Nottingham Local Transport Plan 2011 – 2026

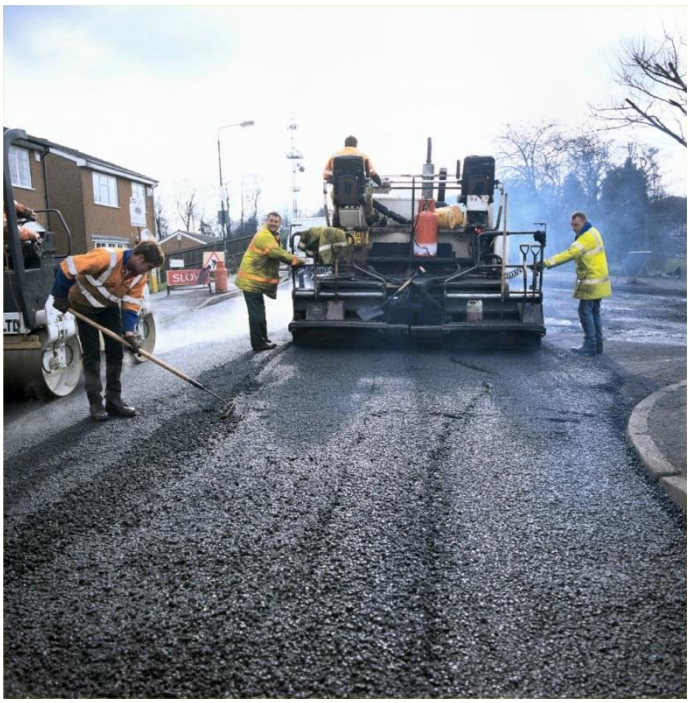
Delivery Report April 2015 – March 2016: Year Five















Nottingham City Council

Contact details:

Robert Smith
robert.smith3@nottinghamcity.gov.uk
Senior Transport Planner
Transport Strategy

Address: Loxley House
Station Street
Nottingham
NG2 3NG

Telephone: 0115 876 3604

Web: www.nottinghamcity.gov.uk/transport
www.thebigwheel.org.uk

www.facebook.com/transport_nottm
www.twitter.com/transport_nottm

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 sixth edition of the Plan spanned 2016 – 2019.

This document forms the Year Five progress report covering the 2015/16 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 maintenance and capital funding blocks. The report and 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 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 five delivery report and sets out the key policy changes which have taken place during 2015/16.
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 and Better Bus Areas programmes.
Investment and delivery: Explains how the LTP capital and external funding resources and expenditure for 2015/16 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.

2015/16 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 December 2014, the government announced that further devolution of funding would occur within Greater Manchester (the first area in England to seek devolved powers and funding from Whitehall). The **devolution agenda**, if applied to other areas of the country are likely to have major implications for funding for transport budget devolution. Locally, the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) Local Enterprise Partnership area will continue negotiations with government over possible funding devolution alongside powers across economic development and transport functions.
- **Midlands Connect**, a sub-regional transport body was established. This body will look at improving strategic transport connectivity across the East and West Midlands, including Nottingham. At the 2015 autumn statement, it was announced that the body was to be placed on a statutory footing by 2017.
- **Highways England**, the recently established replacement for the Highways Agency, began implementation of the first Roads Investment Strategy (RIS1). Early engagement has begun on the production of the second Roads Investment Strategy, to be developed over the coming years.

- **Integrated Transport Block Allocations** have been agreed for forthcoming years. Funding has been agreed over six years up to 2020/21, for both Integrated Transport measures and Maintenance. These allocations are based on a “needs” and “incentive” funding formula for each grant type, with a 3-year break in which funding will be redistributed based on revised data.
- The **Nottingham City Aligned Core Strategy (Local Plan Part 1)** was adopted in 2014. This document has been written jointly with other councils in Greater Nottingham and sets out strategic planning policies for the period up to 2028, including proposals for housing growth, employment and policies to address green infrastructure and climate change.
- The **Land and Planning Policies Document (Local Plan Part 2),** will sit underneath the Core Strategy. Once adopted, this document will contain both development management policies and site allocations, including impacts relating to transport infrastructure planning. It is anticipated that the plan will be submitted to Government in winter 2016/17, followed by an examination of the plan early in 2017, with the target of adoption in summer 2017.

2. Year Five progress: 2015/16

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 area thus supporting growth. The required infrastructure includes the completion of the Connecting Eastside traffic reprioritisation scheme and major site access improvements plus further supporting public realm measures. The funding is 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 successful, in securing a further £1.550m of funding for public realm improvements. This has allowed for the expansion of the programme of works.

December 2015 saw the final completion of works on Derby Road and Friar Lane, within the deadline set for completion for the majority of the public realm works utilising the ERDF and city deal funding.

The works on Station Street has been part funded from the ERDF / city deal and local growth fund. With funding also provided from the Local Growth Fund. The first phase of these works was opened in late 2015, which saw the first section of the new public realm open. The works for Station Street was completed late summer 2016.

The ERDF grant funded element of the programme has now been completed, along with the Public realm element of the city deal programme. Going forward, the remaining element of city deal funding relates to Connecting Eastside Phase 2. Design work is currently taking place on this project, with coordination taking place between this work and adjacent transport projects, including the proposed Broadmarsh works. Any further public realm improvements will be considered for future implementation dependent on funding being made available.

Spotlight

Derby Road

Derby Road has been identified as an area which as suffered in the past of being separated from the rest of the city centre, with businesses reporting that the poor pedestrian environment and high levels of traffic deterring customers from visiting the location.

The improvements has seen alterations to the traffic lanes and parking provision along the length of Derby Road between Tollhouse Hill and Canning Circus. This has allowed for substantially widened footways in yorkstone paving on both sides to improve the pedestrian environment. An additional pedestrian crossing was provided mid-way along Derby Road at Upper College Street to improve pedestrian circulation on the street.

Image: Derby Road before the works

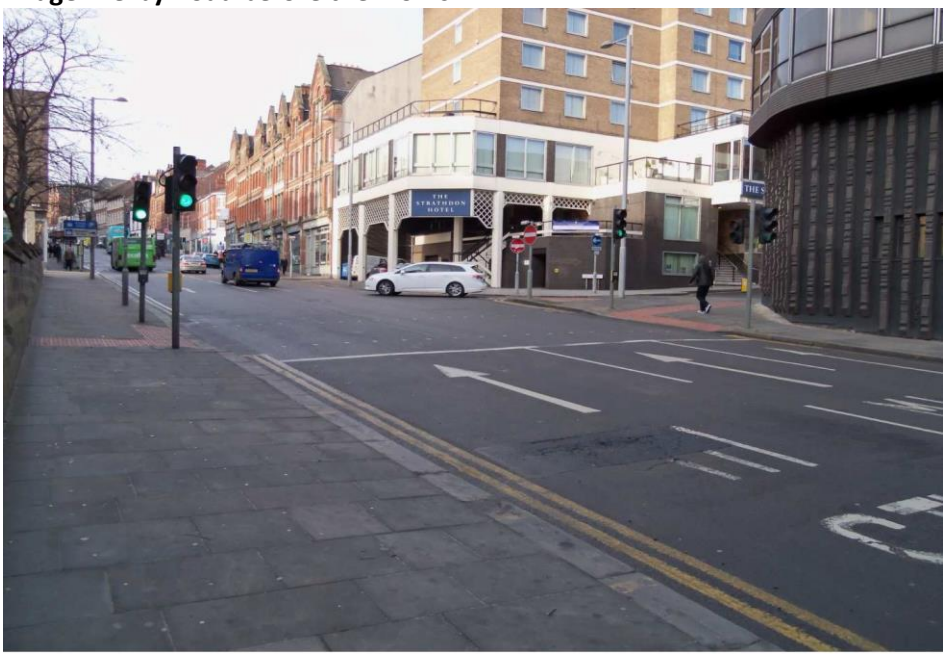


Image: Derby Road after works were completed



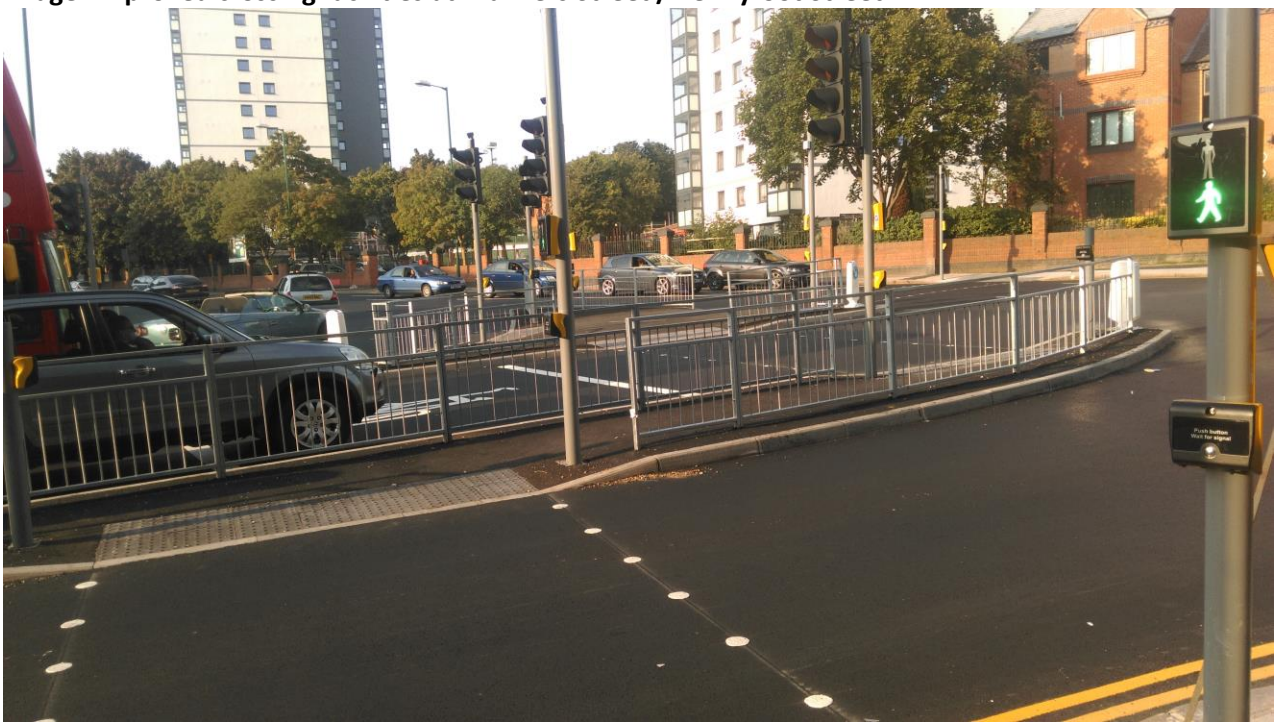
Spotlight

Manvers Street / Pennyfoot Street Crossing

The junction at this location was considered to have poor crossing facilities. With the expansion of the adjacent Bio-City, this was becoming a constrained crossing point for pedestrians and cyclists.

The works here saw the creation of additional crossing facilities for pedestrians across Pennyfoot Street, a upgrade to the traffic signals, provision of improved footways and resurfacing of the carriageway at the junction.

Image: Improved crossing facilities at Manvers Street / Pennyfoot Street



Spotlight

Friar Lane (Castle Approach)

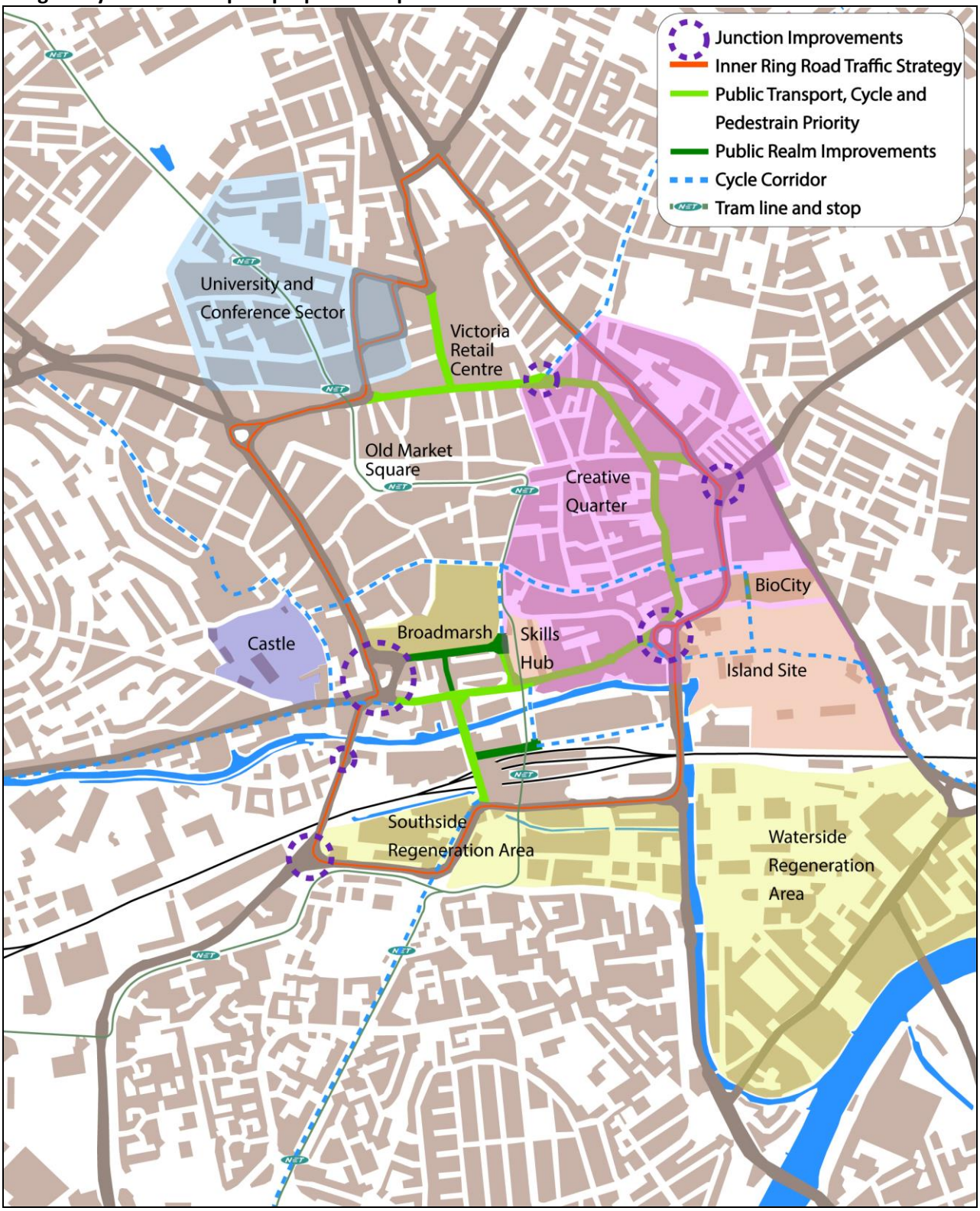
Nottingham Castle is a major visitor attraction, and is currently in the process of a bid to the Heritage Lottery Fund for substantial improvements to the tourist offer at this location. The public realm along Friar Lane was seen as too traffic dominated, considering this is the main pedestrian route between the Castle and the Old Market Square and City Centre.

The works at this location has seen the widening of the footway to the north side of the street in consistent material to the yorkstone paving that was present on the southern footway. The road was resurfaced in block paving and designed similar to that of other streets in the Hockley area, with minimal kerb height difference to reduce vehicle domination of the street environment. The paving features a circular paving feature at Castle Place, encouraging this area immediately to the front of the castle as to be used as a public space.

Image: Castle Approach



Image: City Centre transport proposals map



D2N2 Growth Deal

After the report "No Stone Unturned" was published in 2013, the government confirmed in summer 2013 of 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, Nottingham City Council put forward a total of 13 transport proposals for prioritisation by the LEP to assess. In July 2014, the Government announced growth deals for each of the Local Enterprise Partnerships across England. 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.

In addition, the £6.12million Southern Growth Corridor Scheme, prioritised in July 2013 by the Local Transport Body (LTB), was also programmed for March 2018.

The Council is now to develop and implement these projects within the next three years. In July 2016, the Council submitted several priorities for transport projects for consideration as part of this funding round for the period 2018/2020. This includes:

- Broadmarsh Phase 2: £14.7million
- Cycle City Ambition Programme Phase 2: £6million
- Real Time Information Project: £9.173million
- Sustainable Transport Programme 2: £1million

This list is currently being prioritised and are not confirmed schemes presently. Confirmed projects are anticipated to be announced alongside the Autumn Statement planned in late 2016, subject to full business case.

Spotlight

Southside Transport Strategy (Broadmarsh) – Wilford Road/Street Works

The strategy involves diverting traffic from Canal Street/Colin Street adjacent to the Broadmarsh Shopping Centre and diverting the traffic via the Southern Relief Route (Queens Road and Waterway Street). In order to cater for the increased traffic operating along Wilford Road and Wilford Street, works to the traffic signalised junctions and changed priorities on this road started work on 22nd January 2016.

The resulting changes will mean that traffic priorities will change from the present two inbound and one outbound lane, to one inbound and two outbound lanes. Junction capacity improvements to the junction of Queens Drive/Wilford Road/Waterway Street will also be undertaken.

This is the first phase of the wider transport strategy for the city centre and Broadmarsh works. Further phases of these works will take place from 2017 onwards which will then divert traffic flow currently operating around Broadmarsh on Collin Street and Canal Street via this improved route.

Image: Launch of the works by Cllr McDonald.



Major scheme coordination

Since 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 Broadmarsh roadspace transformation project, cycle ambition programme 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.

Information strategies have been developed for target audiences. Senior representatives from Tramlink, Network Rail, East Midlands Trains, and Highways England have come together to share programme information and cooperate. Communications channels including website information, coordinated printed material and social media have also been utilised to keep people informed. Sites include:

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

- 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.
- In June 2015, The Department for Transport announced that it was "pausing" the works on Midland Mainline Electrification, due to concerns whether the timescales and costs will be met. In November 2015, the "Hendy Review" was announced looking at the costs and timescales of project undertaken by Network Rail between 2014-19. The Midland Mainline Electrification works was then "un-paused" to a revised programme. Electrification to Nottingham is now scheduled to be completed in 2023.
- Following discussions relating to the improved connectivity and reduced journey times between Nottingham, Newark and Lincoln, known locally as the "Castle Line", improvements were secured in September 2014 to increase frequencies and reduce journey times between Nottingham and Lincoln during weekdays. These improvements were implemented from the May 2015 timetable change. There have been indications that as a result of this change, that there has been an increase in passenger usage from some stations along the line. However, official data relating to station usage for 2015/16 is not yet available.
- In September 2015, the East Midlands Train Franchise was extended for two years to July 2018. This includes a commitment to provide an extension to the Castle Line improvements to Saturdays.

Image: East Midlands Train at Nottingham Railway Station



High Speed Rail (HS2)
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 Manchester and Leeds including an East Midlands hub station at Toton sidings on the eastern line.

A review is underway relating to the "Eastern Leg" of the route of the route between Birmingham and Leeds. The outcomes of this review were published for consultation in November 2016.

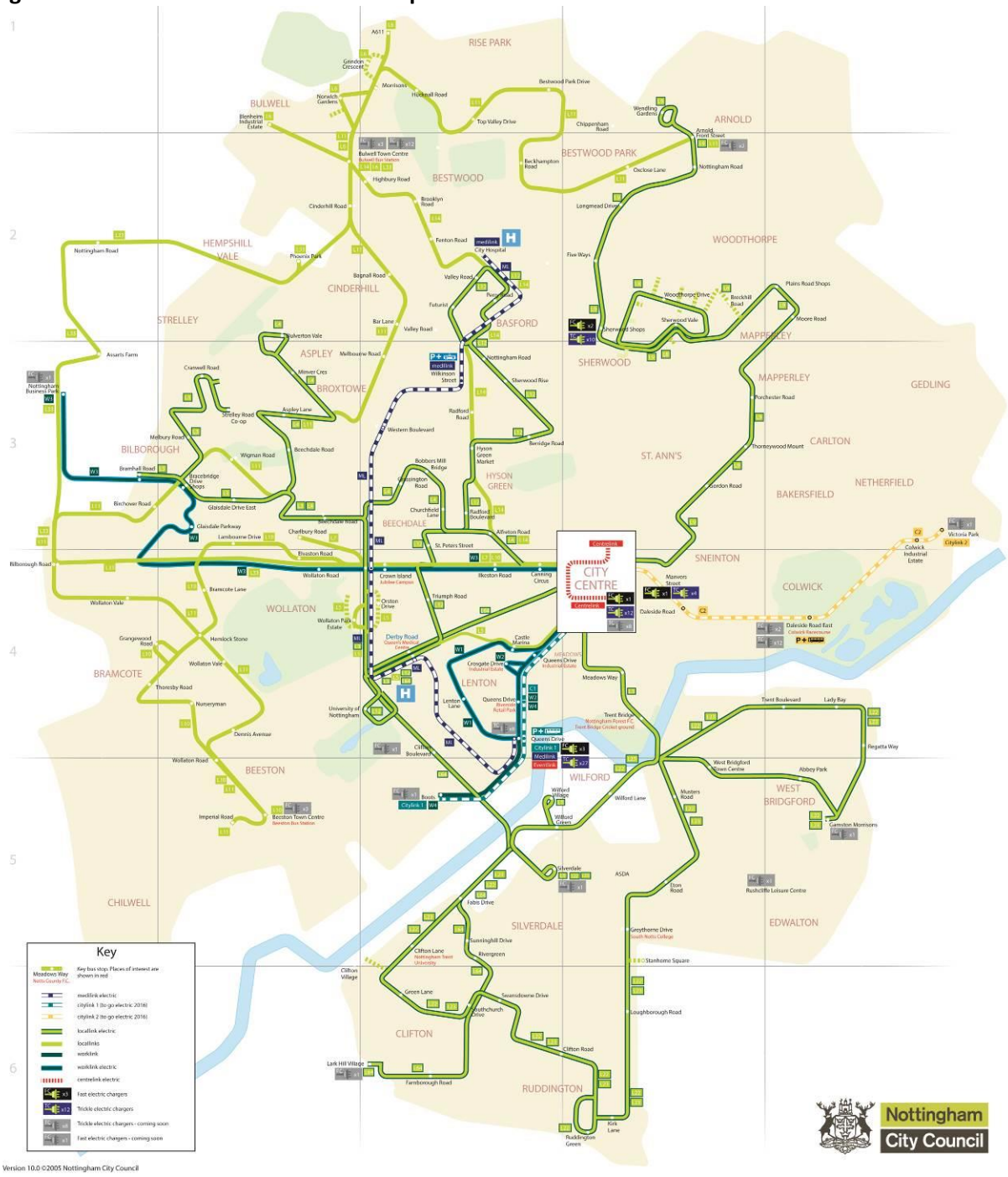
Going forward, further work will be undertaken to ensure that suitable connectivity by all modes of transport is made to the proposed East Midlands Hub.

Low carbon and resilient transport system

The second key objective of the Nottingham LTP was to transition the transport system to a low carbon and resilient future. 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.

The rollout of electric buses across the Linkbus network has continued, with buses ordered for use of the Citylink1, Citylink2 services from 2017.

Image: Electric Linkbus Network – 2015 map



Office of Low Emission Vehicles Bids

In December 2014, the Office for Low Emission Vehicles (OLEV), a cross-Government policy team, announced a £500 million package for 2015 - 2020 to help deliver a step-change in the number of ULEV buses, cars and vans in the UK. The objectives of the package are to deliver significant air quality benefits, reduce carbon emissions and create ULEV-related growth opportunities for car manufacturing and businesses locally and beyond.

The fund has been split into three complementary strands:

A. **Low Emission Bus Scheme:** A share of £30 million capital is being made available 2015 to 2018 to increase the uptake of low and ultra-low emission buses alongside required infrastructure.
B. **Ultra Low Emission Vehicle Taxi Scheme:** Up to £20 million will be split across authorities to encourage the growth of ULEVs in the Hackney and Private Hire Vehicle sector.
C. **Go Ultra Low City Scheme:** Four winning authorities will benefit from a share of £35 million capital to introduce a broad range of measures to support the uptake of private ULEVs and achieve exemplar status.

The City Council submitted an initial bid for the city scheme in February 2015 and was successfully shortlisted for the final stage of the bid process. The City Council's full and final bid to the programme as submitted to Government in early October 2015. In February 2016, the government announced that Nottingham had been successful in its bid to encourage low emission vehicles across the city. A four year package of measures to support a low carbon transport system, building on the tram and electric bus investment and making links with opportunities through local energy generation and supply is proposed, including:

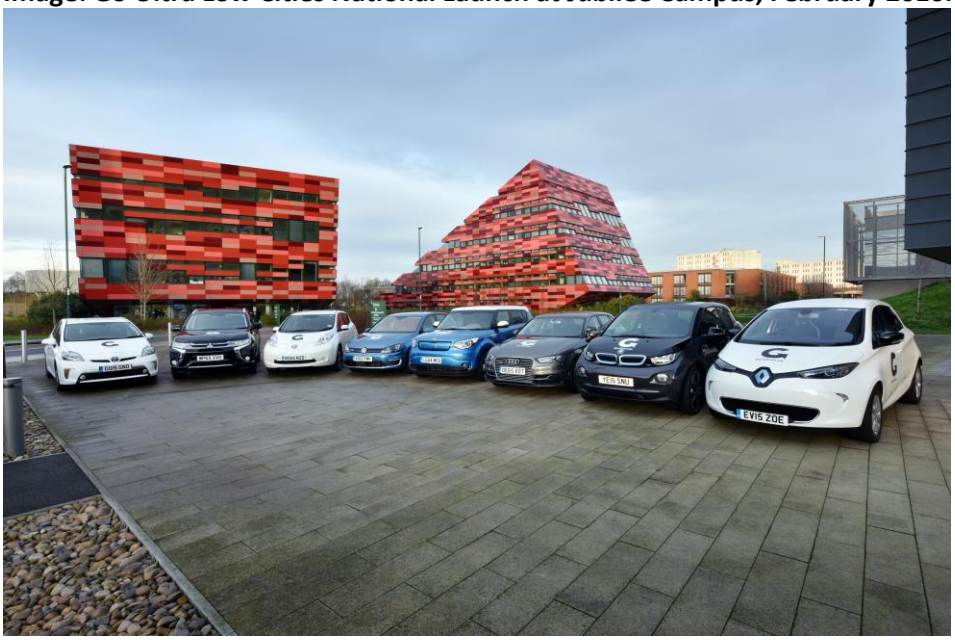
- A city centre low emission zone for buses and taxis.
- A comprehensive charging network for private vehicles at strategic 'hubs' including Park and Rides and key interchange points.
- A business support programme offering advice, masterclasses, events and try outs of low emission vehicles to encourage uptake. Includes a grants package for electric vehicle charging to complement Workplace Parking Levy business grants.
- A resident's support package including the expansion of the City Car Club scheme to include provision of additional hybrid and electric vehicles into the fleet and residents discounts via the Citycard integrated card.
- Conversion of the City Council pool car fleet to ultra-low emission vehicles.

Work is now progressing to develop and begin the introduction of this programme over the coming year. The full programme is expected to be completed by 2020.

The bus strand was also progressed with a bid for both bio-gas buses working in partnership with Nottingham City Transport, along with a separate electric bus bid, was submitted at the end of October 2015. An announcement of the bus bids is expected later in 2016.

Bids to the taxi strand has yet to be announced, but will be progressed in line with Government timescales of taxi bid submission for funding up to 2020.

Image: Go Ultra Low Cities National Launch at Jubilee Campus, February 2016.



Nottingham Car Club

In May 2014, the Nottingham City Car Club was launched across eight locations within the city centre utilising funding through the Local Sustainable Transport Fund. The Nottingham Car Club provides hourly bookings of a range of vehicles for personal and business travel. The service was introduced to support integration with other sustainable transport options and has evidence of deterring second or third vehicle purchase amongst households. Expansion funding through Car Plus (national charity overseeing car club operations in the UK) of £50,000 was secured to expand the service into four park and ride sites with the inclusion of electric and hybrid vehicles. These bays were implemented in 2015.

Image: Car Club car at Phoenix Park



REMO Urban Lighthouse Project

Nottingham has been awarded Lighthouse City status by the EU for an innovative funding programme secured for smart low carbon transport, energy and ICT projects. The Regeneration Model Urban (REMO Urban) Project will see investment in an electric car club in the Sneinton area of the city with charging infrastructure, electric bikes and the demonstration of a last mile delivery operation. The project includes Nottingham Trent University, the City Council, D2N2 Low Carbon Hub and WEGO carbon neutral couriers.

Push-Pull project

The European funded project, announced in early 2015 across eight European cities, will specifically target travel plan measures at major employment sites in order to encourage sustainable transport to workplaces. Within Nottingham the three major employment sites at NG2, Nottingham Business Park, and Nottingham Science Park, will see a range of activities including discounted ticketing, site-specific travel plan advice, transport themed events and other measures to encourage travel behaviour onto public transport. The project will be completed in March 2017.

Image: Totally Transport Project Newsletter, part of the Push-Pull project.



Quality of life and neighbourhoods

Improving transport infrastructure and provision of services is instrumental in improving the quality of life of our neighbourhoods and citizens.

Some of the maintenance activities undertaken in 2015/16 include Phase 1 of London Road Bridge works, continuation of the residential carriageway maintenance programme, and several main roads such as Queens Drive seeing resurfacing treatments.

Spotlight

City Centre Maintenance: King Street/Queen Street resurfacing

King Street and Queen Street, located adjacent to the Old Market Square, is used as both access to local businesses, but is also used for several terminating bus services, particularly from the east of the city. Due to the intensive use of this street by vehicles, several sections of the road surface was in poor condition.

As part of the maintenance programme for 2015/16, the roads were considered for maintenance in order to improve the appearance of the street in this strategic location. The works were scheduled and conducted overnight in September 2015 in order to minimise disruption to both businesses and to bus operations.

The works undertaken saw the road surface replaced, along with the relining of the road markings on the street, along with the zebra crossings close to Upper Parliament Street.

Images: "Before" and "After" photos of King Street / Queen Street resurfacing.





Image: Improvements to markings on Zebra Crossing, King Street



Maintenance Incentive Fund

In December 2014, the Department for Transport provided allocations of maintenance funding in accordance with a new funding formula which would see the maintenance allocations split between "core" funding and the creation of a "incentive fund". This fund is based of questionnaire returns relating to the Council's performance in Maintenance efficiency.

As a result of these changes, funding from 2015/16 through to 2020/21 will be split, with a funding profile of the "core" funding decreasing with the Incentive element increasing.

In December 2015, the questionnaire return for the Incentive Funding element was submitted. As a result, the council was classified as meeting band 2 and in April 2016, it was announced that the council was to receive an allocation of £124,000 for 2016/17. As part of forward planning, this funding is intended to be used to support the residential carriageway programme in 2016/17.

Details regarding the detailed response can be found within **Section 5**.

Image: "multihog" vehicle undertaking patching repairs



Safe, independent and active healthy lifestyles

A key barrier facing Nottingham residents is around road safety and personal security whilst travelling or enjoying the city, and night. Our LTP objective is to introduce measures to address air quality and environmental impacts from transport, improve road safety and address health inequalities through provision of walking and cycling infrastructure.

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 revised the proposals for the scheme and resubmitted the proposals as part of the D2N2 Growth Deal, which saw this funding secured in July 2014.

The first route, the Western Corridor between the City Centre and University of Nottingham, is currently under construction. The works include the provision of a segregated "cycle superhighway" along the length of Castle Boulevard, separate from motor traffic. These works will continue through 2016/17, with works starting on the remaining corridors over the coming months.

Image: Castle Boulevard Cycle Superhighway works – March 2016 (before resurfacing)



3. Transport programme delivery

The City Council is working with key delivery partners on major schemes: NET tram expansion, Ring Road improvements scheme and Workplace Parking Levy project. 2015/16 marks a pivotal year in terms of delivery, with NET Phase 2, and Ring Road being completed.

Going forward, several other major schemes are going to start work in the coming years. This includes the Broadmarsh redevelopment, continuation of the Cycle Ambition Programme, Boots Enterprise Zone transport package and Southern Growth Corridor (Eco-Expressway). Further progress regarding these schemes will be reported in future progress reports.

NET tram extensions

NET Phase Two has been 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.

The new lines opened for service on 25th August 2015. This extends 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 at Nottingham Station.

The extended tram network consists of 51 tram stops, and link directly with the existing NET line at Nottingham Station. The total tram network is 32km in length, serve seven park and ride sites and doubles the capacity of the network from 10 to 20 million passenger journeys a year.

Passenger usage figures for the tram have been provided for the first six months since opening. This has indicated that passenger figures have substantially increased since the extensions opened. More details can be found in **Section 5**.

Image: The new line in Clifton: Clifton Leisure Centre, Southchurch Drive.



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 Nottingham Station

Workplace Parking Levy (WPL)

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 fourth year of charging (2015/16) the WPL raised £8.8 million from 484 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 continuation of small grants of up to £5,000 to provide cycle facilities at business sites.

The fifth full year of operation commenced on 1st April 2016. All large and medium sized organisations, liable for the levy, have renewed their licences. Enforcement continues to focus on licence validation visits which ensure that organisations have correctly licensed the number of workplace parking places they provide.

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.

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 included 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 2015/16:

- Hucknall Road roundabout: Major carriageway works completed at the junction
- Improved cyclist and pedestrian facilities including side access treatments under construction.
- Crown Island: Junction capacity improvements completed.

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

Works along the ring road for vehicular traffic was completed by the end of March 2016. Some works relating to footways and side access treatments will take place over the Summer of 2016.

Some of the pictures below show the completed works of key locations along the ring road.

Image: Crown Island



Image: Middleton Boulevard (Newland Close), note the side access treatments



Image: Aspley Lane Junction



Image: Hucknall Road Roundabout



Nottingham Local Sustainable Transport Fund (LSTF)

LSTF 2015-16 Continuation Funding

The City Council submitted a bid in March 2014 for continuation funding of the LSTF programme for a further year, following on from the funding secured between 2012-15. In July 2014, the government announced that the bid had been successful, with funding of £1.180m being secured for spending over 2015/16, allowing some of the current projects to continue for another year.

The project delivered targeted support for Jobseekers and young people through promoting travel options to individuals and households via personalised journey planning and cycle training to local job seekers; targeted Kangaroo smarter travel support package for low income groups; and a community wide active travel support programme. The Worksmart Business Travel Support Package for employers promoted business growth and sustainable travel via bespoke advice and one-to-one support to businesses complementing the Workplace Parking Levy business support package.

Continuation of the Smarter travel hubs was confirmed in early 2016, with funding secured for the Youth Employment Initiative (YEI) funding to provide continuation of travel support.

Better Bus Area Funding

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 as the Robin Hood Card) to deliver a widespread smartcard retail network which provides extra convenience and time savings for public transport users.

Spotlight

Robin Hood Smartcard

The City Council have been long standing innovators in technology in the transport sector, utilising were possible measures that will enhance the customer experience and encourage public transport use through ease of use. The Kangaroo ticket, originally launched as a multi-purpose, multi-operator ticket in 2003, was made "smart" in early 2014, with integration into the Citycard range.

The 14th December 2015 saw the launch of the Robin Hood card, a replacement for Kangaroo ticket. The card includes "pay as you go" ticket use alongside the "season ticket" for weekly, monthly or annual travel. The card is one the first cards outside London with its Oyster Card to introduce "fare capping" which means that fares are capped at the cheapest price for travel.

Alongside the rollout of these cards for use, a series of ticketing machines have been rolled out across the bus stop network. These kiosks allow the purchasing of Robin Hood ticket products opposed to purchasing in the travel centre. This includes the ability to "top-up" the pay as you go element before using the card.

The smartcard can be used on bus and tram services across the Greater Nottingham area.

The first machines were installed in late 2014, with a further rollout across main bus stops including Bulwell, the QMC and City Centre bus stops occurring over 2015/16. To date, 70 of these ticketing machines have been rolled out across the network.

Images: Robin Hood Ticketing Machine and Smartcard and Pay-as-you-Go ability





4. Investment and delivery

Where did the investment come from?
The City Council was allocated £5.605 million from the Department for Transport (DfT) in 2015/16.

The **integrated transport block** resources of £3.390 million for 2015/16. Funding is maintained at this level through to 2017/18, in which a review will take place of the allocations nationally.

Highway **capital maintenance** resources have previously reduced over several years. The total allocation for 2015/16 amounts to £2.215 million. Allocations for 2015/16 onwards were confirmed in December 2014, with an initial increase in the "base" funding. Funding allocations going forward will see this base funding reducing whilst an "incentive fund" allocation increases.

Funding that has been provided through the Local Growth Fund is not considered here.

Table 1.1: Total local transport income 2015/16

Funding source	2015/16 allocation (£m)
Integrated transport block	3.390
Highway maintenance	2.215
Total	**5.605**

Table 1.2: Total external transport income 2015/16

Other funding sources	2015/16 income (£m)
Other funding sources (including Ring Road)	3.447
Amount b/fwd from 2014/15	3.753
Total	**7.200**

The total income received for local transport delivery amounted to £12.805m.

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: including the ring road major scheme
Promoting alternatives: Cycling, walking and smarter choices
Public Transport: Rail improvements and bus infrastructure
Traffic and Safety: local safety schemes, residents parking, junction and signal improvements
Programme management: coordination, modelling and performance indicator monitoring

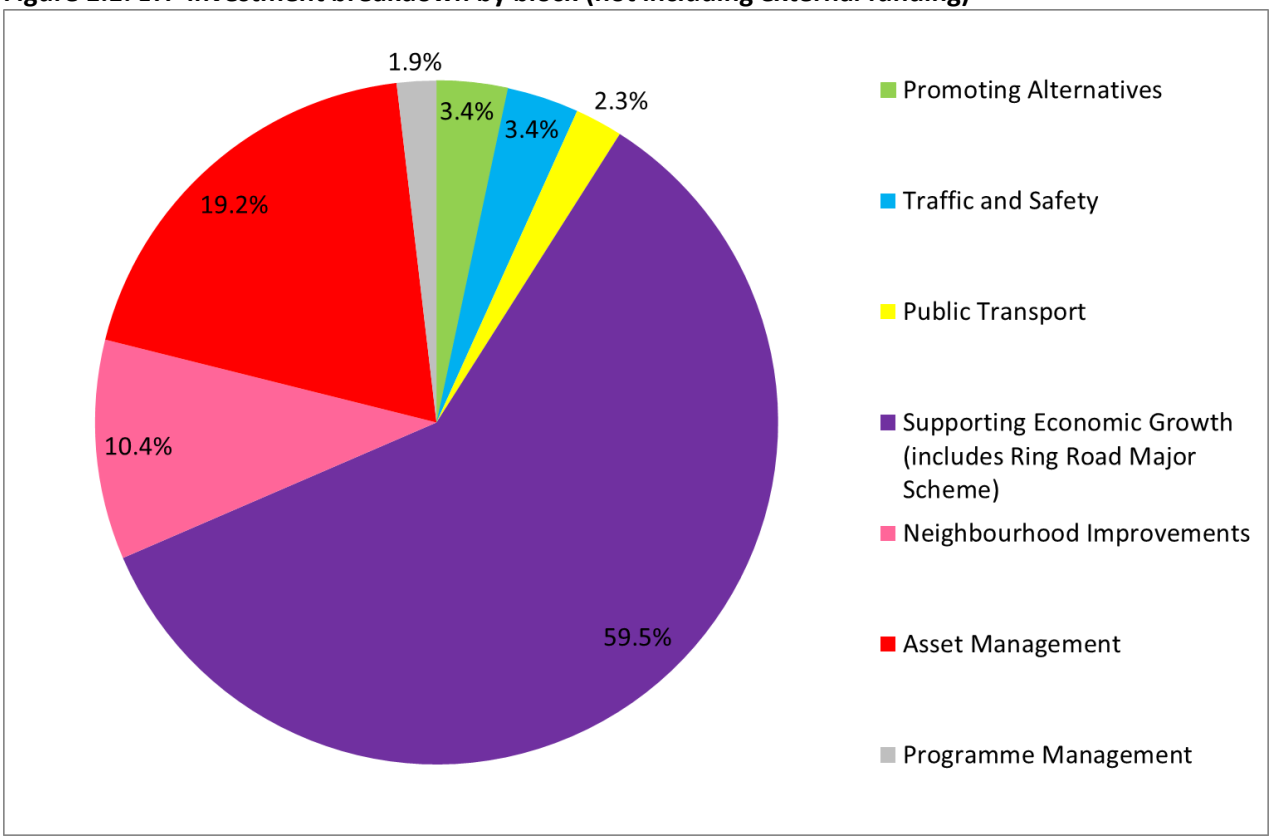
Table 1.3: Total local transport expenditure 2015/16 by block and scheme type

Scheme type	2015/16 spend (£m)
Asset Management	
Maintenance – Streetscape	0.115
Maintenance – Carriageways	1.712
Maintenance – Bridges	0.490
Neighbourhood Improvements	
Neighbourhood improvements	1.250
Supporting Economic Growth	

Supporting economic growth	7.162
Promoting Alternatives	
Smarter Choices	0.180
Cycling schemes	0.130
Walking schemes	0.094
Public Transport	
Bus Infrastructure schemes	0.204
Rail Improvements	0.068
Traffic and Safety	
Local road safety schemes	0.148
Network management measures	0.262
Programme Management	
Monitoring and Coordination	0.225
Total	**12.040**

A balance of £0.765 million was carried forward into 2016/17 and will be used to support the final financial consolidation of the completed Ring Road Major Scheme.

Figure 1.1: LTP investment breakdown by block (not including external funding)



Details of the forward programme for 2016/17 through to 2018/19 can be found in the LTP Implementation Plan 2016-19.

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 fifth year of the Nottingham LTP monitoring data provides progress during 2015/16 against indicator baselines set using 2010/11 data. Progress is on track for 14 of the 24 indicators. The full list of LTP performance indicators and their trend during 2015/16 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. 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 along the Ring Road orbital route.

It should be noted that the data for 2015/16 data has not yet been finalised. This is due to the data still being analysed and verified from the TrafficMaster dataset by the Department for Transport (DfT).

The data up to 2013/14 indicated that there was a decline in average speed, continuing a trend since 2011/12. The provisional data for 2014/15 indicates a continuation of this trend, with traffic moving at 3.85minutes per mile, equating to an average speed on 15.6mph. This 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 on key corridors

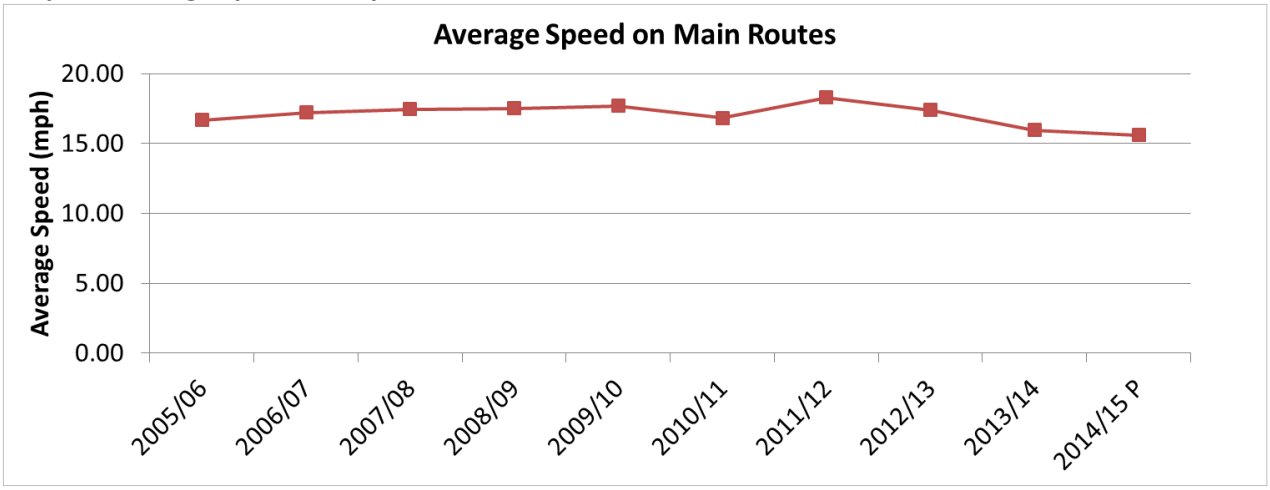
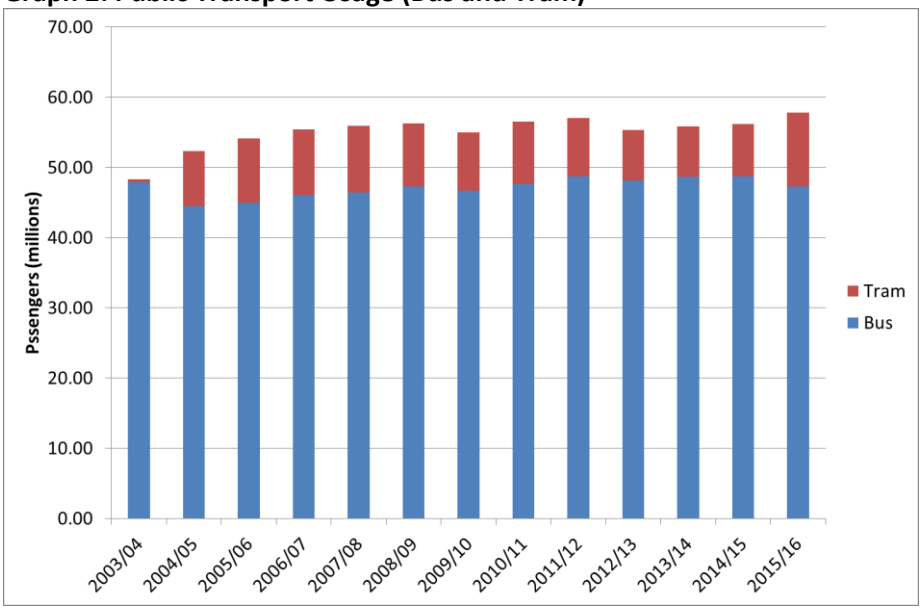


*Figure for 2014/15 is provisional, based on first 6-months of data.

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. The opening of NET Phase 2 in August 2015 has resulted in an increase in public transport usage, up to 57.85 million passengers. However figures relating to the tram should be used with caution as the 2015/16 figures only include the first six months of operation of the extensions. Mode share has increased substantially, in part due to the opening of the tram extensions, now standing at 40.6% compared to 38.6% in 2014/15.

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 0.5% over the past year to 96.3% and is well within the minimum standards of 90% as set by the traffic commissioner. Non-frequent services have also seen a substantial improvement with a 5% increase from the 2014/15 figure to 90.4%.

There has been a continued increase in the average excess waiting time on frequent service routes to 1.05minutes (63 seconds). This increase however is well within the Traffic Commissioner performance standards of 1.25 minutes (75 seconds) maximum excess waiting time.

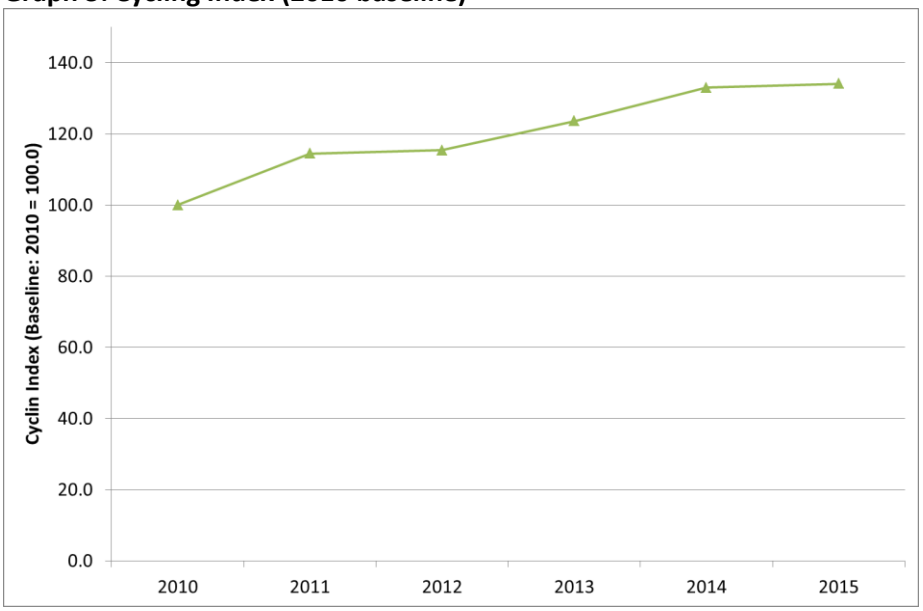
Nottingham City	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16
Percentage of services starting route on time	94.9%	95.3%	94.9%	95.3%	95.8%	96.3%
Percentage of non-frequent services on time	82.6%	84.4%	90.8%	84.5%	85.5%	90.4%
Excess waiting time of frequent services	0.65mins (39secs)	0.68mins (40secs)	0.71mins (42secs)	0.79mins (47secs)	0.96mins (58secs)	1.05mins (63 secs)

Passenger satisfaction is also on the increase with passengers increasingly satisfied with the services (93% 2015/16 compared to 84% 2011/12) and with the provision of transport information (96% 2015/16 compared to 94% 2013/14).

Cycling

After only a small rise in cycle use, followed by a sustained increase in cycling figures,, a small increase has been reported in the number of cycle trips to 134.0 index increase in 2015 from the 2010 baseline, a growth in the index of 1.0 from the previous year.

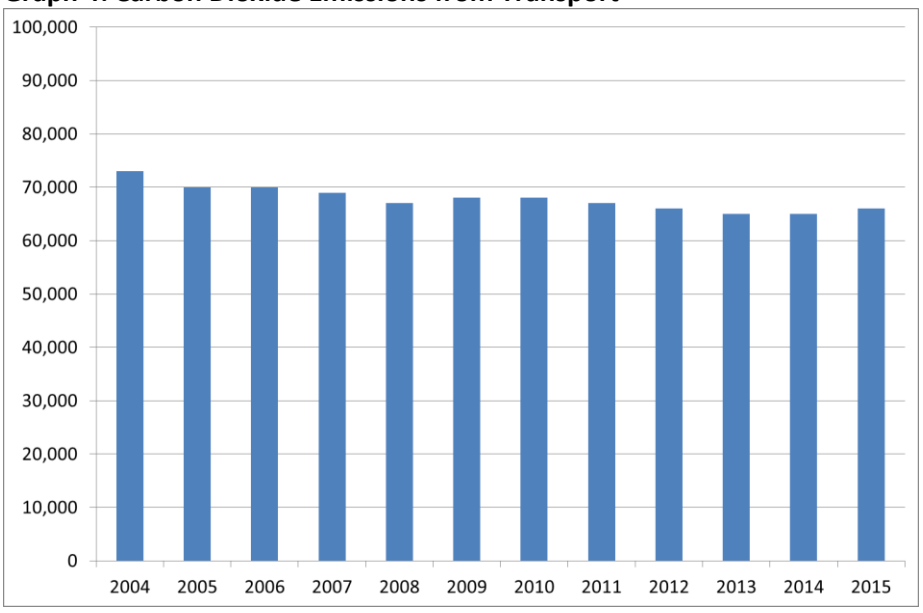
Graph 3: Cycling Index (2010 baseline)



Carbon emissions from transport

2015 data shows the volume of carbon emissions from transport has increased slightly from 65,000 tonnes the previous year to 66,000 tonnes in 2015 emitted from transport within the city. This is after a continual fall in emission levels 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.

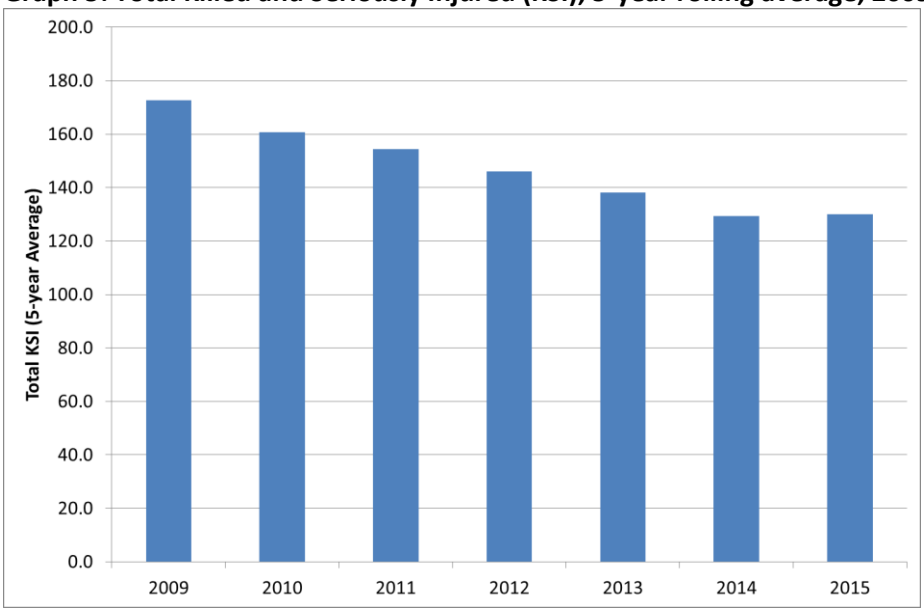
Graph 4: Carbon Dioxide Emissions from Transport



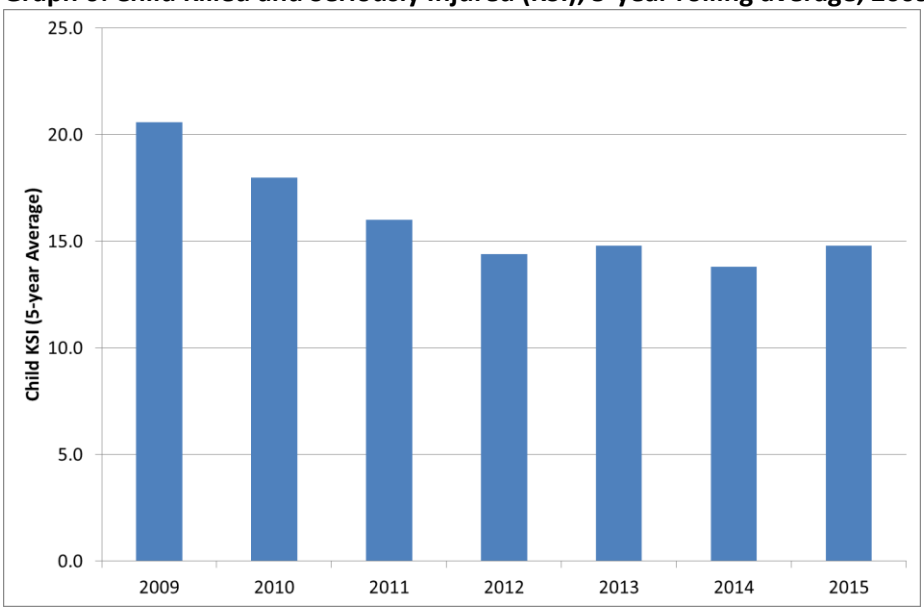
Road safety

Statistics relating to road safety appear to have stabilised after a previous trend of improvement. People killed or seriously injured have remained level for the past couple of years, with 129.4 in 2014 to 130 in 2015. However, the decrease in previous years means that there has been a 25% 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



The statistics for children killed or seriously injured have increased from 13.8 in 2014 to 14.8 in 2015 returning to 2013 levels. This represents a 28% reduction from the 2009 baseline figure of 20.6.

Total slight injuries, which is recorded as a 5-year rolling average, has seen a increase from 1064 in 2014 to 1066 in 2016. Despite this increase, this still represents a 4% 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.

Maintenance Incentive Fund

The Maintenance Incentive Fund, was set up to increase performance in Maintenance efficiency. An annual self-assessment questionnaire is supplied to the Department for Transport (DfT), with funding linked to performance. This funding was supplied to DfT in December 2015 for the 2016/17 financial year.

Performance is placed into bands, with 1 being minimum performance, and 3 being best performance.

There are a total of 22 questions that the authority answers. Questions 1, 2 and 5 are “core” questions, and the lowest figure for these will cap the overall score.

Question		2016/17 Score
1	Asset Management Policy and Strategy	2
2	Communications	2
3	Performance Management Framework	2
4	Asset Data Management	2
5	Lifecycle Planning	2
6	Leadership and Commitment	2
7	Competencies and Training	1
8	Risk Management	1
Resilience questions		
9	Resilient Network	2
10	Implemented Potholes Review	2
11	Implemented the Drainage Guidance	2
Customer questions		
12	Satisfaction	2
13	Feedback	2
14	Information	2
Benchmarking and efficiency questions		
15	Benchmarking	2
16	Efficiency Monitoring	2
Operational service delivery questions		
17	Periodic Review of Operational Service Delivery	2
18	Supply Chain Collaboration	2
19	Lean Reviews	1
20	Works Programming	1
21	Collaborative Working	2
22	Procuring External Highway Maintenance Services	2

Summary	2016/17
Overall score	**40**
Level 1	4
Level 2	18
Level 3	0
Overall band	**2**

As a result of the return, the local authority was considered as a band 2 authority. As a result, a funding allocation of £124,000 of maintenance funding was allocated as part of the Incentive Fund for 2016/17.

The Incentive fund will operate through to 2020/21. Performance against the self-assessment questionnaire for the forthcoming year will be reported here as part of transparency of this process.

Satisfaction with local transport

Citizens Survey 2015
The 2015 Citizens Survey is the fifth 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. 85% of citizens were satisfied with their local area, a slight decrease compared to the 87% noted in 2015 but still higher than the target of 80%.

A new question was provided on the 2015 survey, which provided a sample of the mode share of people travelling to work. Out of those surveyed, 56.5% travelled by car or motorbike, 26.4% by public transport and 15.9% by foot or bike (the remaining 1.2% identified other forms of transport).

National Highways and Transport Survey 2015
Data for this survey is collected every other ear, with the last survey undertaken in 2014. No survey will be taken for this year. Work is taking place to undertake the 2016 data collection, for reporting in December 2016.

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

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 April 2016 and is available to view at: www.nottinghamcity.gov.uk/transportstrategies

The plan details the approved programme of schemes to be delivered from 2016 to 2019. 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 (2016/17) 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: 2015/16 progress against LTP indicators baseline

Trend	Baseline	2015/16 Actual	Performance indicator
↗	55.96m (2007/08)	57.85m	Local bus and tram passenger journeys (millions)
↘	3.6mins per mile; 16.6mph (2010/11)	3.84mins per mile; 15.6mph (2014/15)	Journey time per mile (minutes and seconds) Average speed (mph)
↗	592 (2010)	559	Change in area wide traffic mileage (million vehicle miles per annum) across the city area
↗	100.0 (2010)	134.1	Increase in cycling trips compared to 2010 base year (index)
↓	61.112m (2010)	58.898m	City centre pedestrian flow (millions) – camera sites
-	257 (2010)	-	Number of pupils Bikeability trained
↗	94.9% (2010/11)	96.3%	Percentage of bus services starting on route on time
↗	82.6% (2010/11)	90.4%	Percentage of non-frequent services on time
↓	0.65mins (39secs) (2010/11)	1.05mins (63 secs)	Excess waiting time of frequent bus services
↗	37.9% (2010/11)	40.6%	Mode share of public transport
↘	173 (2005-2009 average)	130	People killed or seriously injured (5-year rolling average)
↘	21 (2005-2009 average)	14.8	Children killed or seriously injured (5-year rolling average)
↘	1110 (2005-2009 average)	1066	Total slight injuries (5-year rolling average)
↓	94.21% (2010)	94.01% (2014/15)	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)	39ugm-3	Annual mean nitrogen dioxide levels at Northern site (city centre air quality management area)
↗	43ugm-3 (2010)	37ugm-3	Annual mean nitrogen dioxide levels at Central site (city centre air quality management area)
↗	41ugm-3 (2010)	37ugm-3	Annual mean nitrogen dioxide levels at Dunkirk site (Ring road air quality management area)
↗	10% (2010)	10%	Principal roads in need of maintenance
↗	5% (2010)	5%	Non-principal roads in need of maintenance
↓	16% (2010)	19%	Unclassified roads in need of maintenance
↗	81% (2010)	96%	Percentage of local residents satisfied with local public transport information
↗	88% (2010)	93%	Percentage of local residents satisfied with local bus services
↘	68,000 (2010)	66,000 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