improved bus service reliability and connections with Nottingham Express Transit (NET)
- Improved highway drainage

All work along the Ring Road is expected be completed in Spring 2016.

Image: Ring Road Scheme works



Nottingham Local Sustainable Transport Fund (LSTF)

In January 2011 the Government announced the details of a £560 million Local Sustainable Transport Fund (LSTF) over the four year period 2011/12 to 2014/15. The fund is specifically for packages of transport measures that support economic growth and reduce carbon in local communities.

The City Council led the preparation of the Nottingham Urban Area bid partnership comprising Greater Nottingham Transport Partnership, Sustrans, NHS Nottingham City, Nottinghamshire County Council and Derbyshire County Council.

Bids were submitted in two phases: a Tranche 1 Key Component bid for £4.925m in April 2011 and a further Main Bid for £10.820m which was submitted in December 2011. The Nottingham Urban Area bid successfully received 100% of the key component funding amounting to £4.925 million and in July 2012 the Secretary of State approved £10.320 million for the Main Bid. Including local contributions from matched Nottingham Local Transport Plan capital programme and partner contributions the total LSTF package is worth £34.801 million.

The LSTF programme consists of five main workstrands and progress during 2012/13 is described below:

Smartcard development, integrated ticketing and multi-modal integration

- The existing Kangaroo Citycard ticket was developed into a multi-operator season ticket allowing individuals to travel across bus, tram or train (and access to the cycle hubs) on any operator.
- Travel support for students to provide free days of travel for eligible students previously in receipt of Educational Maintenance Allowance and those from low income backgrounds.
- To compliment the Citycard cycles, a number of secure cycle hub facilities have been introduced at key interchanges beginning with a pilot in Broad Marsh Bus Station and Nottingham Station. The hubs have been expanded to eight across Nottingham.

Community smarter travel hubs and places for people

- The expansion of the community hubs was progressed in 2013 to include a further four Coordinators, two within the city area (consisting of the central and southern localities) delivered by Sustrans and two within the wider urban area (serving the Boroughs of Broxtowe and Gedling (delivered by local cycle training charity Ridewise Ltd).
- Following extensive consultation, the city's first 20mph limits scheme was introduced at all residential roads within the Sherwood area in April 2013. The programme containing a further 8 areas is expanding across Nottingham.

Worksmart business support activities and green transport infrastructure

- The Greater Nottingham Transport Partnership (GNTP) Big Wheel Business Club support package was developed and introduced for businesses across Nottingham to use. The package contained business travel advice, journey planning and information on services available.
- The national ECO Stars fleet recognition scheme was expanded across the Nottingham urban area in 2013. The scheme has grown to 42 members who receive a driver and vehicle efficiency rating alongside training to improve efficiency.

Active travel solutions

- A series of active travel events have been delivered. Events have included a three-day Cycle Live cycle festival, Light Night, hosting the (first stage) of the Tour of Britain and a Green Spaces day during European Mobility Week, all reaching over 12,000 individuals.
- A small scale Cycling for All community programme was launched in 2013 delivering monthly cycling training, bike maintenance and cycle rides to local communities.

Spotlight

Nottingham: A Better Bus Area

In February 2013 bidding process for designation of a second Better Bus Areas round was announced. This fund, was set up in light of the Governments report "Green Light for Better buses", which intended to reform the way in which the bus market was supported though the Bus Service Operators Grant (BSOG). This included the setting up of Better Bus Areas where BSOG for services run commercially would be gradually devolved to local authorities, supplemented by a top-up fund worth 20%. This funding would allow the local transport authorities to tackle local infrastructure problems that are holding back the bus market.

Applications to the bid were submitted in June 2013. In October 2013, the DfT announced that the bid from Nottingham had been successful, and had received the largest funding award out of the bids that were successful, of £11.3m spread over five years.

Under the bid, Bus Service Operator Grant (BSOG) would be devolved over a four year period from bus operators (with their agreement) to Nottingham City Council. This would be used by the Council, working in partnership with the local bus operators, to implement a programme of measures which would:

- Help to grow bus patronage further;
- Facilitate and accommodate future economic growth in a sustainable way;
- Reduce carbon emissions; and
- Allow bus operators to adjust to and take advantage of the significant changes taking place in Nottingham over the next 5 years.

The proposed programme of measures has four main elements:

- The Southside Bus Priority scheme – this will convert two key arms of the current Broadmarsh gyratory into bus/taxi/cycle only facilities, re-routing car traffic out of the centre (building on enhancements to the city's Southern Relief Route and Ring Road) and completing the loop of clockwise and anticlockwise bus priorities around the central core. This will enable the future development of the south side of the city, expanding and linking the main retail area with the Hub rail/tram station interchange.
- Introduction of signal priority for buses across the City Centre and along all radials – capturing the benefits of recent operator investment in automated vehicle location equipment and giving operators the confidence to make significant route and timetable changes. This will be coupled with introduction of camera-based enforcement of bus lanes and priority measures to reduce delays from traffic infringements and maximise the benefits of these measures.
- Further improvements and roll-out of at-stop and on-bus real time information provision to enable and encourage bus use and integration with the expanding tram network.
- Enhancement of the smartcard ticketing system in the city (currently being introduced) to deliver a widespread smartcard retail network which provides extra convenience and time savings for public transport users.

4. Investment and delivery

Where did the investment come from?
The City Council was allocated £6.344 million from the Department for Transport (DfT) in 2013/14.

The **integrated transport block** resources of £4.094 million represents a reduction in funding awarded to the Council compared to the 2010/11 year base figure.

Highway **capital maintenance** has previously reduced over several years. However additional funding through the additional maintenance fund has been made available to "top-up" funding for this programme. The total allocation for 2013/14 including this additional maintenance amounts to £2.25m. Funding for the severe winter weather programme (£85,470 capital and £147,436 revenue) was announced in late March 2014, and will be reported in the 2014/15 programme.

Table 1.1: Total local transport income 2013/14

Funding source	**2013/14 allocation (£m)**
Integrated transport block	4.094
Highway maintenance	1.906
Additional maintenance	0.344
Total	**6.344**

Table 1.2: Total external transport income 2013/14

Other funding sources	**2013/14 income (£m)**
Other funding sources	3.833
Amount b/fwd from 2011/12	0.937
Total	**4.770**

The total income received for local transport delivery amounted to £11.114million.

How was that money spent?
Schemes delivered during the course of the year were grouped in 'theme blocks' of:

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

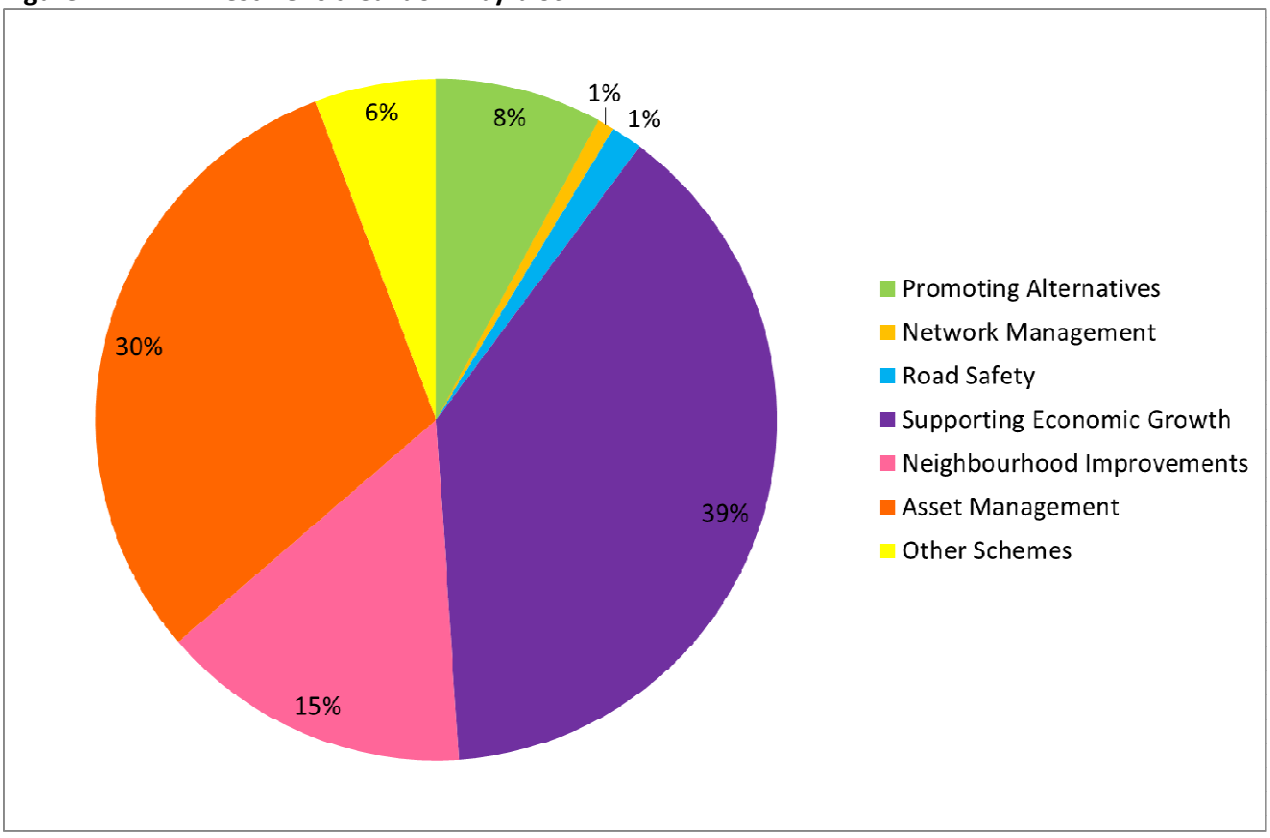
Table 1.3: Total local transport expenditure 2013/14 by block and scheme type

Scheme type	**2013/14 spend (£m)**
Asset Management	
Maintenance – Streetscape	0.100
Maintenance – Carriageways	2.094
Maintenance – Bridges	0.398
Neighbourhood improvements	
Neighbourhood improvements	1.250
Supporting economic growth	

Supporting economic growth	3.288
Promoting alternatives	
Bus Infrastructure schemes	0.000
Cycling schemes	0.618
Walking schemes	0.052
Smarter Choices	0.000
Road safety measures	
Local Safety schemes	0.126
Traffic management	
Network management measures	0.068
Programme management	
Other	0.489
Total	**8.483**

A remaining balance of £2.631 million was carried forward into 2013/14 and will be used to support match funding for major schemes, including the Ring Road schemes as well as the forthcoming Growth fund programme.

Figure 1.1: LTP investment breakdown by block



Spotlight
Main Street, Bulwell

The junction of Main Street and Bulwell High Road had life expired signalling equipment and sub-standard crossing facilities. Utilising £150,000 of funding though the LTP, the junction crossing has been significantly upgraded, with Toucan crossings (for both pedestrian and cycle users) provided.

The revised design includes reducing the amount of guard railing on the crossing area.

Images: The newly installed pedestrian crossing facilities at Bulwell Main Street / High Road





5. Indicators and performance

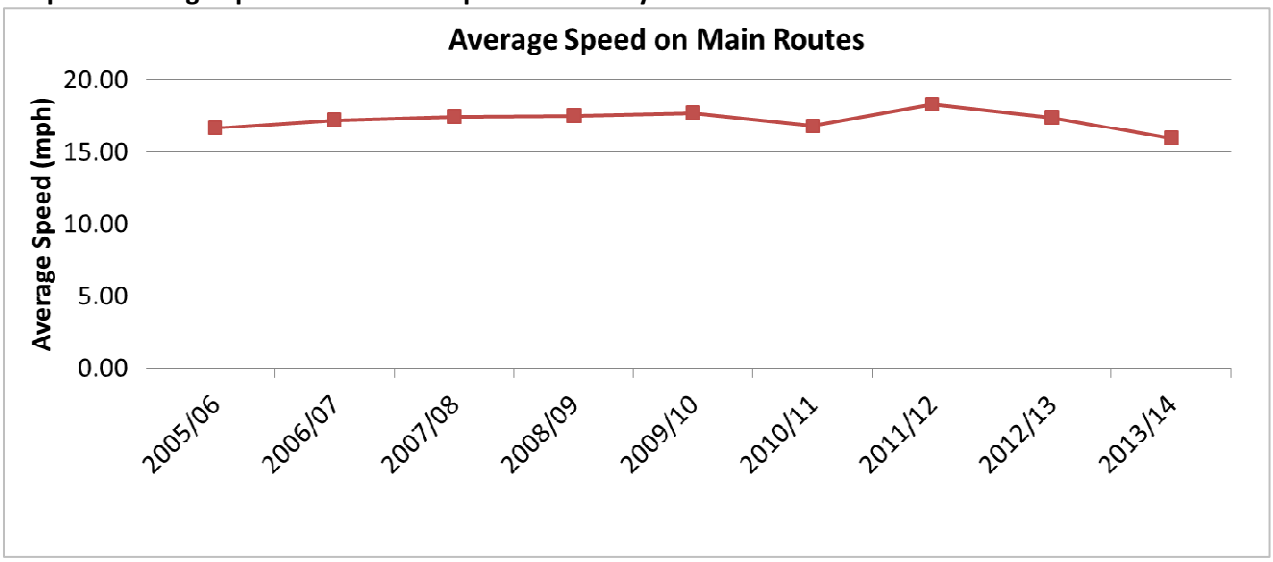
A range of performance indicators form part of the Nottingham LTP performance monitoring framework covering key themes of congestion, accessibility, sustainable transport use, road safety and condition of the highway.

The third year of the Nottingham LTP monitoring data provides progress during 2013/14 against indicator baselines set using 2010/11 data. Progress is on track for 15 of the 24 indicators. The full list of LTP performance indicators and their trend during 2013/14 is detailed in Table 1.1 in **Appendix A**.

Congestion

Nottingham already has a strong track record of containing congestion levels across the conurbation since 2005 attributed to encouraging sustainable transport use. Limiting traffic growth remains a key priority, supporting economic growth. Congestion monitoring collects journey times per mile (in minutes and seconds) and average speed (mph) data along the 18 main radial routes in Greater Nottingham and the along the Ring Road orbital route. Over the past year journey times per mile have increased from 3.3 minutes per mile to 3.6 minutes per mile, the same as the 2010 baseline figure. This decline is likely to be accounted for by the significant amount of works taking place within the city, such as NET Phase Two and the Ring Road Major scheme which has led to lower traffic speeds. When these schemes are completed it is expected that average speed will recover.

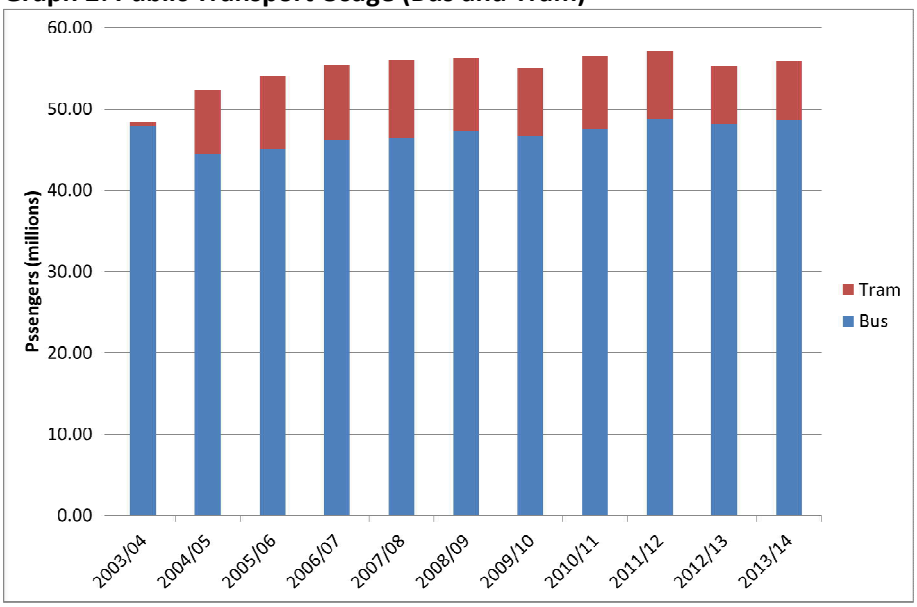
Graph 1: Average Speed and Minutes per mile on key corridor



Public transport use

There has been an increase in the number of both bus and tram users over the last year in both the city and Greater Nottingham. This has started to recover the numbers of public transport users after the fall last year. It is perhaps surprising then that mode share also decreased in 2013/14 from 38.4% to 37%, lower than the 2010/11 baseline figure of 37.9%.

Graph 2: Public Transport Usage (Bus and Tram)



Bus punctuality

Punctuality is monitored according to three measures. Performance for the percentage of buses starting route on time has increased by 0.4% to the level of 2011/12 figure of 95.3% and is well within the minimum standards of 90% as set by the traffic commissioner. Non-frequent services on time at timing points however have reduced from the previous jump in figures for 2012/13 by 6.3% to 84.5%.

There has been a slight increase in the average excess waiting time on frequent service routes to 0.79minutes (47 seconds). This increase however is well within the Traffic Commissioner performance standards of 1.25 minutes (75 seconds) maximum excess waiting time.

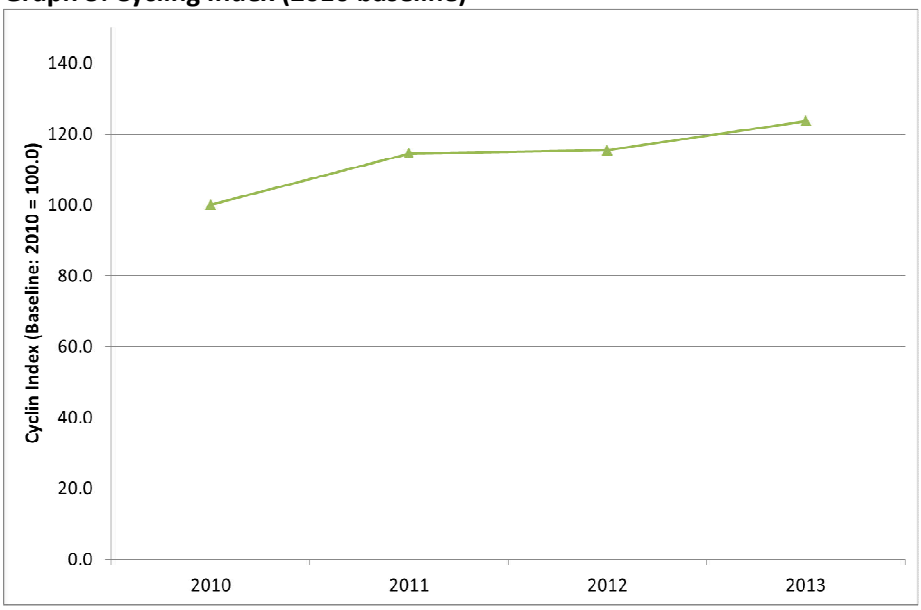
Nottingham City	2010/11	2011/12	2012/13	2013/14
Percentage of services starting route on time	94.9%	95.3%	94.9%	95.3%
Percentage of non-frequent services on time	82.6%	84.4%	90.8%	84.5%
Excess waiting time of frequent services	0.65mins (39secs)	0.68mins (40secs)	0.71mins (42secs)	0.79mins (47secs)

Passenger satisfaction is also on the increase with passengers increasingly satisfied with the services (91% 2013/14 compared to 84% 2011/12) and with the provision of transport information (94% 2012/13 compared to 90% 2012/13).

Cycling

After a small rise in cycle use over 2012/13, an increase has been reported in the number of cycle trips to 123.6 index increase from the 2010 baseline, a growth in the index of 8.2 from the previous year.

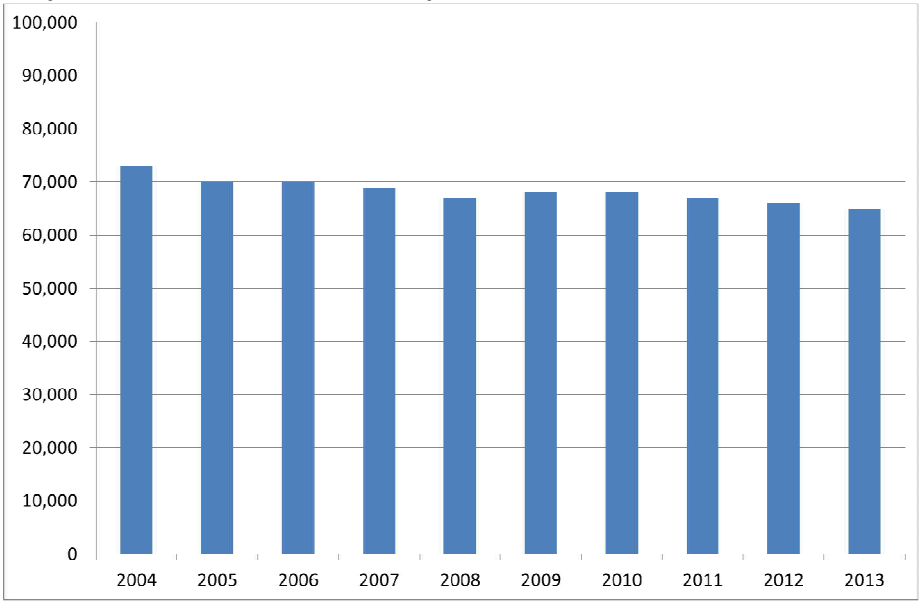
Graph 3: Cycling Index (2010 baseline)



Carbon emissions from transport

2013 data shows the volume of carbon emissions from transport indicate a small drop in emissions to 65,000 tonnes of carbon emitted from transport within the city, in line with the long term trend seen over the past five years. According to national Government data Nottingham has one of the lowest levels of carbon emissions from transport of all the Core Cities.

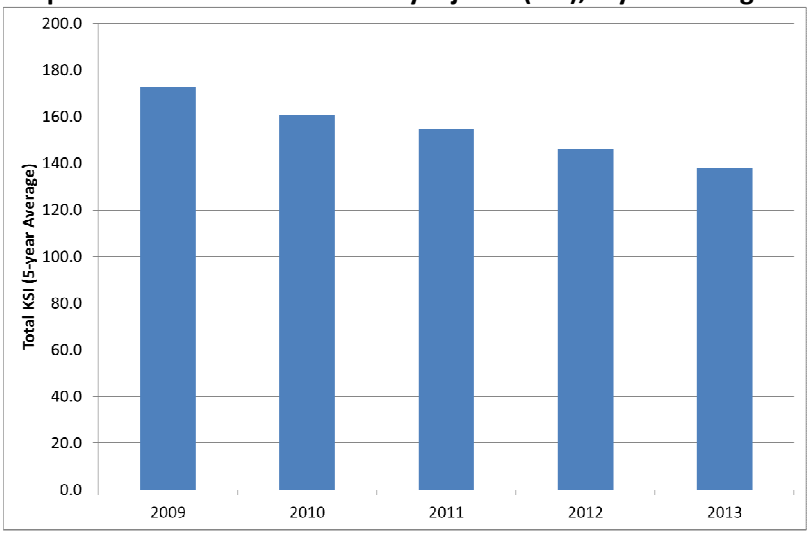
Graph 4: C02 emissions from Transport



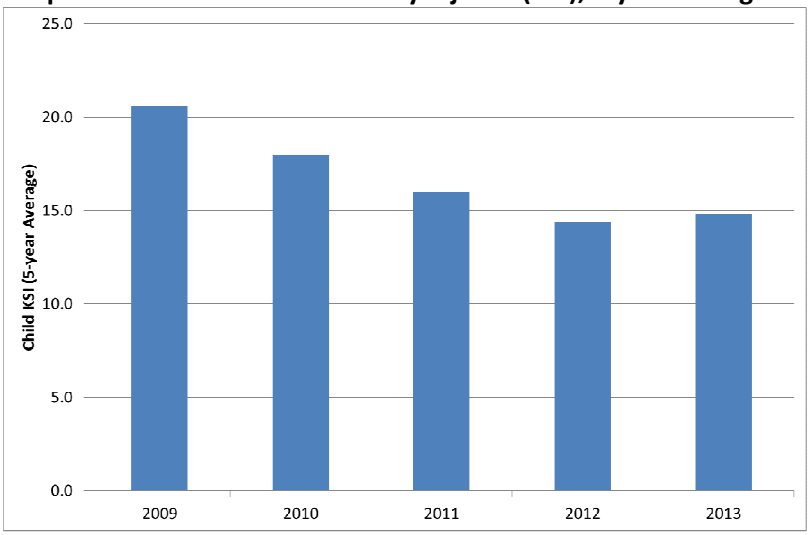
Road safety

Each of these figures are based on a 5-year rolling average, starting from a baseline of 2005-2009. All statistics relating to road safety continue to improve. People killed or seriously injured has reduced from 146.0 in 2012 to 138.2 in 2013. Whilst this is not quite reaching the annual target level of 134.1 it still represents a 28% decrease from the 2009 baseline figure of 172.6.

Graph 5: Total Killed and Seriously Injured (KSI), 5-year rolling average, 2009 baseline



Graph 6: Child Killed and Seriously Injured (KSI), 5-year rolling average, 2009 baseline



However, children killed or seriously injured have risen slightly from 14.4 in 2012 to 14.8 in 2013. This is still within the target of 16.0 and represents a 28% reduction from the 2009 baseline figure of 20.6.

Total slight injuries, which is recorded as a 5-year rolling average, sees a fall from 1084 in 2012/13 to 1074 in 2013/14 which is better than the target of 1078 and represents a 3.23% decrease from the baseline figure of 1109 in 2010.

Each of these baseline figures are made up of a continual 5-year rolling average in line with road safety reporting requirements.

Satisfaction with local transport

Citizens Survey 2013

The 2013 Citizens Survey is the fourth to be conducted jointly by the City Council and NHS Nottingham City. The survey gathers citizens' perceptions on a variety of subjects including quality of life, health and wellbeing, community cohesion, feelings about Nottingham and satisfaction with the Council. 88% of citizens were satisfied with their local area, an increase compared to the 84% noted in 2012.

National Highways and Transport Survey 2013
Data for this survey is collected every other year, with the last survey undertaken in 2012. No survey will be taken this year. In 2014, a survey will be undertaken to provide a trend of this data, which has been collected since 2010.

The data is able to benchmark performance of various indicators to a benchmark of 100. This is done across all participating authorities.

6. Looking ahead

The City Council is making great headway towards delivering a truly world-class integrated transport system to drive the city's growth, attract inward investment, increase local employment opportunities and regenerate key areas of the city. A new three-year LTP Implementation Plan forming the delivery programme for how Nottingham's transport vision will be realised was published in May 2014.

The plan details the approved programme of schemes to be delivered from 2014 to 2017. During this timeframe Nottingham will be undergoing a significant transformation following a major transport infrastructure construction programme underway to build a better Nottingham.

Over the coming year (2014/15) the City Council will continue to work closely with partners to coordinate transport projects which will see progress continuing to minimise disruption and ensure long term gains.

Appendix A

Table 1.1: 2013/14 progress against LTP indicators baseline

Trend	Baseline	2013/14 Actual	Performance indicator
↓	55.96m (2007/08)	55.85m	Local bus and tram passenger journeys (millions)
↘	3.6mins per mile; 16.6mph (2010)	3.6mins per mile; 16.5mph	Journey time per mile (minutes and seconds) Average speed (mph)
↗	592 (2010)	571	Change in area wide traffic mileage (million vehicle miles per annum) across the city area
↗	100.0 (2010)	123.6	Increase in cycling trips compared to 2010 base year (index)
↗	61.112m (2010)	62.675m	City centre pedestrian flow (millions) – camera sites
↗	257 (2010)	385	Number of pupils Bikeability trained
↗	94.9% (2010/11)	95.3%	Percentage of bus services starting on route on time
↗	82.6% (2010/11)	84.5%	Percentage of non-frequent services on time
↓	0.65mins (39secs) (2010/11)	0.79mins (47secs)	Excess waiting time of frequent bus services
↓	37.9% (2010/11)	37.0%	Mode share of public transport
↗	173 (2005-2009 average)	138.2 (2009 – 2013 average)	People killed or seriously injured (5-year rolling average)
↗	21 (2005-2009 average)	14.8 (2009 – 2013 average)	Children killed or seriously injured (5-year rolling average)
↗	1110 (2005-2009 average)	1074 (2009 – 2013 average)	Total slight injuries (5-year rolling average)
↗	94.21% (2010)	94.25%	Percentage of households within 30 minutes travel time to a town centre with no more than a 400m walk to a stop
↗	47ugm-3 (2010)	43ugm-3	Annual mean nitrogen dioxide levels at Northern site (city centre air quality management area)
↓	43ugm-3 (2010)	44ugm-3	Annual mean nitrogen dioxide levels at Central site (city centre air quality management area)
↗	41ugm-3 (2010)	38ugm-3	Annual mean nitrogen dioxide levels at Dunkirk site (Ring road air quality management area)
↓	10% (2010)	18%	Principal roads in need of maintenance
↓	5% (2010)	9%	Non-principal roads in need of maintenance
↓	16% (2010)	29%	Unclassified roads in need of maintenance
↗	81% (2010)	94%	Percentage of local residents satisfied with local public transport information
↗	88% (2010)	91%	Percentage of local residents satisfied with local bus services
↗	68,000 (2010)	65,000 tonnes	Volume of carbon dioxide emitted by road transport (tonnes per annum) in the city
-	24% (2009/10)	No data	Percentage of footways in need of maintenance

Trend key:

↗ On track and heading in right direction

↘ Progress slightly below desired levels

↓ Performance not in desired direction