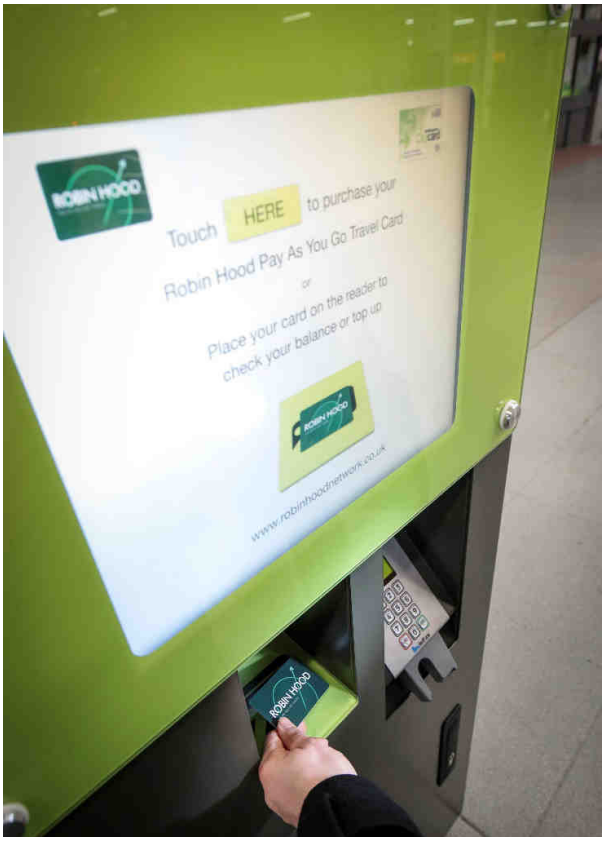
Nottingham Local Transport Plan 2011 – 2026

Delivery Report April 2016 – March 2017: Year Six















Nottingham City Council

Contact details:

Robert Smith
Senior Transport Planner
Transport Strategy

E-mail: Transport.Strategy@nottinghamcity.gov.uk

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 seventh edition of the plan spanned 2017 – 2020.

This document forms the year six progress report covering the 2016/17 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 also sets out details of progress with associated transport funding programmes including major transport schemes, Workplace Parking Levy and the Nottingham Access 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 six delivery report and sets out the key policy changes which have taken place during 2016/17.
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 Access Fund and Better Bus Areas programmes.
Investment and delivery: Explains how the LTP capital and external funding resources and expenditure for 2016/17 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.

2016/17 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.

- **Midlands Connect**, a sub-regional transport body released a draft strategy relating to strategic transport across the East and West Midlands. 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 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.
- **The National Productivity Investment Fund (NPIF)** was announced by Government in December 2016 as part of the Autumn Statement. This fund, with a total value of £23billion over the next five years, would see funding made available to support economic growth across the country through investment in transport, housing, economic development and emerging technologies.
- **Integrated Transport Block Allocations** have been agreed for forthcoming years. In 2014/15, funding was agreed over six years up to 2020/21, for both Integrated Transport and Maintenance. These

allocations are based on a “needs” and “incentive” funding formula for each grant type. Allocations are under review for 2018/19 onwards at the mid-point of these funding allocations.

- 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 late 2017, followed by an examination of the plan, and adoption.

2. Year Five progress: 2016/17

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 up to £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 was split as follows; £3m for public realm and junction improvements, which were completed in 2015, and £5m for Connecting Eastside Phase 2.

The works on Station Street was completed in summer 2016 supported by the local growth fund.

Going forward, the remaining element of city deal funding relates to Connecting Eastside Phase 2. Development 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

Station Street

To complement the recent Station Hub works and alterations as a result of the NET tram extensions, public realm works were proposed along the length of Station Street between Carrington Street and Trent Street, covering both the main station entrance and the “middle bridge” entrance.

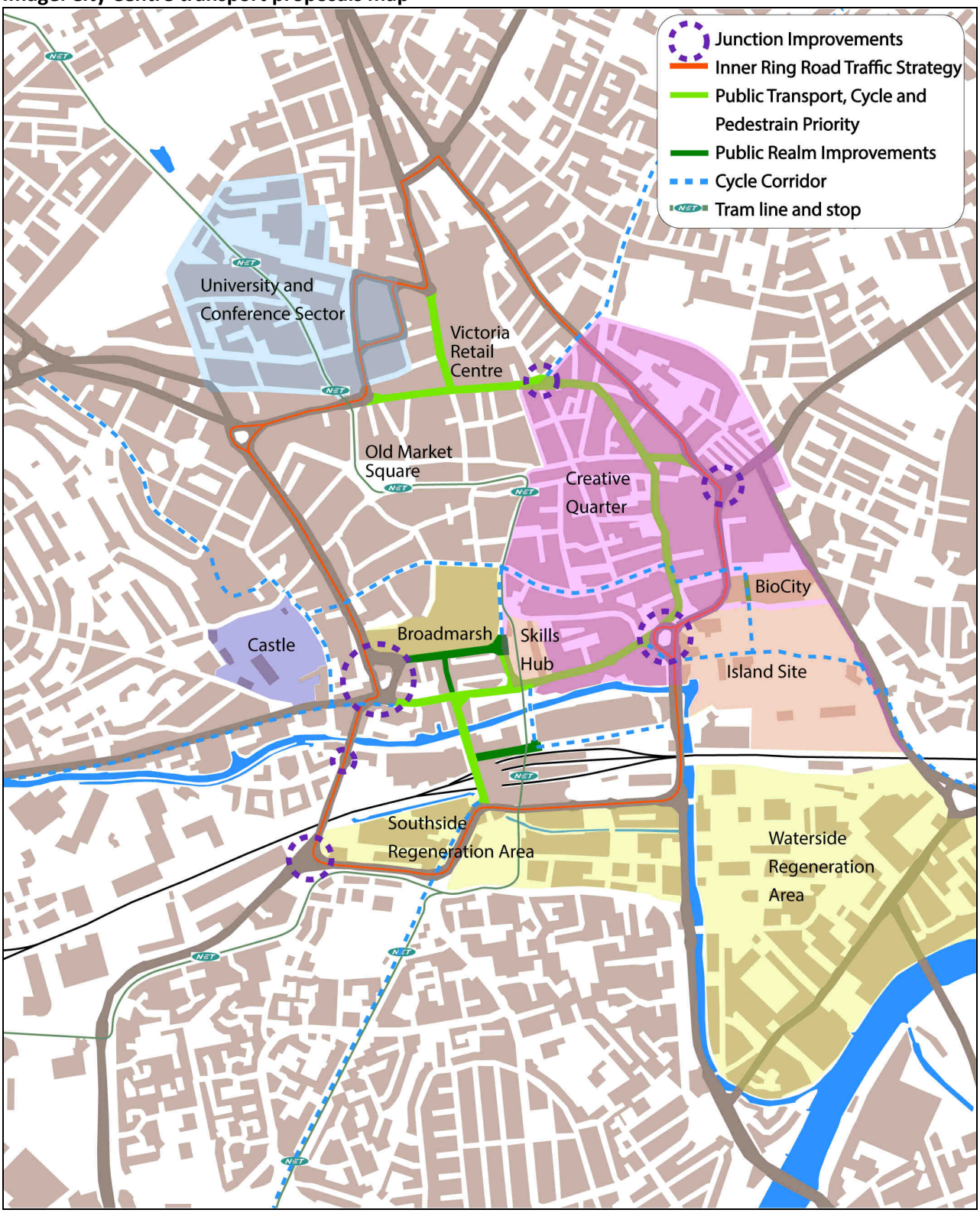
The works have seen the creation of a “pedestrian priority” space with a level surface, with traffic restricted to access only. On-site works began in summer 2015, using ERDF/City Deal funding. These works completed the first phase of the new public realm, which opened on the 23rd December 2015. The remaining works, funded through the Local Growth Fund, included a raised plateau feature at the Trent Street/Station Street junction. The public realm works was completed in September 2016.

Since the public realm works have been completed, the street has seen the installation of an art installation to the underside of the NET tram bridge as part of the City of Literature, and a temporary exhibition featuring aerial photography utilising the new public realm space.

Image: Completed Station Street Works



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 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 as part of this round of funding:

- 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).

In January 2015, a second round of Local Growth fund was announced. In July 2016, the council submitted several priorities for transport projects for consideration as part of a further third funding round. In March 2017, the Government announced growth deals for the third round of Local Growth Funding. As part of the D2N2 LEP growth deal, the following transport proposals are programmed to be implemented:

- Broadmarsh Phase 2: £15million

The council will consider further transport proposals for any forthcoming rounds of the Local Growth Fund.

Major scheme coordination

Since 2013 processes have been in place to manage and coordinate the large scale transport construction works taking place in the Greater Nottingham area, including the investment in Broadmarsh roadspace transformation project, cycle ambition programme and other projects.

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 moving' 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.

Communication strategies have been developed for target audiences. 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 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

Rail Electrification

- In 2013 it was announced 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.
- After a previous pause of the electrification in 2015, in July 2017, the Department for Transport announced that Electrification of Midland Mainline was cancelled, with bi-mode trains (capable of using electric and switching to diesel fuel on non-electric sections) was now to be delivered on the Midland Mainline. Electrification between Bedford and Corby is still to take place for commuter trains to London.
- The City Council will continue to press for improvements and rail investment to the Midland Mainline in order to achieve London-Nottingham in 90minutes.

High Speed 2

The full route of High Speed 2 is split into three phases of construction:

- Phase 1: London to Birmingham
- Phase 2a: Birmingham to Crewe
- Phase 2b: Birmingham to Leeds and Crewe to Manchester.

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 2a of the route between Birmingham to Crewe, and ensure suitable connections at each of the station hubs be provided to maximise benefits. This would be provided through an additional bill in parliament. Phase 2b would be built in a later phase.

The "Eastern Leg" of Phase 2 route between Birmingham and Leeds has now been confirmed. The route alignment, with minor alterations was published for consultation in November 2016, with confirmed route alignment made in July 2017. This confirmed that the proposed East Midlands Hub will be sited at Toton.

Going forward, further work is underway to ensure that suitable connectivity by all modes of transport is made to the proposed East Midlands Hub to maximise the benefits to the region.

Local rail Improvements

- 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, there has been an increase in passenger usage from some stations along the line.
- In September 2015, the East Midlands Train Franchise was extended for two years to Spring 2018. This includes a commitment to provide an extension to the Castle Line improvements to Saturdays.
- Tendering is now underway for the East Midlands Franchise. A consultation for comment regarding service patterns and franchise requirements is now underway.

Image: Converted Porte Cochere as part of Nottingham Station Hub works



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 now for use on the Park and Ride services. Following bus service changes in January 2017, Centrelink and Citylink1 routes were combined into a single Centrelink service, with the Centrelink2 route re-branded as Ecolink.

Image: Electric Park and Ride Bus, Queens Drive Park and Ride



Office of Low Emission Vehicles Funded projects

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 was split into three complementary strands:

A. **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.
B. **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.
C. **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.

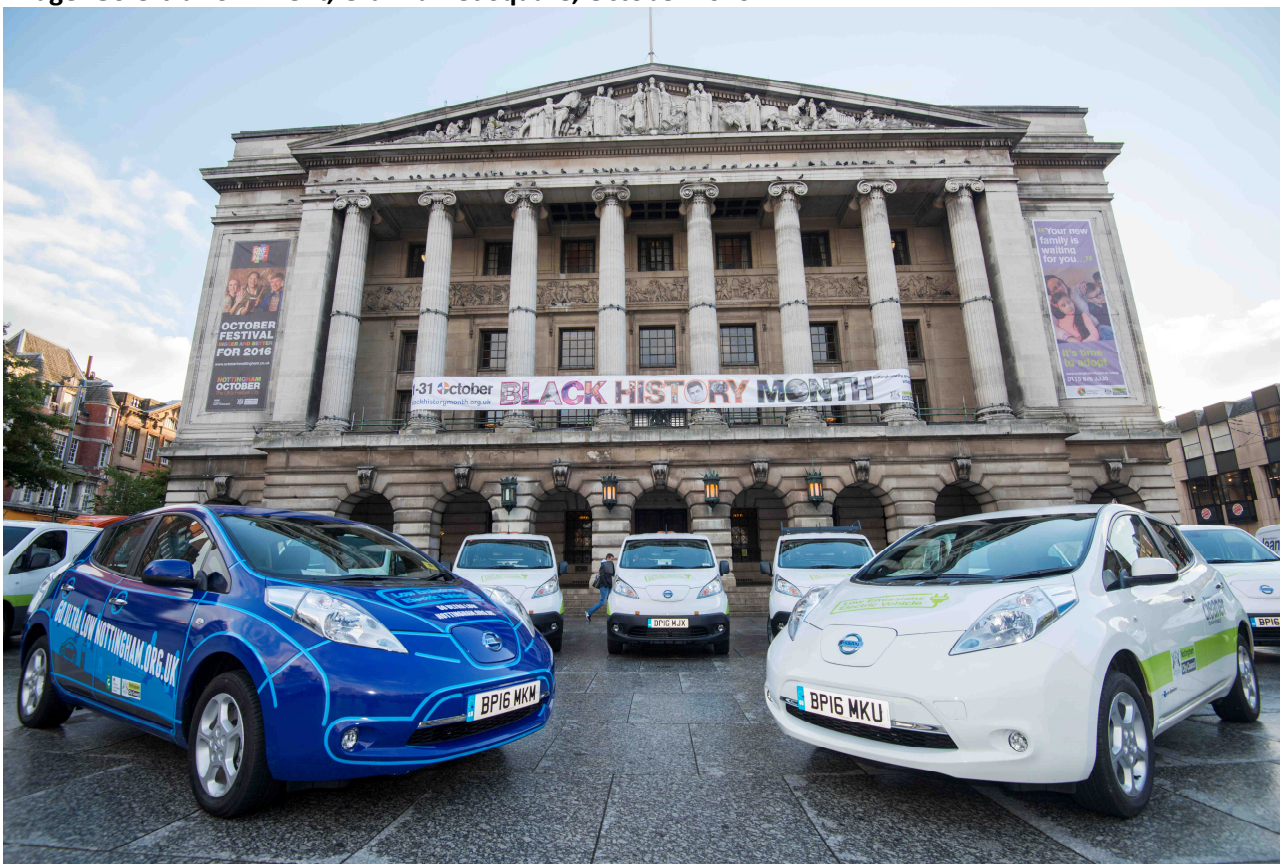
Go Ultra Low City Scheme

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 implement the programme over the coming years. The full programme is expected to be completed by 2020.

Image: Go Ultra Low Event, Old Market Square, October 2016.



Low Emission Bus Scheme

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 was provided in July 2016, both the bio-gas bid and the electric bus bid receiving funding.

Nottingham City Transport have ordered the fleet of bio-gas buses, with roll-out of the buses across selected routes in 2017. The electric buses see replacement equipment used and will be implemented in late 2017.

Ultra Low Emission Taxi Scheme

The council has successfully bid for £702,000 of money from the Government's Office of Low Emissions Vehicles which will see 32 connection points installed at eight locations around the city from early next year. These won't be dedicated for taxis from day one but will be once take-up by taxis increases. These charging points are on top of 230 points as part of the Go Ultra Low City scheme.

A new policy means that all taxis licenced in Nottingham must be either Euro 6 (low emission diesel) or ultra-low emission vehicles by 2020. A new Government Plug-In Taxi Grant will allow vehicle dealers to claim a grant of between £3,000 and £7,500 – making the vehicles cheaper for drivers.

It is hoped that private hire operators already using electric vehicles will see this as an opportunity to increase their electric fleet and encourage hackney drivers to look into upgrading to electric vehicles, helped by the new grant. 'Greening' the taxi fleet is a key part of the council's drive to improve air quality.

Other Projects

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. In 2016, City Car Club was integrated into Enterprise Car Club.

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, specifically targeted 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, benefited from 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 was completed in March 2017.

Image: Totally Transport Project: Public Transport Information screen installed at Specsavers, NG2



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 2016/17 include Phase 2 of London Road Bridge works, continuation of the residential carriageway maintenance programme, and several main roads such as Queens Drive seeing resurfacing treatments.

Spotlight

Road Maintenance: Queens Drive Resurfacing

Queens Drive is a major road running from Clifton Bridge into the city centre. The intensive use of this main road has led to carriageway deterioration.

As part of the maintenance programme for 2016/17, the road required a further phase of maintenance works to resurface the outbound lanes (travelling from the city centre towards Clifton) between Crossgate Drive and Tottle Road, and Tottle Road through to Queens Drive Park and Ride. As part of the works, replacement of the road markings on this section of road was also completed.

The works were undertaken in two phases to minimise disruption on the main road, with the majority of the works taking place overnight and during off-peak hours.

Maintenance Incentive Fund

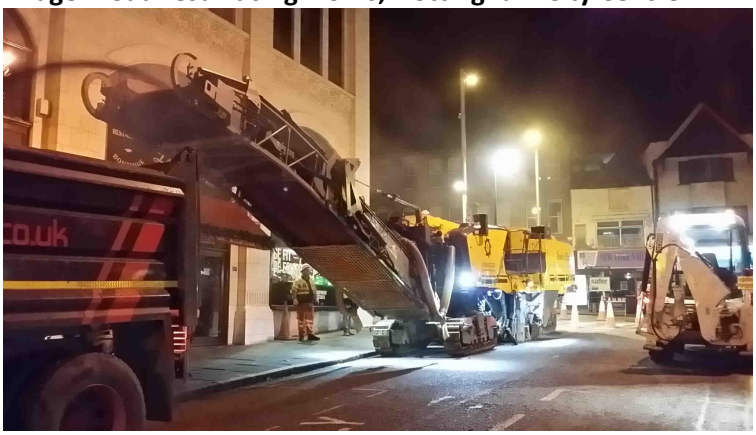
In December 2014, the Department for Transport provided allocations of maintenance funding in accordance with a new funding formula which would see the maintenance allocations split between "core" funding and the creation of an "incentive fund". This fund is based of questionnaire returns relating to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

Because 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 2016, the questionnaire return for the incentive funding element was submitted. As a result, the council was classified as meeting band 2 and in March 2017, it was announced that the council would receive an allocation of £171,000 for 2017/18. As part of forward planning, this funding is intended to be used to support the residential carriageway programme and structures programme in 2017/18.

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

Image: Road resurfacing works, Nottingham City Centre



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. 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 was completed in 2016. The works include the provision of a segregated two-way cycle facility along the length of Castle Boulevard, separate from motor traffic. Lighting on the Victoria Embankment has also been replaced as part of these works, along with a "quiet route" through the ropewalks area of the city centre to connect the north and south of the city. These works have now been completed.

Works have now started on the eastern corridor along Daleside Road. This route will use a mixture of a segregated two-way cycling facility and a pedestrian/cyclist shared facility along the length of the corridor. This work has been aligned with the provision of bus lanes along the corridor as part of the Southern Growth Corridor works in order to minimise disruption to traffic if these had been constructed separately.

Image: Castle Boulevard segregated corridor cycle works

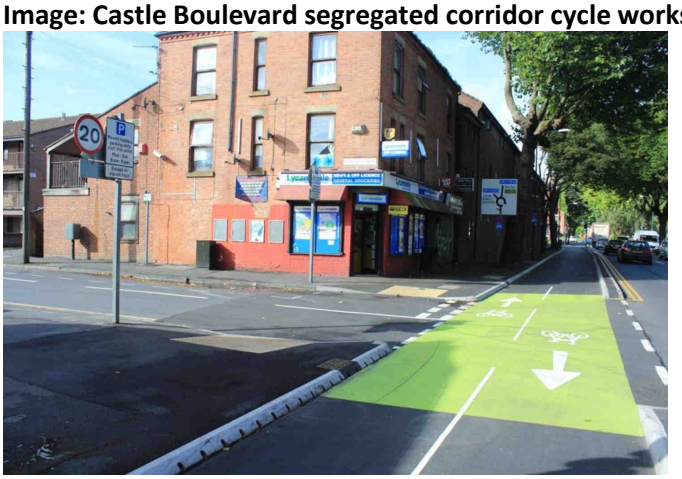
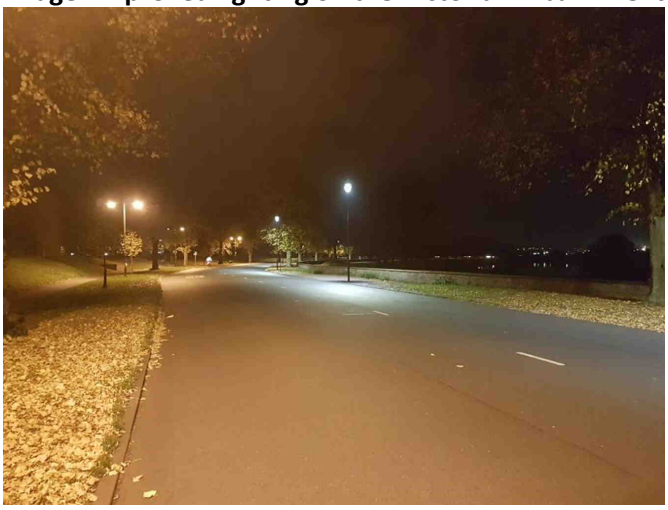


Image: Improved lighting on the Victoria Embankment



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. 2016/17 has seen the next phase of major transport works being progressed, with Broadmarsh redevelopment, continuation of the Cycle Ambition Programme, Boots Enterprise Zone transport package and Southern Growth Corridor.

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, 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, serves seven park and ride sites and doubles the capacity of the network.

The first full year of tram operations has resulted in a total of 16.4million passengers on the network. More details can be found in **Section 5**.

Image: Trams at Wilkinson Street Depot.



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

In the fifth year of charging (2016/17) the WPL raised £9.4 million from 491 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 sixth full year of operation commenced on 1st April 2017. 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.



Southern Growth Corridor (Local Growth Fund)

Works stated in 2016 on the Southern Growth Corridor. The works, located on Daleside Road, will see the creation of a new bus and electric vehicle priority lane along the route, along with improvements to the cycle facility along the route.

Nottingham Access Fund 2017-2020

In the November 2015 spending review, it was announced that further funding for sustainable transport measures will be provided between 2017/18 and 2020/21 through the "Access Fund". This fund replaces the Local Sustainable Transport Fund (LSTF), provided between 2011/12 to 2015/16. In September 2016, Nottingham put forward a joint funding bid alongside Nottinghamshire County Council and Derby City Council for funding of £2.735m of revenue funding, supported by £1.087m of match funding.

On the 26th January 2017, the Department for Transport announced that this bid had been successful, alongside a further 25 authorities nationally.

The Joint Nottingham and Derby bid will see a series of activities relating to delivering Household Personalised Travel Planning (PTP) within air quality hotspots, Active Travel Services in areas with low physical activity, an Active Travel event support programme, targeted workplace travel plan support packages, Jobseeker travel support and the delivery of a pilot regarding low emission "last mile" delivery.

Better Bus Area Funding

In February 2013 the 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 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 radial routes – 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 (the Robin Hood Card) to deliver a widespread smartcard retail network which provides extra convenience and time savings for public transport users.

The funding from Better Bus Areas is now in its final year, with the main focus on the Broadmarsh works.

Spotlight

Robin Hood Smartcard

The City Council has been long standing innovators in technology in the transport sector, utilising measures that will enhance the customer experience and encourage public transport use through ease of use.

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

Development of the system over the past year has continued, with the development of a Robin Hood Travel app, and an expanded range of ticketing options including a student card and tram-only season tickets.

To date, the total number of trips made on the "pay as you go" ticket offer has reached 1.75million journeys, with over 30,000 cards issued. The Robin Hood Card website detailing the ticket options receives approximately 10,000 visits per month.

Further information regarding the Robin Hood Card can be found at: https://robinhoodnetwork.co.uk/

Images: Robin Hood Card Bus stop information and touch point





4. Investment and delivery

Where did the investment come from?
The City Council was allocated £5.662 million from the Department for Transport (DfT) in 2016/17.

Funding provided through the **integrated transport block** provided £3.390 million for 2016/17. A review relating to the allocations received through this block by DfT is due, with revised funding allocations for local authorities to be provided from March 2018.

Highway **capital maintenance** resources have previously reduced over several years. The total allocation for 2016/17 amounts to £2.272 million, including the Incentive Fund and Pothole Fund Allocations. A review relating to the allocations received through this block by DfT is due, with revised funding allocations for local authorities to be provided from March 2018.

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

Table 1.1: Total local transport income 2016/17

Funding source	2016/17 allocation (£m)
Integrated transport block	3.390
Highway maintenance (including Incentive Fund)	2.155
Pothole Fund 2016/17	0.117
Total	**5.662**

Table 1.2: Total external transport income 2016/17

Other funding sources	2016/17 income (£m)
Other funding sources	1.070
Amount b/fwd from 2016/17	0.765
Total	**1.835**

The total income received for local transport delivery amounted to £7.497m.

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

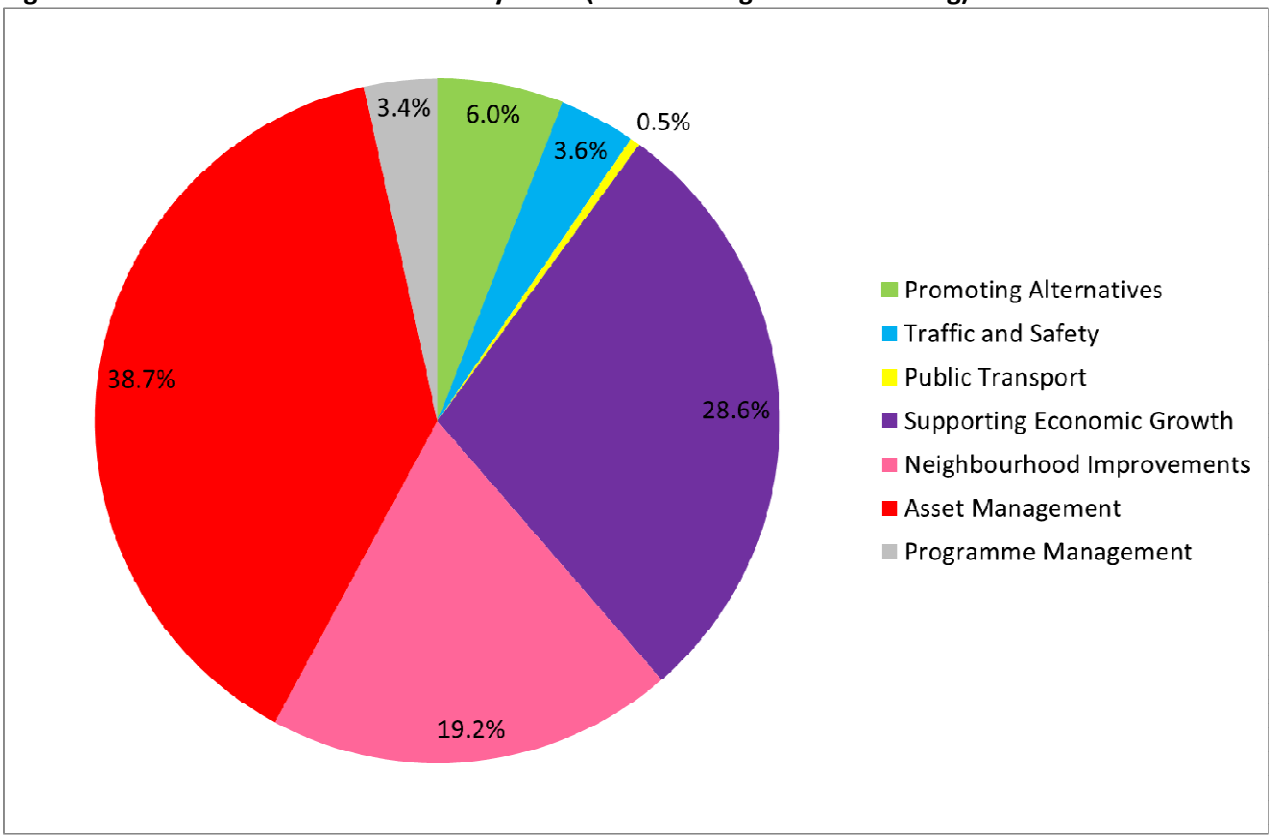
Table 1.3: Total local transport expenditure 2015/16 by block and scheme type

Scheme type	2016/17 spend (£m)
Asset Management	
Maintenance – Streetscape	0.101
Maintenance – Cycleways	0.124
Maintenance – Carriageways	1.678
Maintenance – Bridges	0.370

Maintenance – Incentive Fund and Pothole Fund	0.241
Neighbourhood Improvements	
Neighbourhood improvements	1.250
Supporting Economic Growth	
Supporting economic growth	1.859
Promoting Alternatives	
Smarter Choices	0.160
Cycling schemes	0.174
Walking schemes	0.053
Public Transport	
Bus Infrastructure schemes	0.005
Rail Improvements	0.025
Traffic and Safety	
Local road safety schemes	0.127
Network management measures	0.108
Programme Management	
Monitoring and Coordination	0.244
Total	**6.519**

A balance of £0.978 million was carried forward into 2017/18 and will be used to support the match funding for the Broadmarsh Roadspace Transformation Programme and carried forward LTP projects.

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



Details of the forward programme for 2017/18 through to 2019/20 can be found in the LTP Implementation Plan 2017-20.

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 sixth year of the Nottingham LTP monitoring data provides progress during 2016/17 against indicator baselines set using 2010/11 data. Progress is on track for 14 of the 24 indicators, with three indicators not being able to be monitored due to discontinuation of data. The full list of LTP performance indicators and their trend during 2016/17 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 2016/17 data has not yet been finalised.

The data up to 2014/15 indicated that there was a decline in average speed, continuing a trend since 2011/12. The data for 2015/16 indicates an improvement, with traffic moving at 3.69minutes per mile, equating to an average speed on 16.2mph. This is likely to be accounted for by the significant completion of transport works, such as NET Phase Two and the Ring Road Major scheme that has led to a recovery in traffic speeds.

Graph 1: Average Speed on key corridors

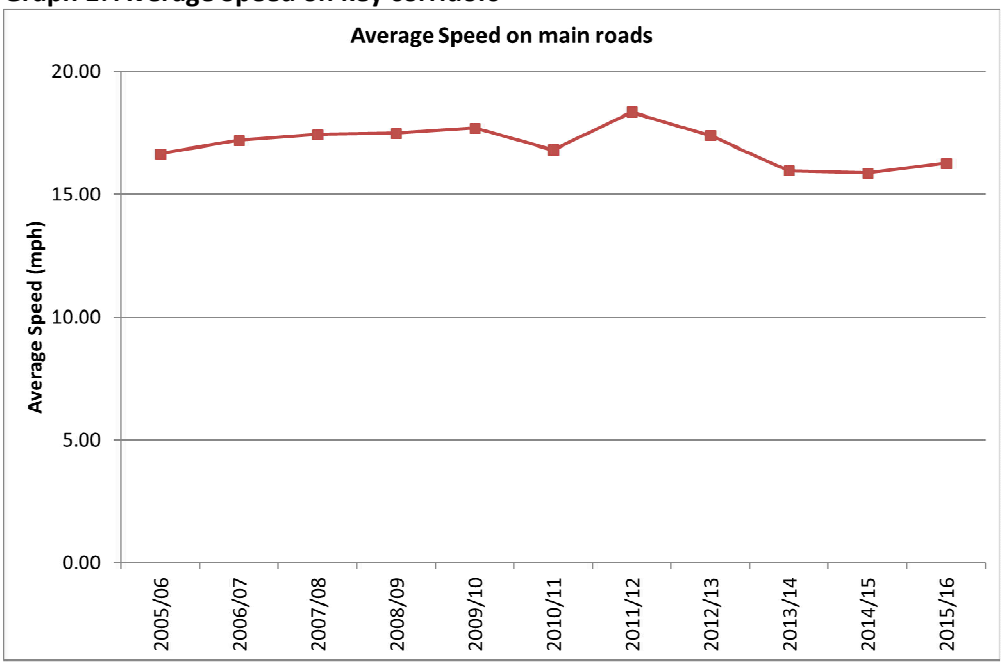


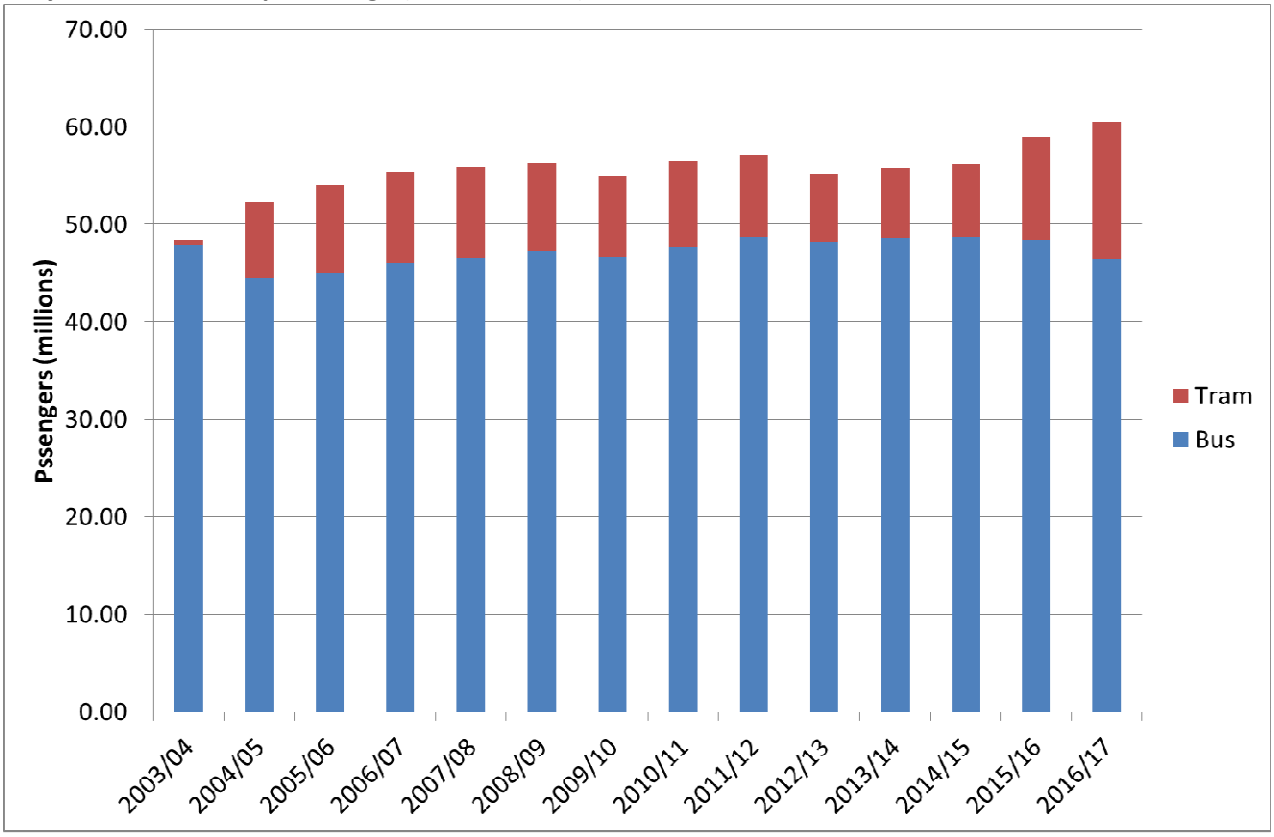
*Figure for 2014/15 is provisional, based on first 6-months of data.

Public transport use

There has been an increase in the number of tram users over the last year in both the City and Greater Nottingham as a result of the opening of the NET Phase 2 extensions. The opening of NET Phase 2 in August 2015 has resulted in an increase in public transport usage, up to 60.56 million bus and tram passengers in 2016/17. This is the first time public transport has reached over 60million passengers since monitoring started in 2003. However, figures relating to the bus saw a decrease in the total number of

passengers over the year as a result of the tram extensions. Mode share has decreased in the past year, now standing at 39% compared to 40.6% in 2015/16, but still higher than the baseline.

Graph 2: Public Transport Usage (Bus and Tram)



Bus punctuality

Bus punctuality has previously been monitored according to three measures. However, the bus operators for the 2016/17 year have provided a single aggregate figure for the percentage of services on time. This means that the figure is not directly comparable with previous year's figures.

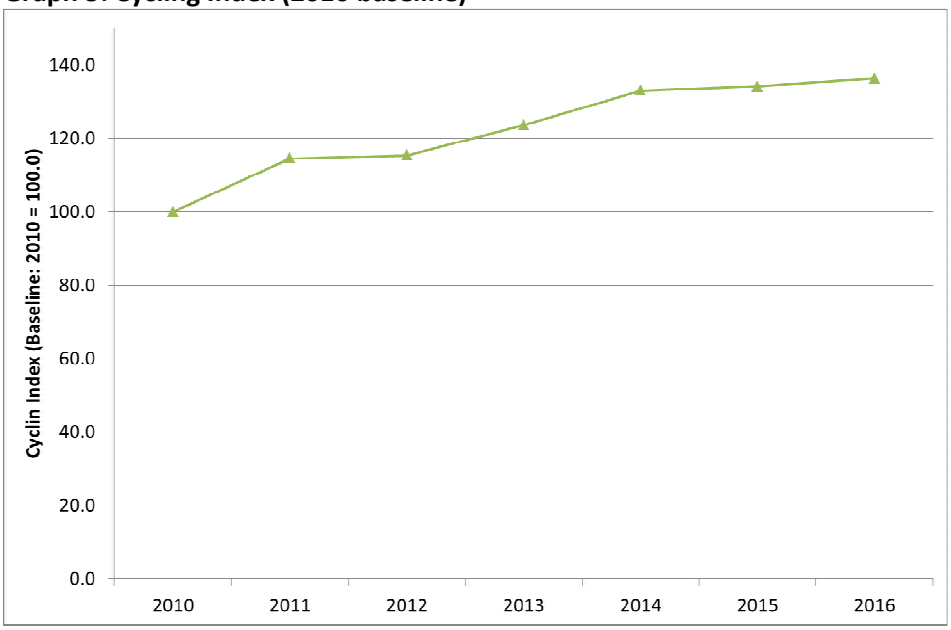
Nottingham City	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Percentage of services starting route on time	94.9%	95.3%	94.9%	95.3%	95.8%	96.3%	90.5%
Percentage of non-frequent services on time	82.6%	84.4%	90.8%	84.5%	85.5%	90.4%	
Excess waiting time of frequent services	0.65mins (39secs)	0.68mins (40secs)	0.71mins (42secs)	0.79mins (47secs)	0.96mins (58secs)	1.05mins (63 secs)	-

Passenger satisfaction is also high with passengers satisfied with the services (91% 2016/17 compared to 84% 2011/12) and with the provision of transport information (95% 2016/17 compared to 96% 2015/16).

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 136.3 in 2016 from the 2010 baseline, a growth in the index of 2.2 from the previous year.

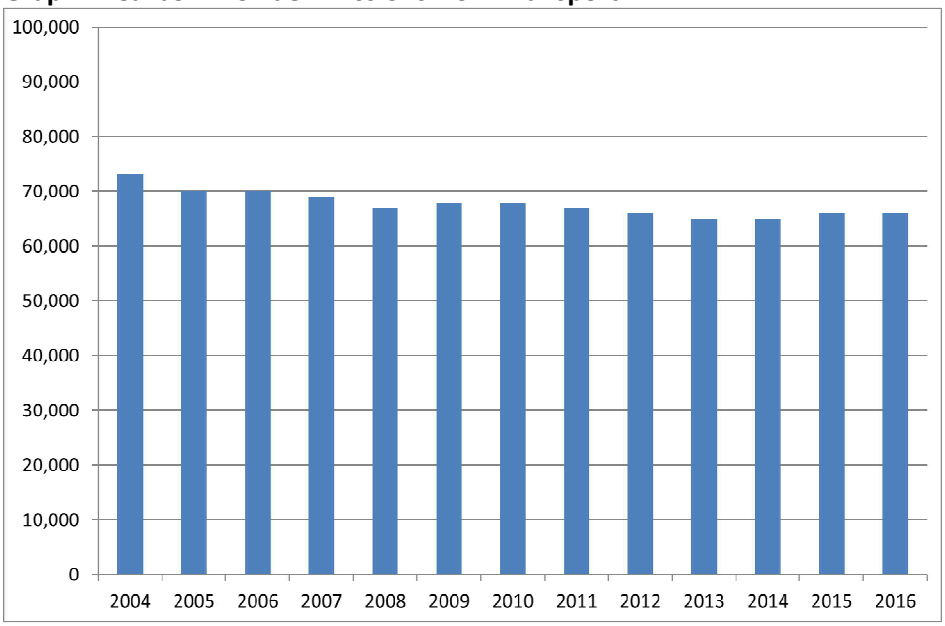
Graph 3: Cycling Index (2010 baseline)



Carbon emissions from transport

2016 data shows the volume of carbon emissions from transport has not changed from 66,000 tonnes the previous year 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

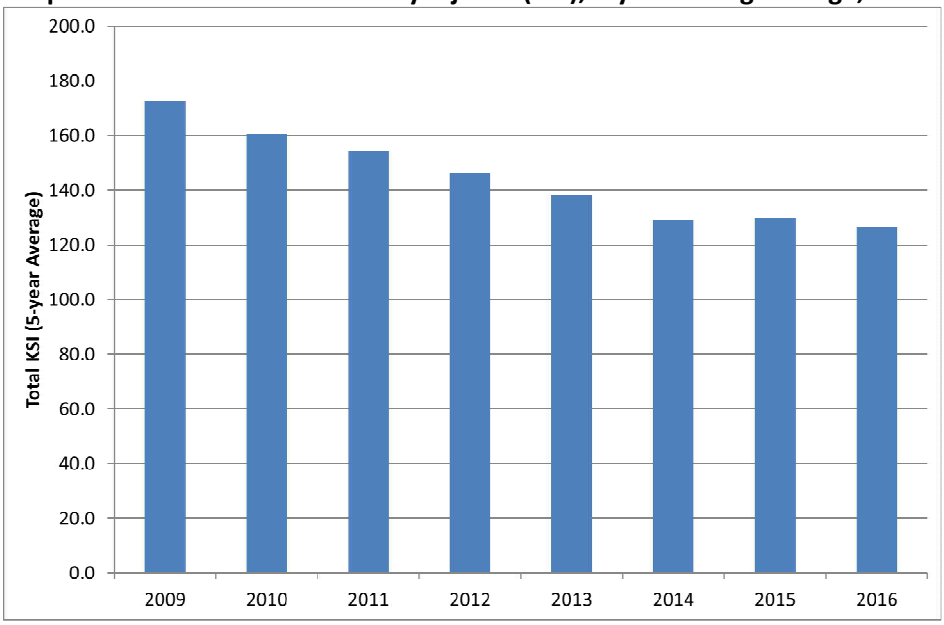


Road safety

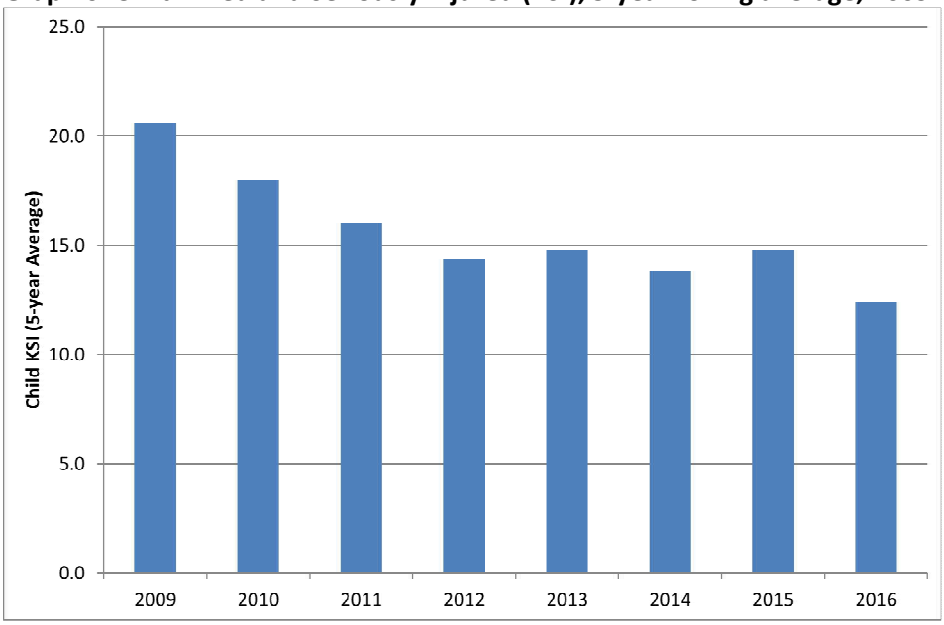
Each of these baseline figures are made up of a continual 5-year rolling average in line with road safety reporting requirements.

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 130 in 2015 to 126.4 in 2016. However, the decrease in previous years means that there has been a 26% 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 reduced after the increase seen the previous year from 14.8 in 2015 to 12.4 in 2016. This represents a 40% reduction from the 2009 baseline figure of 20.6.

Total slight injuries, which is recorded as a 5-year rolling average, has seen a decrease from 1066 in 2015 to 1044 in 2016. This represents a 6% decrease from the baseline figure of 1109 in 2010.

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 March 2017 for the 2017/18 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	2017/18 Score
1	Asset Management Policy and Strategy	2	3 ↗
2	Communications	2	3 ↗
3	Performance Management Framework	2	2 -
4	Asset Data Management	2	2 -
5	Lifecycle Planning	2	2 -
6	Leadership and Commitment	2	2 -
7	Competencies and Training	1	1 -
8	Risk Management	1	1 -
Resilience questions			
9	Resilient Network	2	2 -
10	Implemented Potholes Review	2	3 ↗
11	Implemented the Drainage Guidance	2	3 ↗
Customer questions			
12	Satisfaction	2	3 ↗
13	Feedback	2	2 -
14	Information	2	2 -
Benchmarking and efficiency questions			
15	Benchmarking	2	2 -
16	Efficiency Monitoring	2	2 -
Operational service delivery questions			
17	Periodic Review of Operational Service Delivery	2	2 -
18	Supply Chain Collaboration	2	2 -
19	Lean Reviews	1	3 ↗
20	Works Programming	1	1 -
21	Collaborative Working	2	2 -
22	Procuring External Highway Maintenance Services	2	3 ↗

Summary	2016/17	2017/18
Overall score	**40**	**48**

Level 1	4	3
Level 2	18	12
Level 3	0	7
Overall band	**2**	**2**

As a result of the return, the local authority was considered as a band 2 authority. As a result, a funding allocation of £171,000 of maintenance funding was allocated as part of the Incentive Fund for 2017/18.

Compared with the previous year, there has been an increase in the overall score (+8) with a total of 7 questions achieving band 3, compared to no questions in 2016/17. Whilst the authority has remained at Band 2, it indicates that progress has been made in meeting the Incentive Fund Requirements over the past year. None of the questions saw a decrease in its score between the 2016/17 and 2017/18 returns.

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 2016
The 2016 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, the same as in 2015 and above 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, there was a decrease in the reported use of car/motorbike and public transport but there was an increase in the total numbers walking and cycling. It should be noted however, that the sample size of the survey is small, and needs to be considered in context with other indicators.

Table: Mode Share results in Citizens Survey

Mode	2015	2016	Change
Car / Motorbike	56.5%	56.0%	-0.5%
Public Transport	26.4%	23.6%	-2.8%
Foot / Bike	15.9%	19.5%	+3.6%
Other	1.2%	0.9%	-0.3%

National Highways and Transport Survey 2016
The annual National Highways and Transport (NHT) Survey was conducted in 2016 within Nottingham across a range of indicators at a national level. The areas the surveys cover include:

- Accessibility
- Public Transport
- Walking and Cycling
- Tackling congestion
- Road Safety
- Highways Maintenance / Enforcement

The aim of this national survey is to provide a national comparator between authorities of performance within indicators for each of these areas. Scores for each area are out of 100, and are also compiled into an overall score to rank local authorities.

Table 1.4: General Scores: Change between 2010 and 2016

Details	2010	2012	2014	2016
Overall (Local)	61.9	62.1	62.9	61
Overall (National)	61.7	61.9	62.8	61

The scores saw a decrease from 63% to 61% nationally. However, the scores for Nottingham is one of the higher performing authorities within the survey across all categories, and received an award as one of the top performing authority for 2016 within the NHT survey.

Further details regarding the NHT survey can be found at: http://www.nhtnetwork.org/nht-public-satisfaction-survey/home/

Table 1.5: Detailed Key Baseline Indicator (KBI) Performance, 2010 - 2016 comparison

Indicator	Topic	2010	2012	2014	2016	Change
Ease of Access (All)	Accessibility	80	79.2	80.4	78	↓
Ease of Access (Disabilities)	Accessibility	76	72.4	69.8	70	→
Ease of Access (No car)	Accessibility	81.2	75.1	84.3	74	↓
Local Bus Services	Public Transport	75.1	77.7	82.3	78	↓
Local Bus Services (BVPI 104)	Public Transport	76.7	83.9	85.7	80	↓
Public Transport info (BVPI 103)	Public Transport	70.5	74.5	77.7	77	↓
Taxi / mini cab services	Public Transport	73.6	73.4	73.1	70	↓
Community Transport	Public Transport	60.5	61.4	62.9	62	↓
Pavements and Footpaths	Walking / Cycling	61.4	63.9	61.7	61	↓
Pavements and Footpaths (aspects)	Walking / Cycling	59.4	59	57.4	61	↑
Cycle routes and facilities	Walking / Cycling	54.9	56.7	55.1	57	↑
Cycle routes and facilities (aspects)	Walking / Cycling	52.4	53.2	53.6	59	↑
Rights of Way	Walking / Cycling	62.1	60.7	62.7	60	↓
Satisfaction Rights of Way (aspects)	Walking / Cycling	58	56.2	56.4	60	↑
Traffic levels and congestion	Tackling Congestion	50.1	50.4	52.5	51	↓
Management of roadworks	Tackling Congestion	54.3	54.2	56.7	55	↓
Traffic management	Tackling Congestion	62.9	63.7	64.2	65	↑
Road safety locally	Road Safety	64.1	65.2	67.5	64	↓
Road safety environment	Road Safety	57.8	58.2	58.5	60	↑
Road safety education	Road Safety	52.8	50	51.7	56	↑
Condition of highways	Highways Maintenance/Enforcement	49.4	48.7	46.3	51	↑
Highway maintenance	Highways Maintenance/Enforcement	54.9	53.2	53.4	58	↑
Street lighting	Highways Maintenance/Enforcement	69.4	70.9	73	72	↓
Highway enforcement / obstructions	Highways Maintenance/Enforcement	56.4	53.5	52.1	54	↑

6. Looking ahead

The City Council is making great headway towards delivering a truly world-class integrated transport system to drive the city's growth, attract inward investment, increase local employment opportunities and regenerate key areas of the city. A new three-year LTP Implementation Plan forming the delivery programme for how Nottingham's transport vision will be realised was published in May 2017 and is available to view at: www.nottinghamcity.gov.uk/transportstrategies

The plan details the approved programme of schemes to be delivered from 2017 to 2020. During this timeframe Nottingham will be undergoing a significant transformation following a major transport infrastructure construction programme underway linked to the Broadmarsh redevelopment in the city Centre.

Over the coming year (2017/18) 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: 2016/17 progress against LTP indicators baseline

Trend	Baseline	2016/17 Actual	Performance indicator
↗	55.96m (2007/08)	60.56m	Local bus and tram passenger journeys (millions)
↘	3.6mins per mile; 16.6mph (2010/11)	3.84mins per mile; 16.2mph (2015/16)	Journey time per mile (minutes and seconds) Average speed (mph)
↗	592 (2010)	565	Change in area wide traffic mileage (million vehicle miles per annum) across the city area
↗	100.0 (2010)	136.3	Increase in cycling trips compared to 2010 base year (index)
↓	61.112m (2010)	~58.7m (2016/17)	City centre pedestrian flow (millions) – camera sites (data discontinued after 6 months)
↗	257 (2010)	655	Number of pupils Bikeability trained
-	94.9% (2010/11)	90.5% (combined figure)	Percentage of bus services starting on route on time
↗	82.6% (2010/11)		Percentage of non-frequent services on time
-	0.65mins (39secs) (2010/11)	No data	Excess waiting time of frequent bus services
↘	37.9% (2010/11)	39.0%	Mode share of public transport
↘	173 (2005-2009 average)	126.4	People killed or seriously injured (5-year rolling average)
↗	21 (2005-2009 average)	12.4	Children killed or seriously injured (5-year rolling average)
↗	1110 (2005-2009 average)	1044	Total slight injuries (5-year rolling average)
-	94.21% (2010)	No data	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)	40ugm-3	Annual mean nitrogen dioxide levels at Central site (city centre air quality management area)
↗	41ugm-3 (2010)	35ugm-3	Annual mean nitrogen dioxide levels at Dunkirk site (Ring road air quality management area)
↗	10% (2010)	9%	Principal roads in need of maintenance
↗	5% (2010)	5%	Non-principal roads in need of maintenance
↓	16% (2010)	25%	Unclassified roads in need of maintenance
↗	81% (2010)	95%	Percentage of local residents satisfied with local public transport information
↗	88% (2010)	91%	Percentage of local residents satisfied with local bus services
↗	68,000 (2010)	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