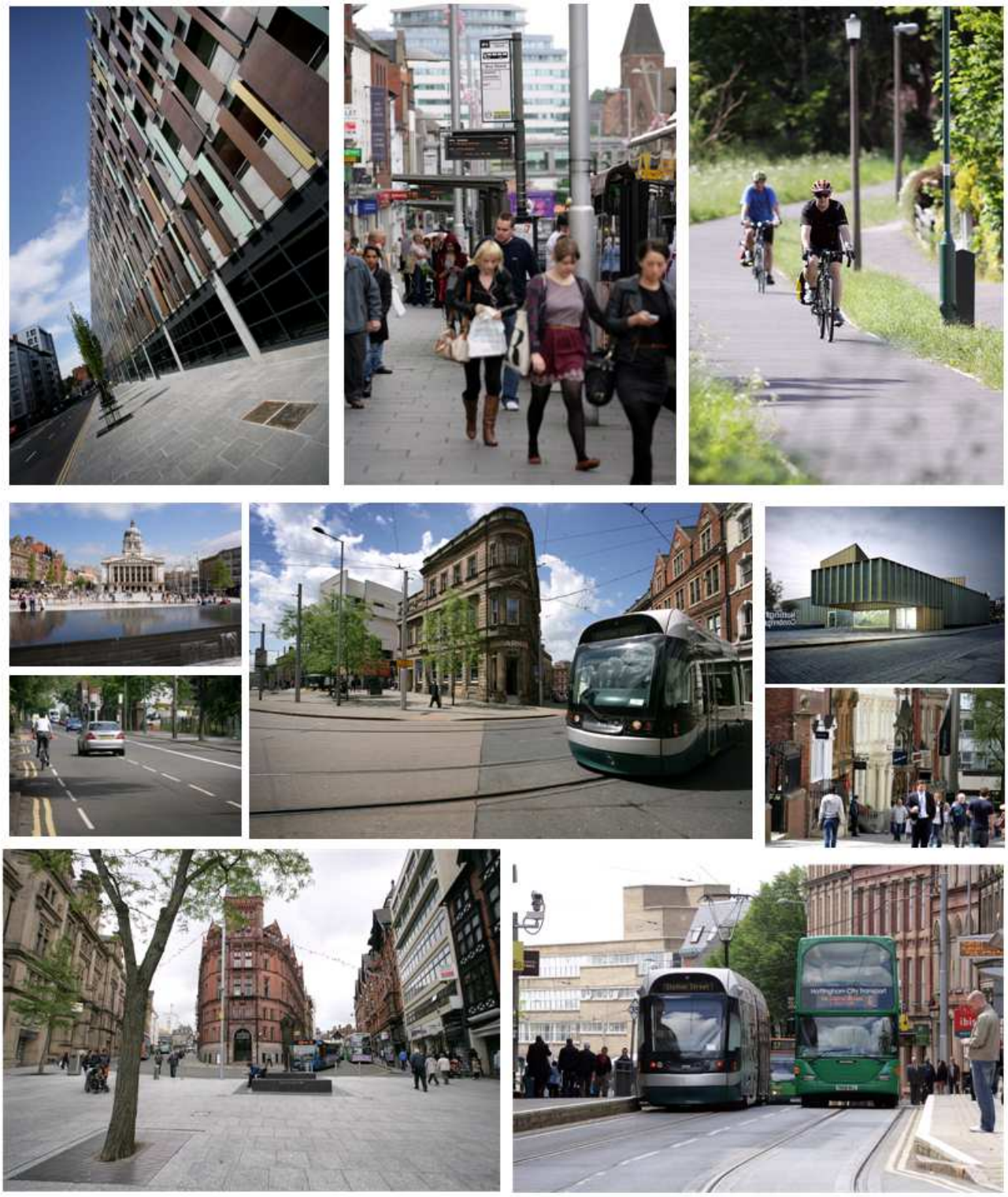
Nottingham Local Transport Plan 2011 – 2026

Delivery Report April 2011 – March 2012: Year One



Nottingham City Council

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Introduction

The Nottingham Local Transport Plan (LTP) was adopted as Council policy in April 2011. The LTP covers the City Council's administrative area serving a population of 300,900.

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 first edition of the Plan spanned 2011 – 2014 with the second edition adopted in April 2012 running until March 2015.

This document forms the Year One progress report covering the 2011/12 financial year providing an update on what was delivered and progress against the overall LTP strategy.

Policy changes at a glance

Since the LTP was published various changes which have taken place affected the status of a number of key schemes and presented new opportunities. Particular changes in wider policy at the national and local level have influenced local transport delivery. These are summarised as:

- The **Economic Growth Plan** published in March 2012 which sets out the Council's vision for delivering a vibrant and dynamic city. The Plan puts a strategy in place for supporting local economic growth. The Nottingham **City Deal** has been negotiated with Government as part of the City's growth strategy. The Boots industrial site was selected as an Enterprise Zone receiving Government funding to redevelop the vacant land and bring it back into use helping to create up to 10,000 jobs.

- **Aligned Core Strategies and Local Plan** and documents were progressed. Following approval Nottingham City Council issued its publication version of its Core Strategy in June 2012. Consultation was also carried out on the sites allocations for the Local Plan.

- New **Council Plan priorities** were announced in May 2011 which placed greater focus on certain aspects of transport provision, in particular 20mph zones, improvements to cycling facilities and infrastructure, and the removal of redundant street furniture and pedestrian barriers.

- The **devolution of major schemes funding** was announced in February 2012 which have implications on the future funding mechanisms, prioritisation and involvement of the Derby, Derbyshire, Nottingham, Nottinghamshire Local Enterprise Partnership.

- The city-wide community **Climate Change Strategy 2012 - 2020** was introduced setting out a plan of action for creating a low carbon resilient city which maximises the opportunities for growth and to protect local people from the impacts of extreme weather.

- Government launched the new **National Planning Policy Framework** in March 2012 to simplify the planning process to support and encourage sustainable development in ways that promote growth and reduce carbon emissions.

- The **Localism Act 2011** introduced a range of policies with implications for how local communities shape new developments, in turn influencing local transport provision.

Strong partnership working

The key strength to the Council's success has been sustaining strong partnership working with key partners, agencies and networks. Examples include:

Local Sustainable Transport Fund:

Since 2011 the City Council has been working in partnership with the Greater Nottingham Transport Partnership, Sustrans, NHS Nottingham City, Nottinghamshire County Council and Derbyshire County Council along with other partners to develop a programme of sustainable travel measures to support the economy and help people access good jobs across the Nottingham urban area.

The bid to the Government's Fund successfully secured £4.925 million for the period between 2011/12 to 2014/15 complementing LTP and partner investment. The partnership also worked together to develop a full Business Case for a further £10 million Main Bid proposal which was submitted to the Department for Transport in December 2011.

Statutory Quality Partnership Scheme:

Nottingham has a long history of promoting bus travel through close voluntary partnership working and combined investment with local bus operators which has delivered a high quality and comprehensive public transport system leading the way for the introduction of the Statutory Bus Quality Partnership Scheme introduced in the city centre area in May 2010. The legally binding partnership between the Council, Traffic Commissioner and all local operators requires the City Council to provide upgraded bus facilities at the 96 stops within the scheme area. Operators using the facilities are required to meet set quality standards of service e.g. all vehicles are low floor and Euro III engine standard.

The standards are enforceable by the Traffic Commissioner which is helping to achieve more reliable and punctual services and encourage increased bus use. The partnership is the first of its kind (across the City Centre area) to be introduced in the UK helping to maintain high levels of service and ensure increased demand to access the city centre is provided for by public transport.

How we have used partnership working to lever external funding

In March 2012, the City Council successfully secured £4.908 million through the Department for Transport's Better Bus Areas Fund to expand the successful city centre SQPS scheme. The fund was announced to boost growth, improve partnerships and increase bus patronage in busy urban areas.

The funding will create a network of ten premium bus corridors in Nottingham through a substantive package of improvements along each corridor in terms of journey times, reliability, accessibility, quality, emissions, information and integration.

The Better Bus Areas funding package will build on the framework established through the Statutory Bus Quality Partnership scheme further to cover all major corridors across the city to drive up quality of services and encourage increased bus patronage and support the local economy.

2011/12 progress: year one

World class and sustainable transport system

How we are influencing Government

The Nottingham City Deal has been negotiated between the City Council and its partners with Government, and seeks to unlock Nottingham's potential to:

- be better connected internally, nationally and globally
- develop creative new and existing businesses
- become the most competitive UK city of comparable size for businesses to be based

The City Deal provides resources for the successful implementation of the Nottingham Growth Plan and catalyst for change. This includes the development of the Growth Plan's flagship project, the Creative Quarter – which includes the Lace Market, Hockley, Broad Marsh East, the Island site and Biocity. A wide ranging economic stimulus package will be delivered to support the creation and growth of businesses, the retention and maximisation of talent, property occupancy and consumer spend. Many of Nottingham's emerging growth sector businesses are already located in the area and it is where new businesses will be encouraged to locate.

With the Deal came agreement for a significant influx of transport funding:

- The city will be able to borrow £8m against future business rates income to deliver critical infrastructure investment linked to the Creative Quarter.
- £1 million was approved to pilot a worklessness demonstration project to support long term unemployed individuals with travel incentives via smartcards

The City Deal will create 10,000 jobs by using up to £55 million of venture capital to develop sectors with rapid growth potential, focusing on life sciences and health, green technology and digital content.

Parking policy

- Nottingham became the first authority in the UK to introduce licensing for a **Workplace Parking Levy** (WPL) scheme in October 2011 without charge in advance of charging to commence from April 2012 When the scheme was introduced 1,865 companies had completed their license application with 42,000 workplace parking places registered; 26,600 of which were chargeable.
- A review of the parking charges and parking zones was started in 2011 and the Council is working with the city centre Business Improvement District to develop a parking strategy to support the commercial sector inline with Growth Plan aspirations for Nottingham.

Smarter choices

- The **Nottingham Local Sustainable Transport Fund** bid comprises a package of measures to support economic growth and reduce carbon emissions. Key proposals will improve access to employment opportunities and services and help link people to good jobs by addressing affordability barriers and supporting the sustainable travel needs of the business community to make businesses more accessible to the labour market and for visitors and customers. As a revenue led programme funded until 2014/15 the LSTF funding will complement significant capital schemes such as the tram, station redevelopment, bus quality corridors and Workplace Parking Levy.

Integrated public transport

- November 2011 saw the opening of the 850-space multi-storey car park as part of the modernisation of the **Station Hub** with main station works scheduled to commence in summer 2012. Once open in 2014 the station will provide high quality interchange hub acting as a catalyst for regeneration of the surrounding area and supporting local enterprise and employment opportunities.
- Construction commenced on **Nottingham Express Transit** (NET) Phase Two in January 2012 to provide two further routes to Clifton and Wilford in the south and Beeston and Chilwell in the west, connecting with Line One at the Station. With nearly 30% of the Greater Nottingham population within 800m of a tram stop once complete, the 32km NET system will provide significant congestion reduction impacts and improved accessibility whilst also supporting economic growth benefitting local people.
- Partnership working with local bus operators has continued to drive up the quality and standard of **bus services** with improvements in bus priority and integration with other modes and information provision. Nottingham has been a pioneer in the enforcement of bus lanes with the use of overhead cameras to speed up public transport for a number of years and in 2012 the Council signed a three-year partnering contract with Leicester City Council to help manage their bus lanes.



Asset management

- In 2012 the Council published a **Highway inspection manual** and **Highway Asset Management Plan** to better maintain and safeguard the city's highway infrastructure. With the highway network estimated at £1.5bn the Plan will enable systems to be put in place to manage all the city's assets on a long-term basis in response to statutory requirements, citizen expectations and available funding. Assets comprise of roads, pavements, bridges, other structures, street lighting, traffic signals and associated street furniture.

Road capacity improvements

- Following submission of a Best and Final Bid to Government in September 2011, the **Ring Road Major scheme** was awarded 'Programme Entry' in December. The Council will be seeking 'Full Approval' from Government in December 2012 to improve capacity to ease congestion along the route and improve facilities for pedestrians, cyclists and bus passengers. The City Council is seeking to secure £12.8 million from the Department for Transport for the £16.2 million scheme with the balance to be funded from local sources.

How we have influenced strategic transport improvements

Rail:

- The Government has allocated £69 million for a package of improvements which will deliver a 5 minute reduction in journey times to and from London. These linespeed improvements are to be implemented by 2014.
- The signalling system in the Nottingham Station area on the Midland Mainline is to be fully upgraded by 2013.
- Extensive lobbying for the upgrading and electrification of the Midland Mainline continued over the year coordinated through the East Midlands Councils which with lighter and faster electric trains will connect to London in 90 minutes.

Road:

- The Chancellor in the Autumn Statement 2011 announced the A453 is to be widened between Nottingham and the M1. The local business community has strongly lobbied for the scheme and welcome the approval of the £160 million scheme which is crucial to help unlock economic growth for the area.
- The Highways Agency has a contractor in place to start construction along the A453 from January 2013 for completion by April 2015.
- The Secretary of State confirmed legal orders for the scheme in March 2012.

Air:

- Since 2004 the Nottingham Skylink has operated as a link between the city centre and East Midlands Airport. It was jointly funded by the East Midlands Development Agency, City Council and the Airport with passenger numbers increasing to over half a million each year. In March 2012, Trent Barton buses and Premiere launched new commercial services to link to the airport demonstrating the success of pump priming approach.



Spotlight

Supporting economic growth and connecting people to jobs

Linking people to jobs and training opportunities is vital to Nottingham's economic future so supporting inward investment, enterprise and improving skills to support local people into employment is a core objective of the LTP.

Construction activity ramped up in 2011/12 with ongoing Station Hub works, completion the Connecting Eastside scheme and start of NET Phase Two in January 2012. These activities are helping to create employment opportunities within the construction sector for local people and businesses helping to build a 21st century infrastructure to encourage inward investment.

Recruitment of the first 70 jobs linked to the NET Phase Two construction was advertised between January – March 2012. The jobs were recruited through the Council's Employer Hub, which matches the needs of recruiters to the skills of local unemployed people.

During 2011/12 nearly £5 million was **invested into the local economy** through local transport works with two-thirds of LTP works procured through local contractors within the conurbation. More than half of contractors are based within the city helping to directly support local businesses and benefiting local people through employment opportunities.

For a number of years entry level **apprenticeship schemes** have been offered within the Council's own highways services section. Currently 3 work placements from a local social enterprise and 4 apprentices are gaining frontline construction skills and experience to support them into long term employment.



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 the lowest carbon emission levels of all the core cities.

- All buses operating at a frequency of 4 or more buses an hour and serving the city centre must comply with **Euro III emission standards** in terms of particulate emissions as part of the **Statutory Quality Partnership Scheme.**

- £1.7 million was secured through the Department for Transport's Green Bus Fund round 3 to help with the purchase of **low carbon buses**. The funding supplemented with investment through the Workplace Parking Levy and funding secured through the Local Sustainable Transport Fund is enabling the purchase of 19 electric and hybrid diesel-electric buses for use on the Linkbus services such as the Localink, Medilink and Centrelinks which will be introduced over the next three years. The 15 single decker and four double decker buses will replace some of the oldest Council-owned buses, saving around £130,000 a year in fuel costs and reducing maintenance costs. Green buses can produce a 40% carbon saving over conventional diesel buses.

- **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. Tendering for the posts is underway which will initially be introduced at the Council offices, Loxley House and park and ride sites over the coming year.

- **Ecolink 30 bus service** has been running on ethanol fuel since 2006. The fleet of 3 single deck buses was launched as the first step in cutting carbon emissions – the NCT fleet has generated annual savings in carbon dioxide emissions of 258 tonnes.

- Nottingham, Derby and Leicester were successfully awarded £0.7 million from the Department for Transport in 2010 to undertake a two-year project to help with resolution of drainage related flooding hot spots. Through data collection and analysis a number of key lessons were learnt for optimising gully cleansing regimes to determine if inadequate maintenance was contributing to the creation of hotspots and where maintenance practices could be improved by robust management of cleansing operations to support the **resilience of the transport system**.







Spotlight

Maintaining our transport assets

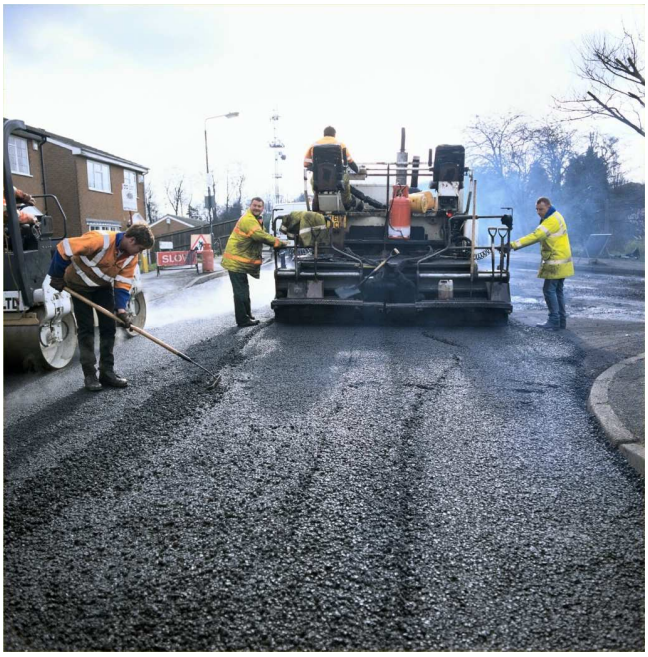
Nottingham's highway infrastructure is hugely significant and provides a vital contribution to the economic health of this city, as well as making an important contribution to the economic success of the wider conurbation. Furthermore, it provides a range of social and recreational benefits to our citizens.

Valued at £1.5 billion, the highway infrastructure is certainly our most valuable transport asset and the Council has a legal responsibility for the highway network in terms of keeping the routes available and safe for passage of all road users.

Capital maintenance funding for highway maintenance is allocated through the LTP settlements received from the Department for Transport. However in recent years the annual allocations have been in decline resulting in conflicting pressures of increased use of our roads, increase citizen expectations seeking higher levels of service.

Our highway assets:

- 767km carriageway
- 1,442km footway and footpaths (including Public Rights of Way)
- 401km cycle tracks on and off-road
- 37,349 road gullies
- 7,874 trees
- 33,329 street lights
- 2,442 illuminated road signs
- 2,159 illuminated bollards
- 144 traffic-signalled junctions and 162 pedestrian crossings
- 72 other pedestrian crossings
- 210 bridges and other structures
- 4,161km road markings



The City Council continues to maintain the city's roads and associated infrastructure, provide a winter gritting service and have recently delivered a number of high quality city centre and neighbourhood public spaces. On a day to day basis Highways services have a responsibility for ensuring the safety of the network rectifying areas in need through regular inspections and routine maintenance activities. In 2011/12 £2.1 million was spent on maintaining the local carriageway network comprising of principal, non-principal and unclassified roads most in need of maintenance. Works consisted of resurfacing, large scale patching and preventative maintenance. In addition the Council receives additional revenue funding for reactive maintenance activities.

In 2011 Highway Services won the APSE (Association for Public Service Excellence) award given in recognition of the excellent highway maintenance and road safety provision and the improvements. Independent APSE assessors decided that Nottingham's Highways and Winter Maintenance service had shown year on year improvements in its performance and management with the following excellence areas praised:

- High level of neighbourhood based consultation
- Efficient winter service delivery
- Proactive team management undertaken to improve service delivery

Access to key services

The number of people travelling by bus is growing each year – passengers need reliable services and confidence in making efficient journeys.

- A new **Linkbus guide** was produced to inform citizens of the 30 different Linkbus services in operation. In 2011/12 nearly 8 million passenger journeys were carried on the Linkbuses.
- A programme of improvements to bus facilities has continued such as bus stop upgrades including bus cage markings alongside investment by local bus operators e.g. following the successful trial of one audio route NCT introduced audio on 15 routes.
- **A series of train mini-timetables** were launched in June 2012 for six key services from Nottingham, London, Leicester, Loughborough, Derby, Mansfield and Newark. 5,000 timetables are made available at the train station, surrounding bus stops and Broad Marsh Bus Station travel centre.
- The Council won an accessibility award at the UK Bus Awards for **Linking the Journey** project to improve information and facilities for visually impaired people using public transport.
- Works were carried out at the Broad Marsh Bus Station to create an **integrated travel centre** offering mobility and accessibility services such as Shopmobility, integrated public transport information, Citycard issuing and advice for all types of Citycard including mobility and concessions Citycards and the newly established Citycard Cycles registration and information.
- **Independent travel training initiative** was established to help support young people aged 11 to 18 travel to school by public transport. The programme offers one to one training for Special Educational Needs (SEN) and students on specialised transport with support on how to effectively use commercial public transport services for school and college trips. The initiative was developed in conjunction with the SEN team who have provided part funding. In 2011/12 one student was signed off specialised transport and a further five are undergoing training.

Spotlight

Real time and electronic information displays

A programme of real time information displays has been implemented over the past few years in partnership with local bus operators to deliver a better service. Nottingham's real time system now includes over 700 real time and scheduled departure displays across the city. Investment by the City Council and bus operators has continued to deliver improved information to passengers which have helped to boost bus patronage.





All buses are GPS enabled, tracked by the real time system, bus departure information is displayed at every bus stop in the city centre and along main corridors helping people to make informed decisions about their journeys. The Council now manage real time operations for Nottinghamshire County Council, Derbyshire County Council and Derby City Council through Service Level Agreements and are in the process of introducing real time displays at stops outside the city's area.

Quality of life and local neighbourhoods

A range of small scale improvements to local neighbourhoods are helping to enhance the quality of life for citizens of Nottingham.

Improving neighbourhoods
Now in its sixth year, investment has been directed into improving local areas through the Council's Area Capital Fund programme. Local communities have benefited from local public realm and environmental improvements and in 2011/12, 112 schemes were prioritised for implementation. In 2011/12 £1.25 million was invested:

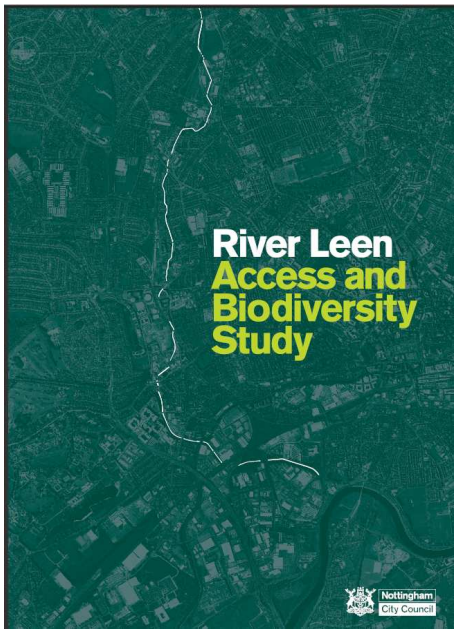
- 32 **highway maintenance schemes**: the majority of these are footway or carriageway repair/reconstruction
- 56 **traffic management schemes**: consisting of a variety of traffic and highway improvements, also including some public transport and road safety schemes
- 21 **public realm schemes**: the majority of these were parks or community improvement schemes
- 3 **street tree schemes**

King Charles Steps
Following feedback from residents regarding the condition of the King Charles steps, surrounding landscaped areas and anti-social behaviour, £45,000 of Area Capital funding was used to refurbish the paving, steps and railings near Nottingham Castle.

- Highways Services worked closely with Neighbourhood Management, Street Services and Tree Services to create a scheme that provided a substantial improvement for both residents and visitors to Nottingham Castle
- Works included refurbishing the steps, repairing damage to the walls and railings, removal of unsuitable trees and planting more appropriate landscaping
- There has been ongoing work to ensure this area is kept clear and reports of anti-social behaviour have decreased.

Green Infrastructure

- Multi-user paths have been opened up alongside the **River Leen Corridor** in the Basford and Bulwell area. Funded through the Growth Point programme, the City Council has constructed the paths which provide strategic off road links as well as a circular local walk.
- A leaflet publicising the improvements and route has been produced and made available online and in print. The leaflet also highlights areas of interest with a focus on the history of the area.
- The works form an important part of a wider scheme to build a multi-user path along the whole length of the Leen within the city and has also helped secure funding for future works.
- The work was undertaken in partnership with Nottinghamshire Wildlife Trust who carried out species surveys and habitat creation works.



Safe, independent and active healthy lifestyles

Walking and cycling improvements

- Sections of the right of way along the **Hucknall Road Disused Rail Corridor** have been upgraded. In 2011/12 foot/cycle path surfacing and environmental improvements were implemented at Bestwood Park Drive West to Hornsby Walk and Cairns Close and adjacent to Arnold Road Bridge,
- A £65,000 programme of **small scale cycle improvements** were completed including signage improvements at the Toll Bridge, Robin Hood Way, Riverside Way and Victoria Embankment.

How we are getting people to travel more actively

The Ucycle project coordinated by Sustrans is providing affordable and flexible cycling options for the University of Nottingham, Nottingham Trent University and Nottingham University Hospitals NHS trust. This collaborative venture combined £3.3 million funded by Cycling England, East Midlands Development Agency and contributions from project partners. Ucycle aims to promote active travel to the 60,000 young adults aged 18 – 25 at a time when many of them are living away from home and becoming responsible for their own travel behaviour for the first time.

Since its September 2009 launch, Ucycle has successfully implemented a range of activities including infrastructure improvements on and between campuses, free cycle training, bike maintenance workshops and activities to raise awareness of the benefits of cycling as well as the largest cycle loan scheme of its kind with over 400 bikes available across the three sites. A range of activities have reached over 6,800 individuals raising awareness of the opportunities for and benefits of cycling. Travel survey results have shown increased cycling trips made to work/study of 3% for students and 5% for staff whilst there has been a reduction in car use across all three sites of 1% amongst staff and 2% for students.

Road safety

- Until 2010/11 a road safety grant was awarded as part of the LTP settlement from the Department for Transport. This funding was directed to fund the activities of the **Nottinghamshire Road Safety Partnership** which includes representation from Nottingham City and Nottinghamshire County Councils, Nottinghamshire Police Nottinghamshire Fire and rescue, Highways Agency and Nottinghamshire County Primary Care Trust. Despite the loss of this funding the partnership has been sustained and enforcement activities continue through reducing costs and alternative funding. All existing safety camera equipment has been maintained and additional sites implemented. Educational diversion courses for speed and red light violations are now being offered as an alternative to prosecution.
- Four **integrated road safety schemes** were progressed: the Aspley Lane and Ransom Road schemes were completed whilst the first phases of the Cinderhill road and Broxtowe Lane schemes were completed with latter phases programmed for 2012/13 onwards. The schemes include a range of improvements including safety upgrades to crossings, increasing the number of pedestrian crossing points at key locations, alterations to junctions, introduction of waiting restrictions (double yellow lines) to provide junction protection and improve visibility for all road users.

Minimising adverse impacts of transport

- The two **air quality action plans** were refreshed in June 2011 following the adoption of the Nottingham Local Transport Plan specifying key local transport measures to alleviate air quality problems within the city's designated Air Quality Management Areas in the city centre and ring road.

Noise action plans are in the process of being developed following information and guidance published by the Government in March 2012

Sherwood area 20mph limits

The implementation of 20mph speed limits outside of all schools in the city are helping to decrease speeds and improve road safety for children on school journeys. The number of children killed and seriously injured has reduced by 79% in the past five years compared to the 1994-98 average. There is a commitment in the Council Plan to introduce more 20mph speed limits across the city around educational establishments, shopping, residential areas and community facilities. The City Council is pursuing area-wide 20mph speed limits to be implemented without the need for major changes to infrastructure and the introduction of traffic calming. Benefits of the lower speed limit will be shared with the wider community moving towards a safer and more pleasant street environment for all.

Work has begun across the residential area of Sherwood, the first area selected for an area-wide 20mph speed limit. A leaflet and questionnaire was circulated to all properties which fall within the area in January 2012 and marked the beginning of the engagement period for these proposals. A variety of public events and engagement opportunities have been sought to capture citizens views regarding the proposals. Questionnaires circulated to all properties within the Sherwood area showed that 63% of the 991 completed questionnaire returns support the introduction of a 20mph speed limit on the street which they live and that 53% of respondents would like to see 20mph speed limits extended to other parts of the city.





The development (including consultation) of the Sherwood 20mph speed limit scheme was largely complete in 2011/12 with implementation to occur during 2012/13. A further nine areas have been proposed for implementation of 20mph speed limits along residential streets (excluding main roads) in the areas of Bestwood, Bilborough, Wollaton, Radford, Dales, Meadows, Wilford, Clifton and the city centre. These will be developed, consulted and delivered over the next three years.

Spotlight

Nottingham's cycle progress

Cycling is becoming ever more popular and the Council Plan now includes a commitment to improving on-road cycle facilities. Bold plans have been put in place to make Nottingham more cycle friendly and over the year we have invested in improving infrastructure (including cycle parking), making cycling safer, marketing and promoting cycling (through cycle maps and information), and stakeholder engagement with organisations through the Greater Nottingham Cycle Development Group.

- 2011/12 has seen the start of an extensive programme of investment to create an **on-road cycle corridor network**. The city has already invested in 3 commuter corridors connecting cyclists to key employment and education sites along direct routes to Clifton, Strelley and Hucknall.

- The Council and its partners worked on developing the new **Cycle Action Plan 2012 – 2015** setting the action plan for strategic improvements. An annual budget through the LTP programme has enabled a number of small scale improvements such as the expansion of the number Advanced Stop Lines and signal junctions.

- The **Citycard Cycle scheme** is currently being introduced at key transport interchanges. Cycle Hubs consist of under-cover cycle parking, CCTV, lighting and lockers. Uniquely the facilities can be accessed via the Citycard once activated for use.

- A new **Nottingham cycle map** was launched in October 2011. Replacing the previous two north and south city maps, the new style Nottingham cycle map gives cycle route coverage across the whole city with a city centre insert, Big Track map and an Erewash Valley Trail map.

- Leading bike magazine Cycle Plus voted Nottingham the second best city to cycle in, behind Bristol who were awarded Cycle City funding



Investment and delivery

Where did the investment come from?

The City Council was allocated £6.6 million from the Department for Transport (DfT) in 2011/12. This includes additional £0.64 million in-year integrated transport block funding which was announced as part of the Autumn Statement in November 2011.

The original **integrated transport block** resources of £3.8 million represented a 50% reduction in funding awarded to the Council compared to the 2010/11 year base figure.

Highway **capital maintenance** resources have also been lower than in previous years. The 2011/12 allocation equates to a 23% cut in the base 2010/11 resource level. A contributor to the reduction in the highway maintenance allocation has been changes to the formula which now places greater emphasis on network length rather than condition.

Table 1.1: Total local transport income 2011/12

Funding source	2011/12 allocation (£m)
Integrated transport block	3.837
Capital maintenance	2.079
Additional ITM allocation	0.640
Total	**6.556**

This core LTP settlement was supplemented by funding received from various sources which included other funding from regeneration funding, Government 'Growth Point' funding and contributions from other local authorities and partners. A total of £2.3 million was levered in from external funding sources during 2011/12.

Table 1.2: Total external transport income 2011/12

Other funding sources	2011/12 income (£m)
Regeneration funding	1.218
Growth Point	0.600
Other local authorities and partners	0.194
Other funding sources	0.320
Total	**2.332**

The total income received for local transport delivery amounted to £8.9 million.

How was that money spent?

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

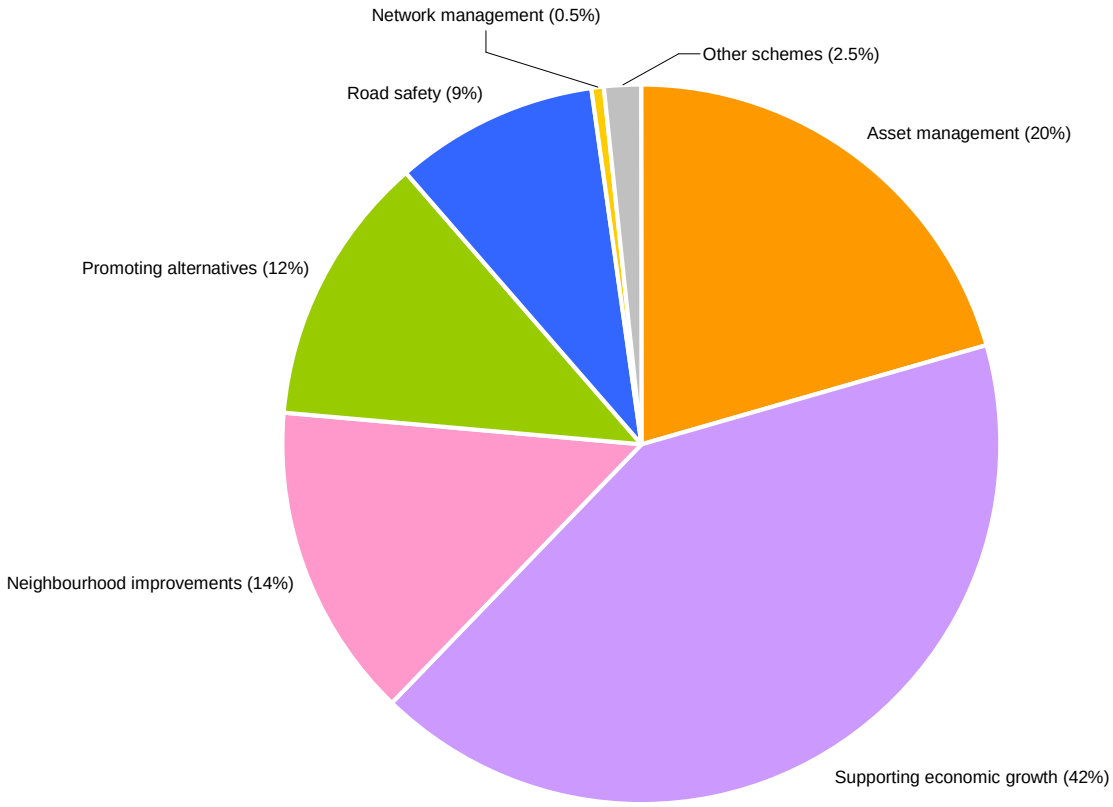
Asset management: maintenance of carriageways and bridges
Supporting economic growth: public realm improvements
Neighbourhood improvements: footway, parking and accessibility improvements
Promoting alternatives: bus infrastructure, cycling, walking and smarter choices
Road safety measures: local safety 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 2011/12 by block and scheme type

Scheme type	2011/12 spend (£m)
Asset Management	
Maintenance – Streetscape	0.090
Maintenance – Carriageways	1.537
Maintenance – Bridges	0.173
Supporting economic growth	
Supporting economic growth	3.669
Neighbourhood improvements	
Neighbourhood improvements	1.250
Promoting alternatives	
Bus infrastructure schemes	0.682
Cycling schemes	0.308
Walking schemes	0.054
Smarter choices	0.030
Road safety measures	
Local safety schemes	0.274
Safer routes to school schemes	0.531
Network management	
Network management	0.041
Other schemes	
Other schemes	0.154
Total	**8.793**

The remaining £0.095M has been carried forward into 2012/13.

Figure 1.1: LTP investment breakdown by block



Spotlight
Connecting Eastside scheme delivery

The completion of the Connecting Eastside Phase 1 project culminated in the opening of the transformed Sneinton Market in December 2011. The new public space was linked to the redevelopment of the Victoria Leisure Centre (opened in March 2012) regenerating the local area.

The £6.8million Connecting Eastside scheme (funded by a combination of sources including the European Regional Development Fund, East Midlands Development Agency and LTP) has improved access to regeneration sites and enhanced the pedestrian connections between the city centre, Sneinton and St Ann's in the eastside area whilst improving transport links for cyclists and other road users.

Construction of the square designed by Patel Taylor architects commenced in January 2011. The square consists of a large proportion of granite paving and benches with café terrace, trees, street furniture and CCTV. Sneinton Market will continue to be run by the Sneinton Community Traders with plans to include several different markets in addition to the traditional Saturday and Monday markets.



Spotlight
Broad Street scheme delivery

Broad Street is located within the Lace Market and Hockley area of the city centre. In 2011, the Council implemented an experimental Traffic Regulation Order along the street reallocating road space for the purposes of an outdoor café. Part of the road was given over for tables and chairs in a managed environment to promote the pedestrian links created through the Connecting Eastside project to encourage pedestrian traffic through area to support local business.

Broad Street falls within the Creative Quarter identified as the Nottingham Growth Plan's flagship project. The area will be the focus of a package of business development activities to enable enterprise and entrepreneurship supporting the local area to grow. Improvements will be funded through the Nottingham City Deal negotiated with Government.

Major scheme delivery

Station Hub:

- Network Rail awarded the contract for the main station works to Taylor Woodrow (Vinci construction UK) in October 2011.
- Works to construct the 850-space Multi Storey Car Park commenced in March 2011, taking a year to complete.
- Main construction works will take place from summer 2012. Associated highway works will continue to dovetail with the main station works and will be complete by 2014.

Nottingham Express Transit Phase Two:

- Contract let to Tramlink Nottingham Consortium (key partners comprising of: Taylor Woodrow (Vinci construction UK), Keolis, Trent Barton, Alstom, OFI Infravia and Meridiam infrastructure) in December 2011 as preferred bidder for the scheme.
- Full Approval from Government was received in late 2011.
- Works associated with the construction of NET Phase Two commenced in early 2012, with the new lines to be open for service in late 2014.

Ring Road major:

- Following submission of an Expression of Interest in January 2011 and a Best and Final Bid to Government in September 2011, the Department for Transport announced £12.8 million funding would be made available as contribution to the £16.2 million scheme.
- The City Council will now embark on detailed design of the scheme with public consultation taking place in the autumn 2012.
- Full Approval will then be sought in December 2012.
- If successful, works could start on site in April 2013 with completion by September 2015.

Workplace Parking Levy:

- City-wide communications campaign undertaken from May 2011.
- Programme of sustainable travel business support offered to business around travel planning and parking management.
- Three month period introduced ahead of implementation allowing employers to register workplace parking places between July – October 2011.
- Introduction of the WPL scheme (no charge) commenced on 1st October 2011.
- Compliance and enforcement activities undertaken to ensure employers are licensed correctly.
- Full scheme with charging introduced from 1st April 2012.

Future major schemes:

- In early 2012 the DfT commenced consultation on the proposed devolution of local major transport scheme funding.
- Work has begun to develop and shape the future major schemes to be put forward for inclusion in a Local Transport Body Prioritised Schemes Programme to be submitted to the Department for Transport in April 2013 for funding from 2015.

Spotlight
Workplace Parking Levy

Nottingham is the first local authority in the UK to introduce a Workplace Parking Levy (WPL) scheme. The principal of the scheme is to place a modest charge upon the use of commuter parking places, to encourage employers to manage the amount of free parking places they provide and promote the use of sustainable modes of transport as a means of reducing congestion. It also provides the city with a source of revenue for funding specific public transport schemes.

On 1st April 2012, all employers within the city boundary were legally required to license their total workplace parking places and those providing 11 or more to pay a charge equating to £288 per liable place.

The revenue generated is ring fenced to contribute towards:

- NET Phase Two (consisting of two more tram lines)
- Nottingham Station Hub
- Supporting our Linkbus network
- Business support to assist employers to better manage commuter travel and parking management

Nottingham's influence as an employment centre is felt far beyond its administrative boundary with a potential market of 3 million commuters and visitors within 1 hours travel time. Evidence shows local congestion is strongly linked to commuter travel, accounting for around 70% of peak travel and costs around £160 million every year – over half of this cost falls directly to businesses. High levels of congestion threaten business competitiveness and pose a risk to economic efficiency. The City Council has pursued a WPL scheme to remain economically vibrant through investment in a high quality integrated transport system.

Compliance and enforcement
A crucial part to its acceptance and a key success of the scheme has been a comprehensive communications campaign. The scheme focused heavily on compliance with officers working with employers to assist them in licensing correctly and encouraging them to take advantage of the business support available. In order to optimise compliance it was necessary to ensure that all employers were informed, understood how the scheme worked and were aware of their legal obligation to license.

An employer handbook, small employers' leaflet and online registration system were developed, produced and tested with feedback from the 6 largest employers in Nottingham, before being distributed more widely.

Other communications activities included:

- Mailouts to over 5000 employers in the city
- Dedicated hotline and email contact with trained staff to deal with day to day inquiries
- Workshops for employers liable to pay a charge
- 1:1 meetings with individual employers
- Meetings with specific groups of employers, such as those on business parks
- Consultations and presentations to employer organisations including the Chamber of Commerce
- A dedicated website and user-friendly online licence registration system

Smart enforcement
The WPL scheme is enforced through Penalty Charge Notices if employers refuse to license. A bespoke Automatic Number Plate Recognition vehicle was purchased which allows compliance officers to record the number of vehicles parked on premises in a matter of minutes which minimises the administrative burden on both the employer and Council in operating the scheme.

Successful delivery
By 1st April 2012, 45,000 workplace parking places had been licensed with 28,000 of these chargeable, at 3,000 premises around the city. This equates to a 99% compliance rate and will result in approximately £8 million revenue for the first year.

Proactive traffic management work has been undertaken to prepare for and address any displaced parking arising from the scheme. Feedback from employers showed that two-thirds of employers were able to complete the online registration in less than 15 minutes.

The introduction of the WPL has meant a significant step forward in terms of employers managing the demand for workplace parking. In the first year it is expected that a third of chargeable places covered by parking management schemes will see the charge passed onto the employee.

Measures and monitoring
A range of performance indicators have been identified for monitoring the impact of the WPL scheme and these are integrated with existing LTP indicators and are being further complemented by part funding from Loughborough University who have agreed to fund a PHD post to broaden the scope of the monitoring programme. In addition, the DfT have expressed an interest in conducting an independent study into the economic impact of the WPL in Nottingham and further work is being undertaken to confirm whether or not this is viable.



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 first year of the Nottingham LTP monitoring data provides progress during 2011/12 against indicator baselines set using 2010/11 data. Progress is on track for 22 of the 26 indicators. The full list of LTP performance indicators and their trend during 2011/12 is detailed in Table 1.1 in Appendix A.

Congestion levels

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. A new method of 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 two years journey times per mile has remained constant at 3.6 minutes per mile whilst there has been a 9.6% increase in average speed since 2010/11 reflecting reduction in traffic volume and improvements in the efficiency of the highway network.

Figure 1.2: Journey time and average speed per mile on main corridors

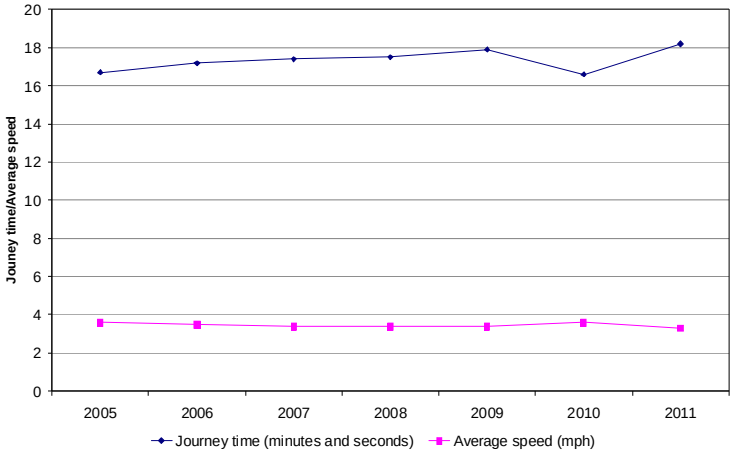
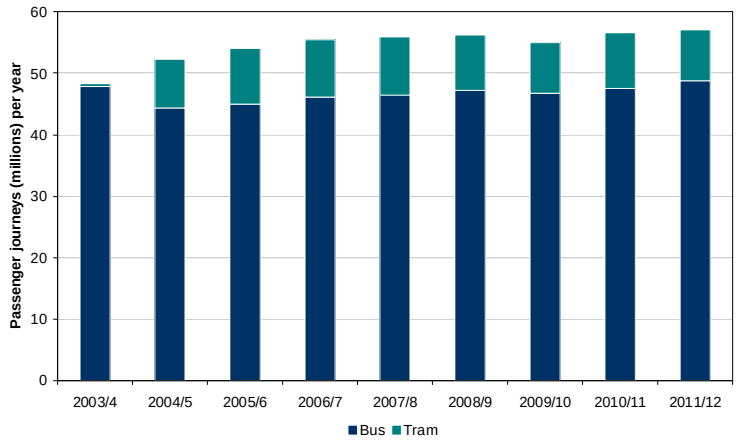


Figure 1.3: Public transport (bus and tram) use



Public transport use

There has been significant long term growth with the number of public transport journeys taking place since 2003/04. Total public transport passenger journeys in 2011/12 have increased again with 57.06 million journeys from 48.34 million (2003/04) representing an increase of 18%. The number of bus journeys has surpassed record levels since before Line One of the NET tram became operational with 48.76 million bus journeys taking place in 2011/12 compared to 47.93 million in 2003/04 (when Line One opened).

Public transport **mode share** compared to car/motorcycle supports the increase in sustainable travel. In 2011/12 the public transport mode share increased 0.9% since 2010/11 from 37.9% to 38.8%. In the past decade public transport mode share has increased 5.4% from 33.4% in 2002.

Bus punctuality is monitored according to three measures. Performance is on track for the percentage of buses starting route on time and non-frequent services on time at timing points however there has been a slight increase in the average excess waiting time on frequent service routes of 0.3 minutes. This minor dip is well within the Traffic Commissioner performance standards of 1.25 minutes maximum excess waiting time.

Table 1.2: Bus punctuality levels

Measure	2010/11	2011/12
Percentage of non-frequent buses on time at timing points	82.6%	84.4%
Average excess waiting time on frequent service routes (decimal minutes)	0.65mins	0.68mins
Percentage of buses starting route on time	94.9%	95.3%

Cycling levels

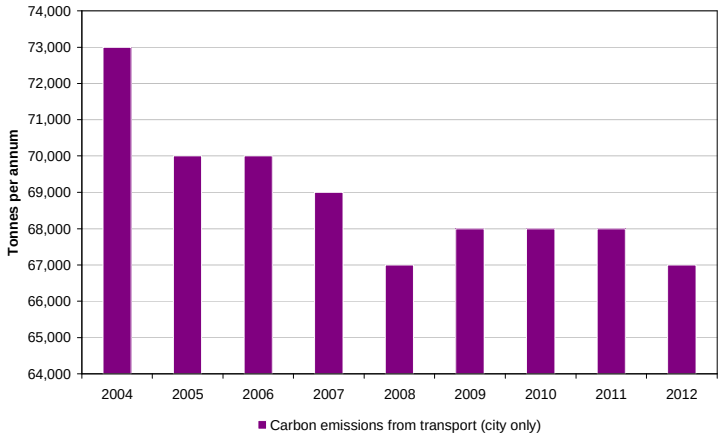
Since 2010/11 there was an overall 15% increase in **cycling levels** across the monitored routes. Along particular routes there have been even stronger results – monitoring of automatic cycle counts along Charnock Avenue has increased 39% and 8% increase along University Boulevard from 2010 levels reflecting the infrastructure improvements and cycle programmes such as the Ucycle Project are influencing the level of cycling.

Pedestrian flow (millions) in the city centre increased from 61.11 million to 63.33 million between 2010/11 and 2011/12. The city centre footfall is a helpful gauge to understand activity levels and monitoring data represents a 3.6% increase since 2010.

Carbon emissions from transport

2011/12 data shows the **volume of carbon emissions** (CO_2) from transport return to levels seen five years ago – 68,000 tonnes of carbon emitted from transport within the city. Since 2004 this has reduced by 7% and according to national Government data Nottingham has the lowest levels of carbon emissions from transport of all the Core Cities.

Figure 1.4: Carbon emissions from transport (city only)



Road safety

Nottingham has had a successful track record in reducing the total number of **killed and seriously injured** (KSIs) casualties. The KSI data is now reflected in accordance to a five year rolling average. The 2011 projection (using 2006 – 2011 averages) shows an average of 152 KSIs compared to the 2005 - 2009 average of 172 KSIs.

Figure 1.5: Total killed and seriously injured

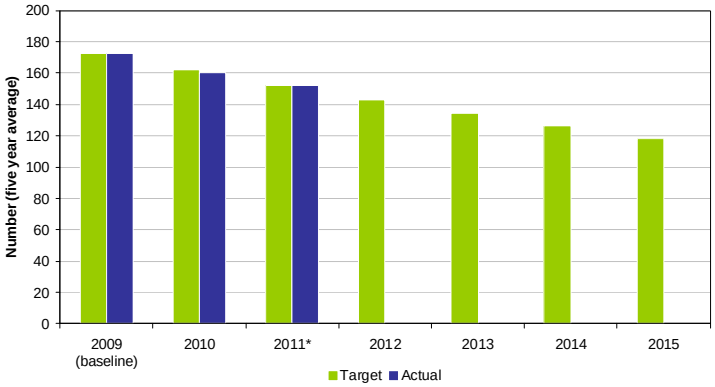
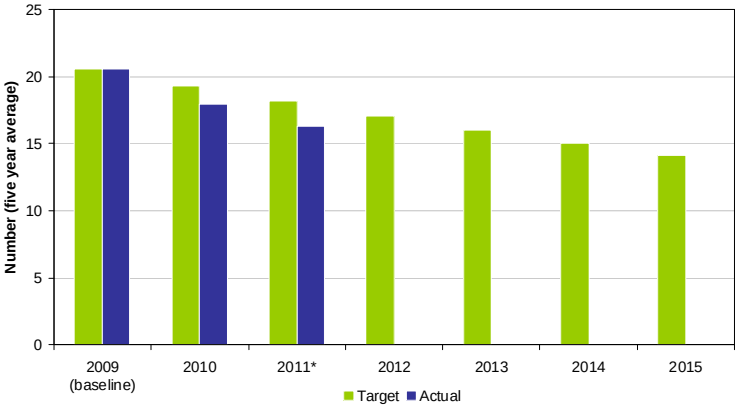


Figure 1.6: Total children killed and seriously injured

There has been a similar downward trend in the number of **children killed or seriously injured**. According to the 21 KSI baseline (using 2005 – 2009 averages) there has been a reduction of 21% with a projected 16 child KSIs (over 2006 – 2011). The performance is on track to achieve a 50% reduction by 2020.



Satisfaction with local transport

Citizens survey 2011

The 2011 Citizens Survey is the second 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. Key outcomes for transport were:

- **85% of respondents are satisfied with their local area as a place to live,** a significant improvement to the 81% recorded in 2010
- Public transport appeared in the top five factors making somewhere a good place to live in both 2010 and 2011 survey results. The importance of public transport became the 3rd most important factor compared to 5th in 2010 with 45 of respondents citing it as important
- The top factors cited as being most in need of improvement have largely stayed the same, with road and pavement repairs remaining in the top five
- Nearly half of all respondents definitely or tended to agree that they can influence decisions which affect their local area.

Passenger focus survey 2011

The autumn 2011 Bus Passenger Survey conducted by Passenger Focus reported positive satisfaction ratings for local bus services:

- **91% of city respondents were very or fairly satisfied with their bus journeys** compared to an average 85% very/fairly satisfied across all unitary authorities
- Those aged over 60 and free pass holders were the top two highest groups satisfied with their bus journeys with 96% and 92% satisfied respectively
- The city had the highest satisfaction ratings with 68% very/fairly satisfied with value for money of bus journeys
- 87% were very/fairly satisfied with the quality and standard of their bus stop compared and 91% very/fairly satisfied with electronic displays showing bus arrival times
- 92% felt the ease of getting to local amenities was very good or good and 91% of respondents were satisfied with the very good/good bus connections with other forms of public transport.

Looking ahead

Nottingham's future economic plans are bold and integral to the city's success is having a modern integrated transport system to allow it to thrive and grow. A new three-year LTP Implementation Plan forming the delivery programme for how the Nottingham's transport vision will be realised was published in April 2012 detailing the approved programme of schemes to be delivered from 2012 to 2015.

Whilst there are ongoing pressures to support the economic growth and prosperity of the city, transport has a crucial role to play in helping link local people to employment and supporting inward investment by enabling enterprise and encouraging businesses to locate here. Future plans are being progressed through the recent City Deal between Nottingham and the Government and will help support the economic priorities of the urban area and deliver a 21st century transport infrastructure.

This 2011/12 report charts the strong progress which has already being made over the year which is set to continue into the future. These progress reports will be produced annually and made available alongside other information online.

Keep in touch at:
www.nottinghamcity.gov.uk/transportstrategies
www.thebigwheel.org.uk

Appendix A

Table 1.1: 2011/12 progress against LTP indicators baseline

Trend	Baseline	2011/12 Actual	Performance indicator
↗	55.96m (2010/11)	57.05m	Local bus and tram passenger journeys (millions)
↗	3.6mins per mile; 16.6mph (2010)	3.6mins per mile; 18.2mph	Journey time per mile (minutes and seconds) Average speed (mph)
↗	592 (2010)	582	Change in area wide traffic mileage (million vehicle miles per annum) across the city area
↗	100 (2010)	115	Increase in cycling trips compared to 2010 base year (index)
↗	61.112m (2010)	63.330m	City centre pedestrian flow (millions) – camera sites
↗	257 (2010)	309	Number of pupils Bikeability trained
↗	300 (2010)	329	Number of adults receiving cycle training by Ridewise
↗	94.9% (2010/11)	95.3%	Percentage of bus services starting on route on time
↘	82.6% (2010/11)	84.4%	Percentage of non-frequent services on time
↘	0.65mins (2010/11)	0.68mins	Excess waiting time of frequent bus services
↗	37.9% (2010/11)	38.8%	Mode share of public transport
↗	173 (2005-2009 average)	161 (2006 – 2010 average)	People killed or seriously injured (2006 – 2010 rolling average)
↗	21 (2005-2009 average)	18 (2006 – 2010 average)	Children killed or seriously injured (2006 – 2010 rolling average)
↗	1110 (2005-2009 average)	1101 (2006 – 2010 average)	Total slight injuries (2006 – 2010 average)
↗	94% (2010)	94%	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)	41ugm-3	Annual mean nitrogen dioxide levels at Northern site (city centre air quality management area)
↗	43ugm-3 (2010)	42ugm-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)	10%	Principal roads in need of maintenance
↘	5% (2010)	6%	Non-principal roads in need of maintenance
↗	16% (2010)	15%	Unclassified roads in need of maintenance
↗	81% (2010)	87%	Percentage of local residents satisfied with local public transport information
↘	88% (2010)	84%	Percentage of local residents satisfied with local bus services
↗	68,000 (2010)	67,000	Volume of carbon dioxide emitted by road transport (tonnes per annum) in the city
↗	24% (2009/10)	18%	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