Local Transport Plan for Greater Nottingham 2006/7 to 2010/11

Congestion Delivery Plan

Nottingham City Council
Nottinghamshire County Council

November 2009



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2006/7 – 2010/11

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Final November 2009

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1. Purpose of the Delivery Plan

1.1 What is the plan for?

This plan sets out the actions to be undertaken by Nottingham City Council, Nottinghamshire County Council, transport operators and other partners to limit congestion growth in Greater Nottingham over the course of the five-year Local Transport Plan (LTP2) period between 2006/7 and 2010/11. The Plan area is highlighted in Figure 1.1.

As part of the process for the submission of the second round of LTPs, the Department for Transport (DfT) required the 10 largest urban areas in England to set targets to limit the growth of congestion. The Greater Nottingham LTP (available at: www.nottinghamcity.gov.uk or www.nottinghamshire.gov.uk) provides the broad strategy for tackling congestion in the Plan area and this report goes a step further to detail the actual schemes and corridors along which interventions will be made to limit the growth in congestion.

In recognition of the importance given to tackling congestion in Greater Nottingham the target for reducing urban congestion has been included in both the Nottingham and Nottinghamshire Local Area Agreements (LAAs) on the same basis as the LTP target. This plan therefore also forms the delivery plan for achievement of the urban congestion target for the LAAs.

1.2 How will the plan be used to ensure delivery?

This plan acts as a working reference document against which stakeholders can measure and monitor the progress being made towards the authorities' congestion target. The Congestion Delivery Plan was originally published in April 2007, updated in June 2009 and this is the third iteration of the document. Progress and associated risks will continue to be monitored and reviewed at frequent intervals in the future. It reflects recommendations for areas for improvement discussed at the Nottingham Urban Congestion Review meeting held in July 2008 and subsequent formal feedback received from the DfT in January 2009.

1.3 What are the aims of the plan?

Tackling congestion is one of Government's Shared Priorities for transport and one of the seven priorities contained within the Greater Nottingham LTP2. The relationship of the tackling congestion objective with other objectives in LTP2 is set out in Figure 1.2.

The proposals set out in this plan also assist in meeting the newly introduced Network Management Duty which, under the Traffic Management Act 2004, places responsibility on the authorities' to manage its network efficiently and demonstrate commitment to reducing congestion and disruption to the road network.

The impacts of addressing congestion are predominantly positive resulting in anticipated beneficial impacts on other LTP2 objectives particularly accessibility, air quality, quality of life and regeneration. In the case of road safety, reducing congestion may have both positive and negative implications in terms of the number of road casualties. This may have to be mitigated through appropriate speed management measures as set out in the road safety section of the LTP.

Improving the efficiency of maintenance practices and better coordination of street works will contribute to reducing congestion levels in the first place.

Figure 1.1: Greater Nottingham Local Transport Plan Area

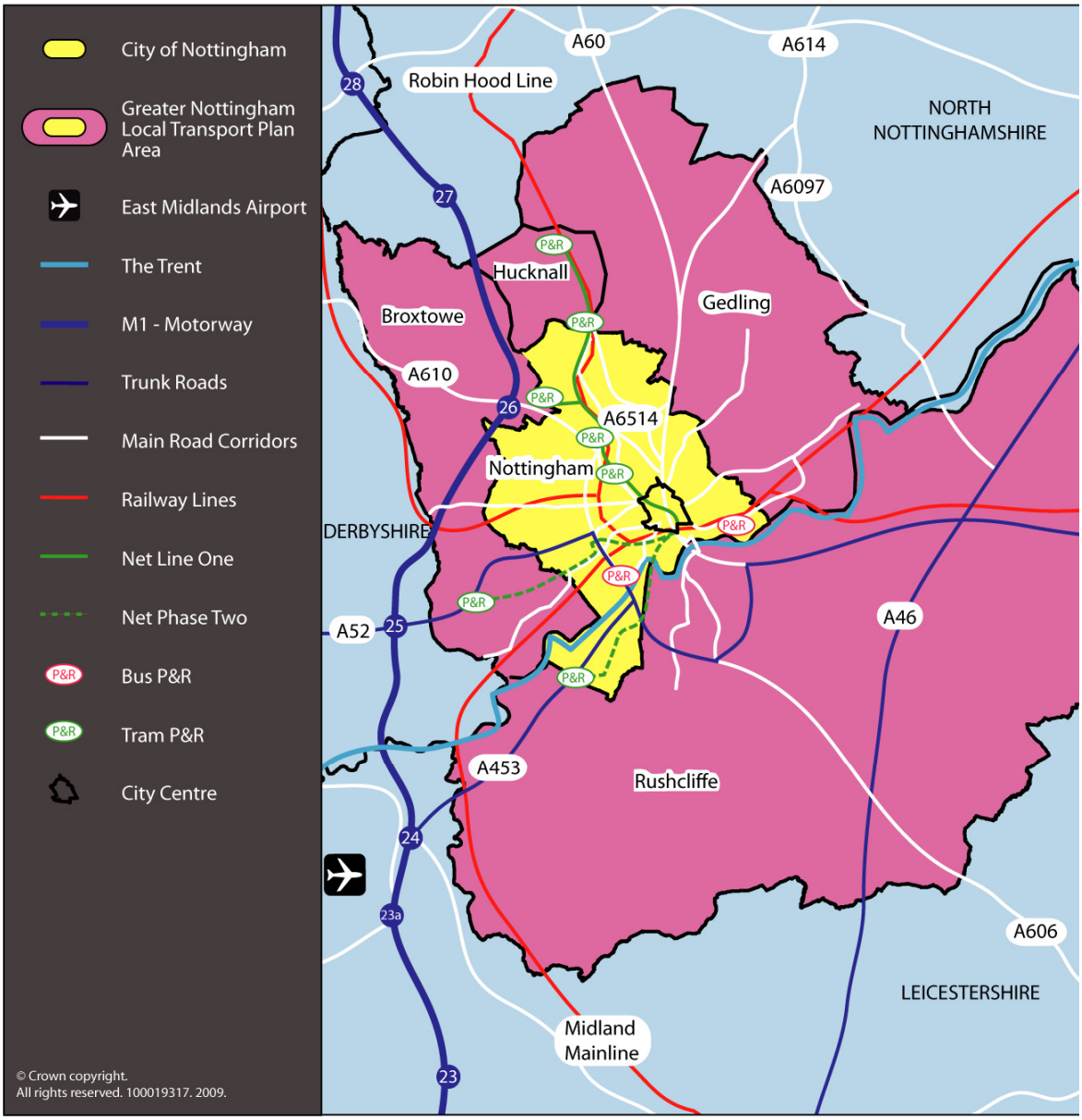
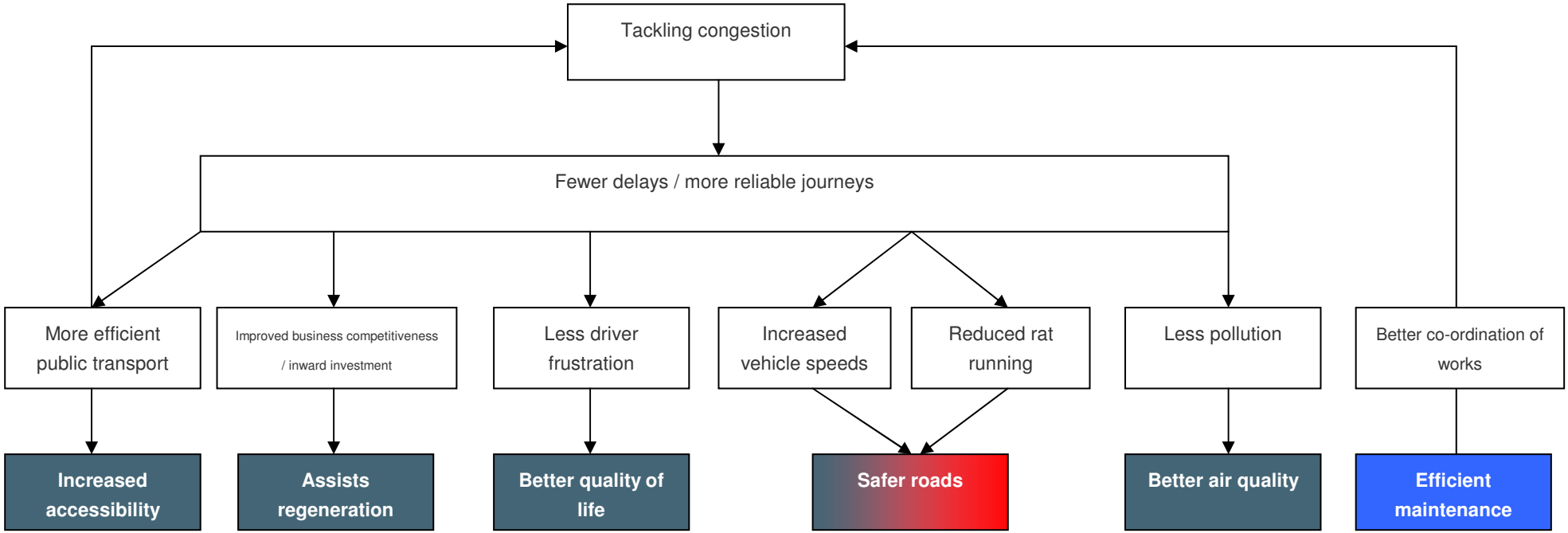


Figure 1.2: Relationship of tackling congestion with other LTP objectives



Key:

Efficient maintenance - **Objective contributing towards tackling congestion**

Better quality of life - **Objective benefiting positively from tackling congestion**

Safer roads - **Objective benefiting / dis-benefiting from tackling congestion**

1.4 How does the plan fit with the wider agenda?

Spatial planning

The location of development in Greater Nottingham is set out in the Local Plans for Nottingham, Ashfield, Broxtowe, Gedling and Rushcliffe. The framework for development at the strategic level is set out in the Regional Spatial Strategy for the East Midlands which also contains the Regional Transport Strategy. This plan is currently under review.

The emerging Local Development Frameworks (LDFs), which will replace the Local Plans, will need to maintain the sustainability focus established in the Local Plans, in terms of reducing the need to travel through support for mixed use development, promoting development within and on the edge of the existing urban area and the priority use of brownfield sites.

The Greater Nottingham conurbation has received an increased housing allocation following the designation as a 'Growth Point' by the Government for the Three Cities (Nottingham, Leicester, and Derby) sub area. This will see the development of an additional 60,000 houses in the Nottingham Housing Market Area (HMA) in the period up to 2026 as set out in the Regional Spatial Strategy. The distribution and location of this development has implications for future levels of traffic and congestion within the conurbation although for the most part these impacts will occur beyond the immediate timescale of this plan. Assessment of the traffic impact of this development and identification of additional transport infrastructure requirements is being included as part of the preparation of the aligned Core Strategies by the Local Planning authorities across the Nottingham HMA.

Economic development

The Greater Nottingham economy is worth around £11.6 billion per annum, employs over 300,000 people and comprises over 60,000 students, making it the biggest commercial centre in the East Midlands[1]

Congestion increases business costs and thus reduces business competitiveness in terms of a barrier to labour supply, disruption and unreliability of logistics, and reducing access to markets.

Efficient communications are also a critical factor in the location decisions of businesses and public bodies. High levels of congestion can thus discourage inward investment.

Although in the short term the national economic downturn may be lowering levels of travel demand and therefore reducing congestion pressures it is important to carry on tackling congestion hotspots to further improve economic efficiency, reduce business costs and ensure the local transport system is in the best shape possible for when economic activity levels pick up again.

[1] The Greater Nottingham Economic Review; Nottingham City Council, June 2009

Town centre vitality

Nottingham city centre is consistently ranked as one of the top retail destinations in the country and serves a retail catchment of around 3 million people within one hour's travel time. New investments have contributed towards the centre's attraction such as the Trinity Square and Cornerhouse mixed use complexes, the Chapel Bar quarter and the One Fletcher Gate residential and retail development. Increasing congestion poses a threat to the continuing vitality of the city centre as it faces growing pressure from other regional centres, competing out of town developments and from Internet shopping.

Social inclusion

The Department for Communities and Local Government Indices of Deprivation found the City of Nottingham to be the 13th most deprived authority in the country in 2007. The ability to access services and in particular employment opportunities is a fundamental element of reducing such social exclusion and thus deprivation. High levels of congestion significantly increase the cost of providing essential public transport services targeted at those most in need.

Environment

Road traffic has been identified as the main emission source responsible for exceedences of pollutant objectives within the City. Burning fuel in an internal combustion engine produces four principal pollutants: carbon monoxide, nitrogen oxides, hydrocarbons, and particulate matter which especially factor from poorly maintained diesel vehicles.

The identification of Air Quality Management Areas (AQMAs) in the city centre, along the ring road and around the southern approaches to Trent Bridge and Lady Bay Bridge are as a direct result of exceedences of nitrogen dioxide emission standards from large volumes of slow moving traffic. Queuing traffic results in considerably more emissions from vehicles into the atmosphere, further compounding the negative impacts of congestion on the local environment. Reducing congestion within these specific areas is therefore an important factor in meeting the conurbation's air quality standards. Air quality Action Plans designed to achieve air quality standards and objectives within the designated areas have been prepared for these AQMAs and were last updated at the end of 2008 as part of the LTP Delivery Report process.

Of increasing national and local importance is the increasing awareness of the urgent need to tackle climate change. Tackling congestion through reducing the need to travel and encouraging modal change will also contribute to reducing carbon dioxide emissions.

2. Background

2.1 Transportation monitoring

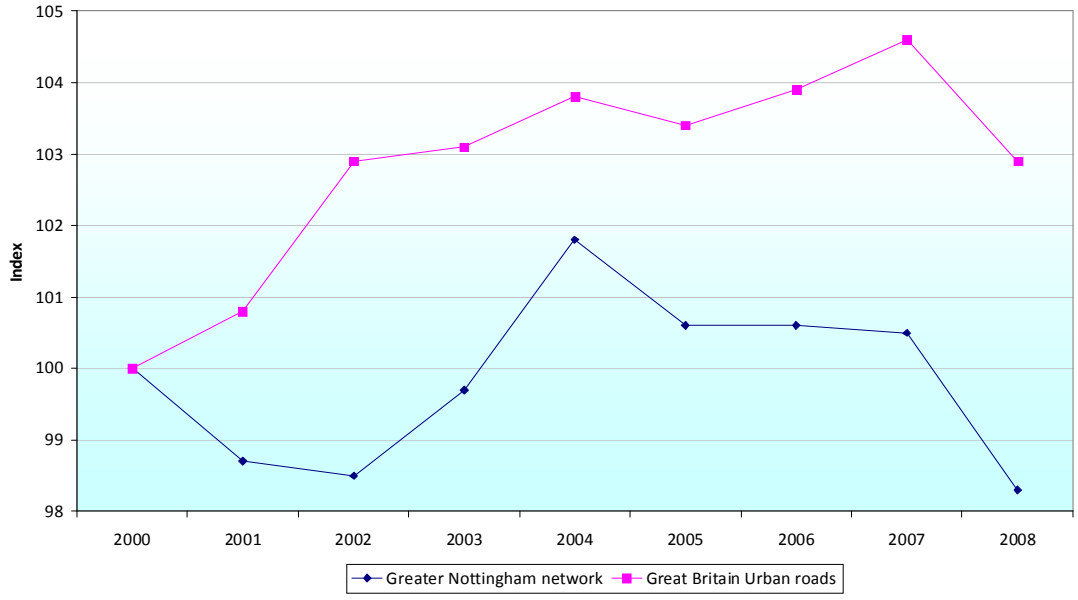
Over the period of the first LTP, Greater Nottingham made strong progress in terms of limiting traffic growth and encouraging public transport use. The increase in the number of vehicle kilometres travelled on Greater Nottingham's roads was constrained to less than 1% whilst public transport patronage increased by 6% (4.4 million in real terms) to 72.9 million. This was achieved in the context of continued economic growth and increased demand for travel in the Plan area. These trends continued into the second LTP period with no further increase in traffic up to 2007, followed by a fall of over 2% in 2008, probably due to the economic downturn. Public transport patronage increased by 11% on base year levels. In common with other urban areas a small reduction in travel demand in the am peak has been observed.

These achievements were made through the implementation of a comprehensive package of measures as set out in the first Delivery Report and are continuing in the current LTP.

Traffic growth

Between 1992 and 2000 traffic flows grew at a much faster rate in Greater Nottingham than nationally on major urban roads. Since 2000 however, traffic levels have largely stabilised reflecting the impact of land use planning policy, limited road building and measures to encourage modal change.

Figure 2.1: Traffic growth in Greater Nottingham (vehicle kilometres comparison with Great Britain urban roads)

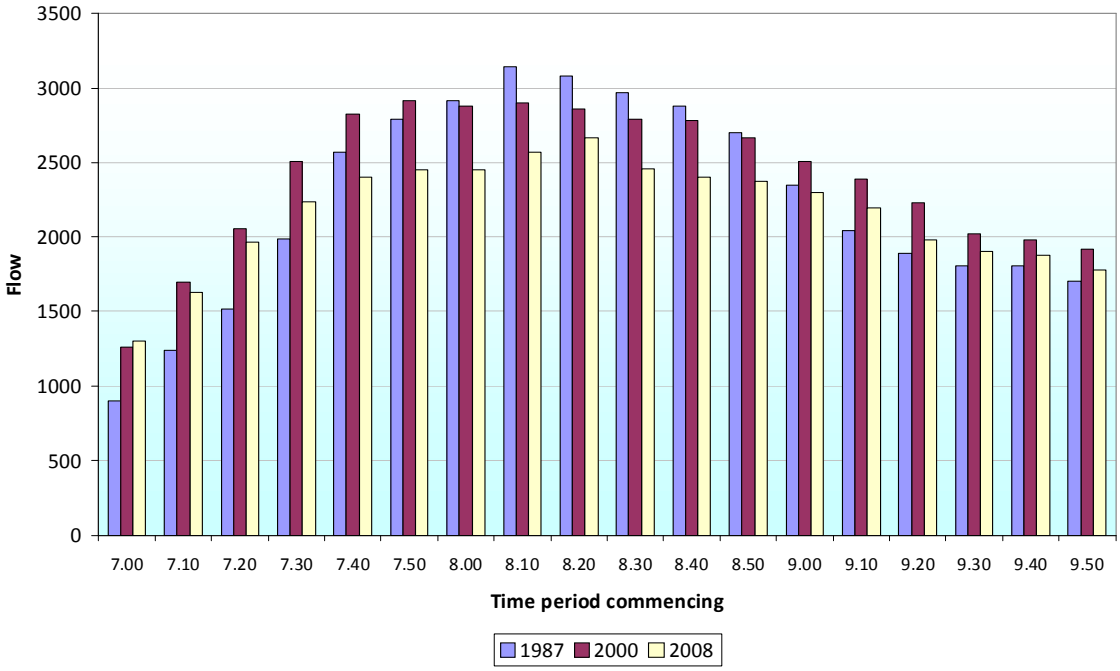


A challenge remains in addressing traffic growth on trunk roads within the Plan area that do not form part of the monitored network.

Peak period spreading

One response to increasing congestion has been peak period spreading. Motorists alter their journey times, either earlier or later, to attempt to avoid morning peak hour congestion. This is illustrated in Figure 2.2 which shows that traffic growth is largely taking place around the shoulders of the peak for inbound morning peak period traffic to the inner traffic area.

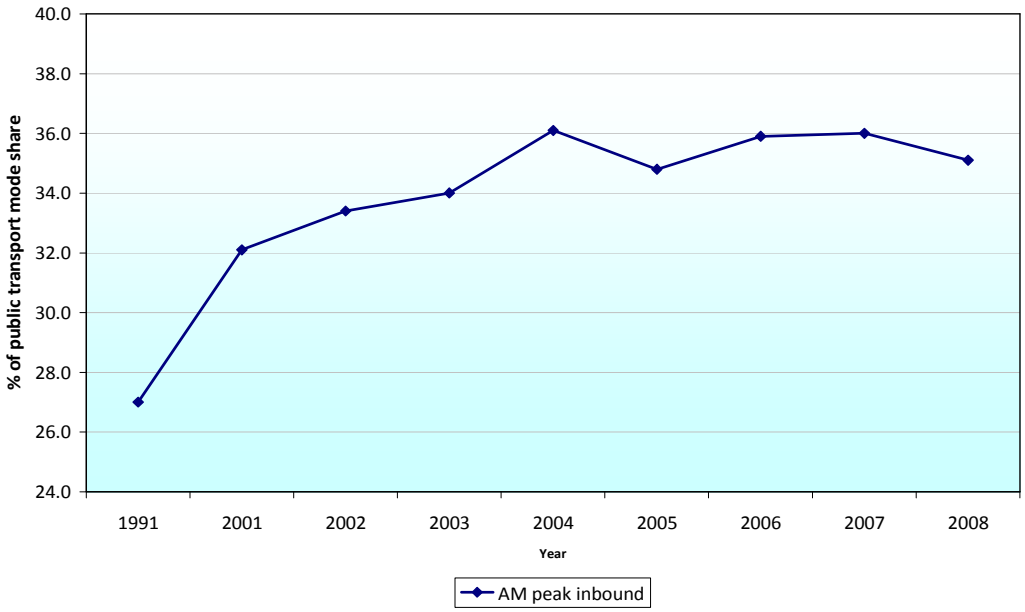
Figure 2.2: Peak period spreading



Modal share

Between 2003/4 and 2008/9 there was a 8.7 million increase in public transport patronage in Greater Nottingham, from 67.2 million passengers to 75.9 million. This has been in part due to an increase in the proportion of journeys undertaken on public transport in the morning peak period to the inner traffic area only. This is shown in Figure 2.3 below.

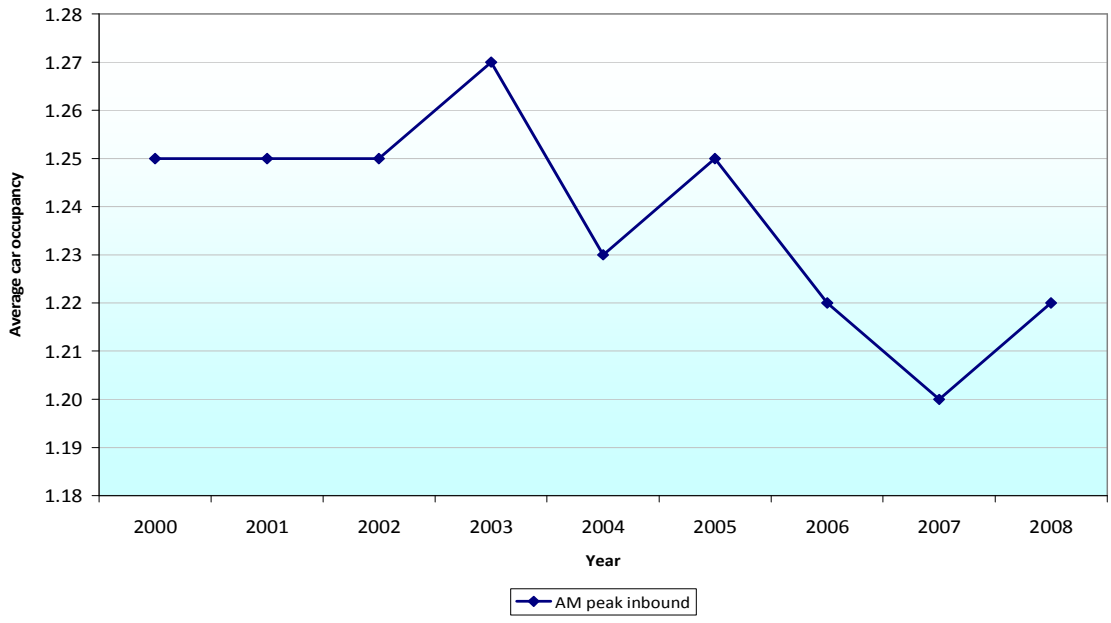
Figure 2.3: Public transport mode share in the AM peak period



Car occupancy levels

There has been a slight fall in inbound car occupancy levels since 2000 in the context of rising car ownership. Changes in occupancy in the interim years are highlighted in Figure 2.4. The 'Nottinghamshare' scheme being promoted via workplace travel plans is facilitating car sharing to reduce single occupancy car commuting countywide, and is one measure that has been implemented to counteract this trend, but take up remains at a low level.

Figure 2.4: Car occupancy levels



2.2 How is congestion monitored in the second LTP?

The indicator for monitoring congestion (LTP7/NI167) relates to the change in average journey time per person mile and person miles travelled (person miles for network segment = person movements on segment x length of segment in miles) by private (car/lgv/hgv) and public (bus/minibus) transport combined.

Data is collected for the morning peak period (07.00 to 10.00) inbound on the main radial routes in Greater Nottingham and in both directions on the A6514 Ring Road orbital route. One of the strengths of this monitoring is that all of the main radial routes, with the exception of trunk roads, are covered from the edge of the conurbation to the city centre cordon and, therefore, it will not be possible to just concentrate congestion reduction measures on a few routes at the expense of others, but will more broadly reflect the level of congestion across Greater Nottingham as a whole.

A total of 18 routes are monitored in the conurbation, in either the spring or the autumn. The routes are outlined below and shown in Figure 2.5.

Key routes (first monitored Autumn 2005 and repeated annually)

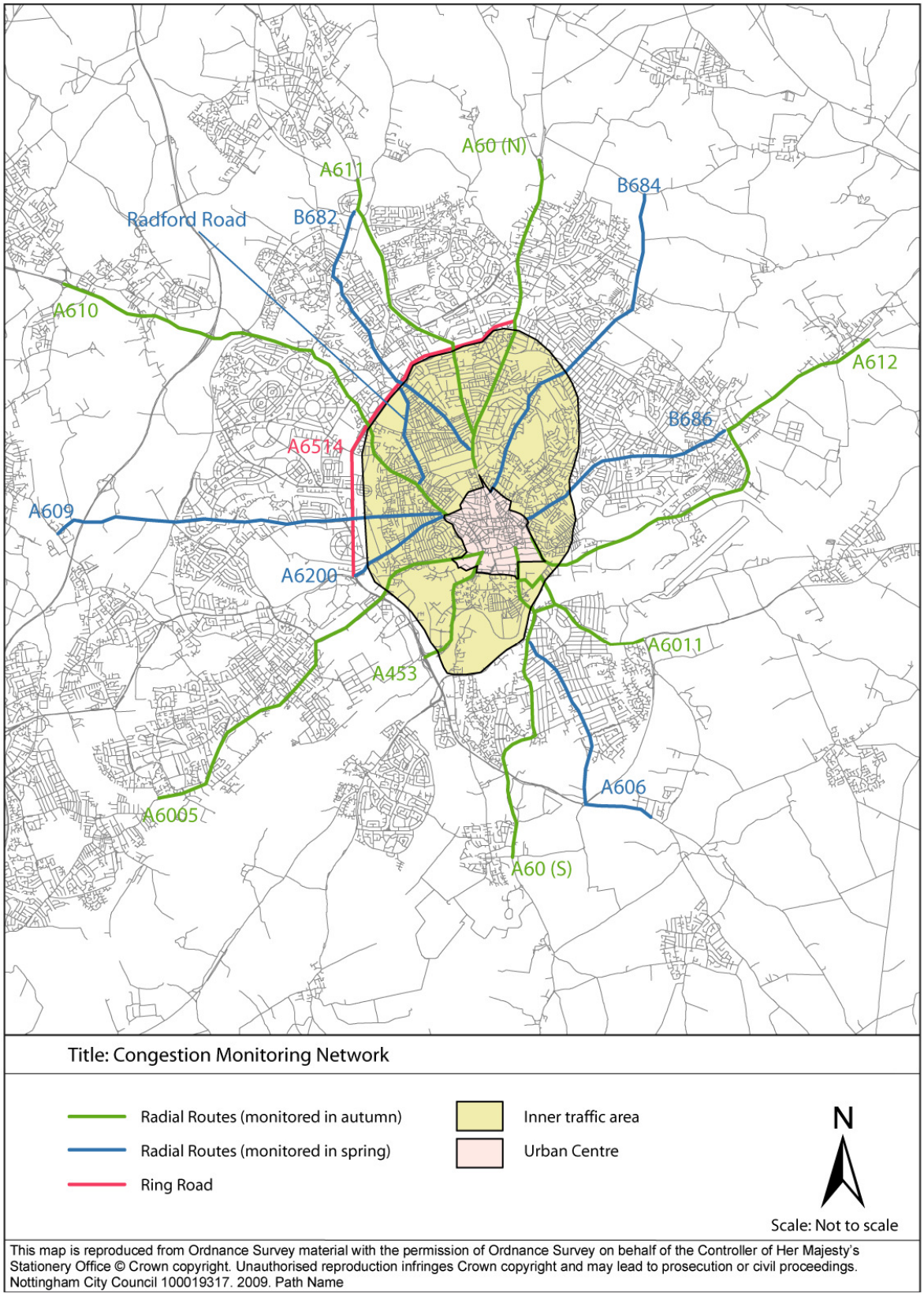
- A60(N): Leapool Roundabout to Huntingdon Street
- A60(S):Ruddington to Trent Bridge
- A453: Ring Road to Castle Boulevard
- A610: A6096 junction Awsworth to Canning Circus
- A611: south end of Hucknall Bypass to Mansfield Road
- A612: Burton Joyce to Pennyfoot Street
- A6005: County Boundary to Wilford Street
- A6011 (LB): Radcliffe Road to London Road via Lady Bay Bridge
- A6011/A6520/A60(S) (TB): Gamston Roundabout to Canal Street via Trent Bridge
- A6514 Ring Road (N): Derby Road to Mansfield Road
- A6514 Ring Road (S): Mansfield Road to Derby Road

Other radial routes (first monitored Spring 2006 and repeated annually)

- A606: Tollerton to Loughborough Road
- A609: Trowell to Canning Circus
- A6200: Ring Road to Canning Circus
- B682: Moor Bridge to Mansfield Road
- B684: Woodborough turn to Huntingdon Street
- B686: Colwick Loop Road to Manvers Street
- Unclassified: Radford Road – Ring Road to Alfreton Road

Each of the routes along which congestion is monitored is divided into segments split by nodes where there are significant changes in person movements. For each of these segments vehicle flow, occupancy and journey time by hour are monitored.

Figure 2.5: Congestion monitoring network



Both autumn and spring surveys are carried out on three different weekdays (Tuesday to Thursday) to ensure the most accurate data possible is collected.

It is important to note that the congestion monitoring network relates only to local authority managed roads. Trunk roads are the responsibility of the Highways Agency and are monitored separately as part of the DfT's Public Service Agreement process for reporting congestion on the strategic road network.

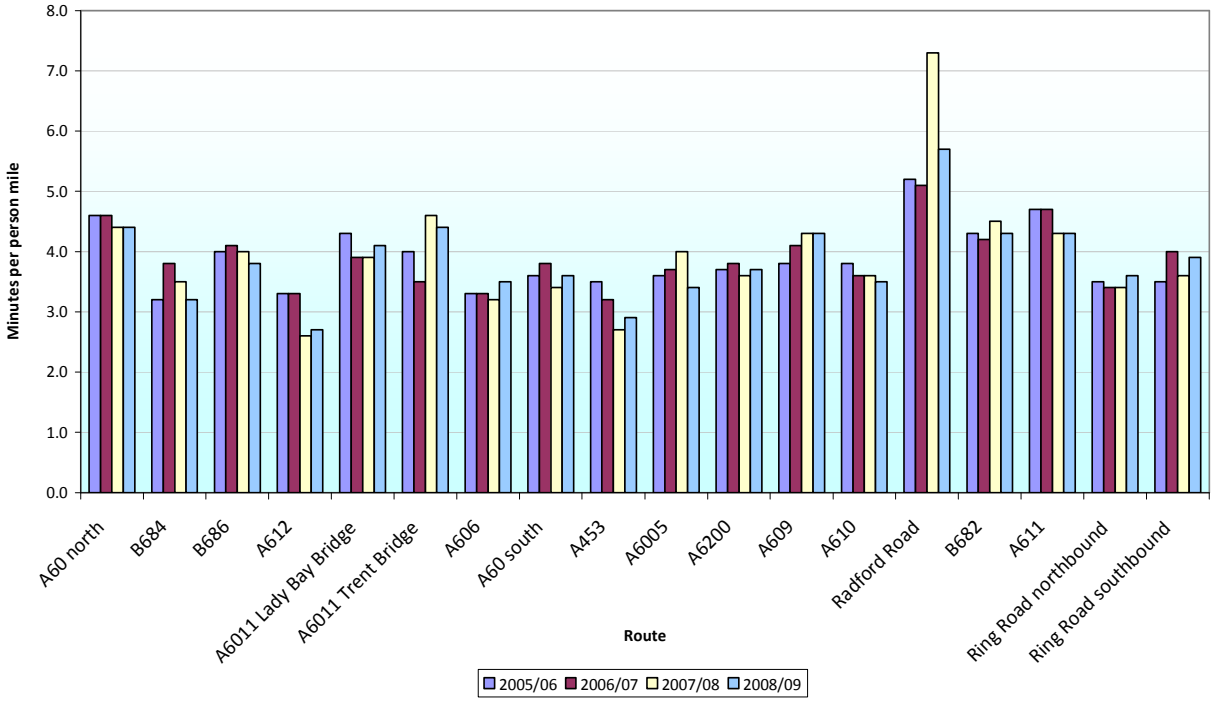
2.3 What is the current congestion situation?

The average person journey time per mile on the monitored routes in Greater Nottingham in 2008/9 was 3.8 minutes (4.8 minutes for bus users and 3.5 minutes for cars/lgv/hgv). In 2007/08 there were 313,000 person miles travelled (70,000 by bus and 243,000 by car/lgv/hgv).

Journey time by route

The monitoring of person journey time has highlighted significant divergence between the routes, ranging from 2.7 minutes per mile on the A612 to around 5.7 minutes per mile on Radford Road. See Figure 2.6 below.

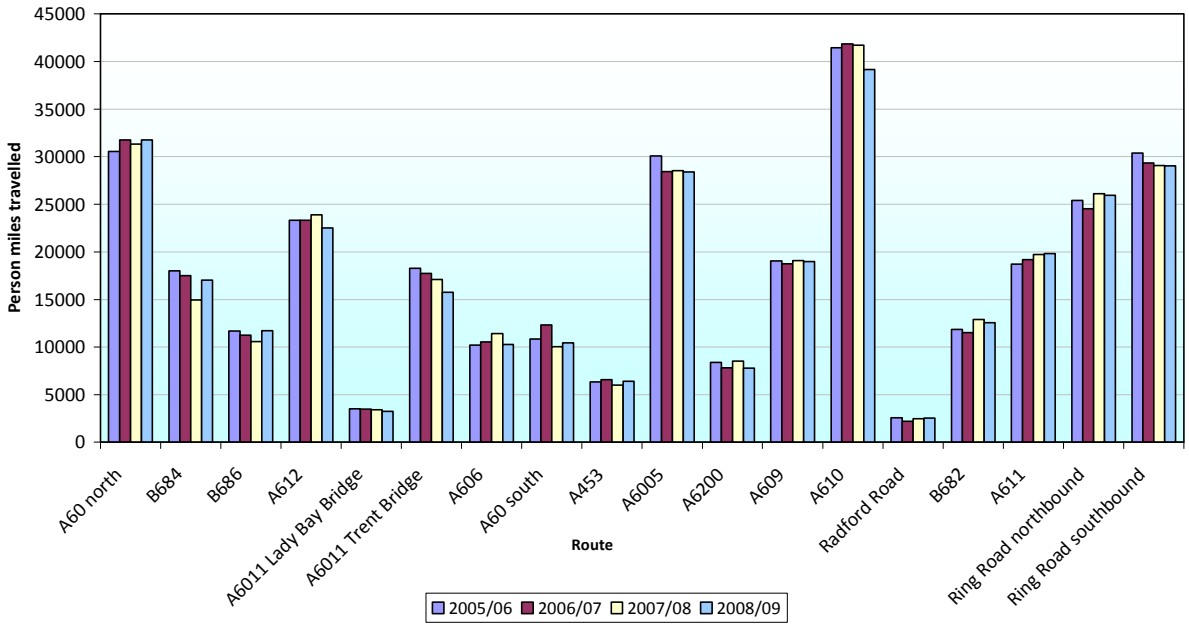
Figure 2.6: Person journey time by route



Person miles by route

The number of person miles travelled in the morning peak between 7:00 and 10:00 on each route also differs significantly, from around 2,500 on Radford Road to over 39,000 on the A610. See Figure 2.7. Analysis excludes all NET (tram) patronage.

Figure 2.7: Person miles traveled by route



2.4 What is the congestion target for Greater Nottingham?

The congestion target for Greater Nottingham is to achieve no more than a 10.5% increase in person journey times in the context of a 4.2% increase in travel (person miles) on the monitored network by 2010.
The 90% confidence interval surrounding the target for person journey time is 1.9%.

Basis for the target

The congestion target is based on data from the key routes monitored in the autumn and the other radial routes in the spring (see 2.2 above). No trunk routes (A52/A453) are included as these form part of a separate Highways Agency target based on vehicle delay rather than person journey time. However, any improvements to these routes, eg. A453 M1 to Clifton will have a significant impact on the local authority transport network and have been considered in the context of the Greater Nottingham target.

A number of assumptions have been made in terms of the anticipated changes in the transportation data from which the indicator is derived (to 2010/11), as a result of the initiatives set out in LTP2 and bearing in mind the other related targets, as follows:

- Bus occupancy: up 1% - reflects BV102 target with tram accounting for remaining public transport growth
- Non-bus occupancy: no change – reflects LTP car occupancy target
- Vehicle flow (buses): no change – no significant change expected in frequency of services
- Vehicle flow (non-bus): 0 – 6% increase – reflects LTP change in peak period flows to urban centre target, but some growth expected in outer areas
- Bus journey time: 5% decrease on selected routes – reflects L5 target and also links to LTP bus punctuality targets
- Non-bus journey time: 0 – 15% increase – reflects effects of flow increases and effects of new bus lane schemes and improved enforcement of bus lanes

There are obviously a number of combinations of the above datasets, but in all scenarios, bus and non-bus occupancy, bus flow and bus journey time changes are constant. For the purpose of setting the congestion target a number of scenarios have been modelled using an Access database. After consideration the following scenario was chosen as the basis of the target:

- 6% increase in non-bus vehicle flow and 15% increase in non-bus journey time – considered most likely traffic growth scenario, resulting in maximum increase in journey time.

Modelling and Forecasting

The Nottingham Multi-Modal Transportation Model (NMMTM) was used to identify the contribution that investment strategies will have on delivering key transport performance targets, in particular with respect to the Tackling Congestion Shared Priority. The model was developed, inter alia, to support the Annex E Appraisal of the Major Integrated Transport Scheme for the City Centre, the “Turning Point” which received full acceptance in October 2003 and has been used as the tool to assess options and provide outputs to inform the A52 Bingham to Clifton Bridge Multi-Modal Study commissioned by the Highways Agency and GOEM. It is also being used to assess the transport impacts of Nottingham Express Transit (NET) Phase 2, large scale development proposals, the Ring Road Major transport scheme and Nottingham Station Masterplan.

A change in demand to travel in the morning peak period is anticipated based upon:

- Population: Population of Greater Nottingham is projected to increase by 23,000 (3.5%) from 651,000 to 674,000 between 2007 and 2016 (Source: City Council estimates, based upon ONS 2007 Mid-Year Estimates and ONS Revised 2004-based population projections)
- Employment: Job figures stood at 305,000 in 2007, continuing the increase of recent years, but a decline in numbers looks likely in coming years due to the economic downturn. National estimates suggest that job numbers may start to rise again after 2010, but it is currently impossible to predict
- Car Ownership: Car ownership levels are rising. 37% of households did not have access to a car in 1991 compared to 32% in 2001 (Source: Census)

Outputs from the model were used to quantify the level of impact that the LTP will deliver and enable a more analytical, evidence-based approach to target setting to be adopted.

The key indicators for which modelled outputs were used to assess impacts include:

- Traffic flows– AADT across the Plan Area and peak hour flows into the urban centre
- Vehicle and person journey times
- Mode share
- Public transport passenger numbers – bus and tram
- Park and ride usage – bus and tram

All tests were undertaken for 2010/11 as this represents the final year of the second full LTP period (LTP2) and includes committed transport schemes and current City / County forecasts for economic development growth factors. The LTP2 scenario includes the areas of investment programmed within the LTP which are within the range of sensitivity of the model and include the programme of Bus Quality Partnership priority schemes and the Gamston Park and Ride site. It has not been possible to model all the measures included in the LTP investment programme and it has, therefore, been necessary to approximate the impacts of some "softer" measures on the basis of experience from LTP1 and impacts elsewhere. In accordance with LTP guidance the impacts of proposed major schemes have been modelled separately. The core elements of the LTP2 strategy to tackle congestion and their impacts are detailed in Annex A.

Analysis and reporting of results is based upon outputs from the NMMTM. Impacts are presented at a Plan Area and tight Urban Centre Area level.

An LTP-Wide Assessment to reflect the wider opportunities available for route and mode choice, the impacts of various transport intervention scenarios at the wider spatial level were analysed on a transport corridor or sector (north/northwest, west/southwest and south/southeast/east/northeast) and aggregate basis. These broad corridors included the key routes (see above), NET (Line 1 and Phase 2), Park and Ride sites and frequent bus service routes.

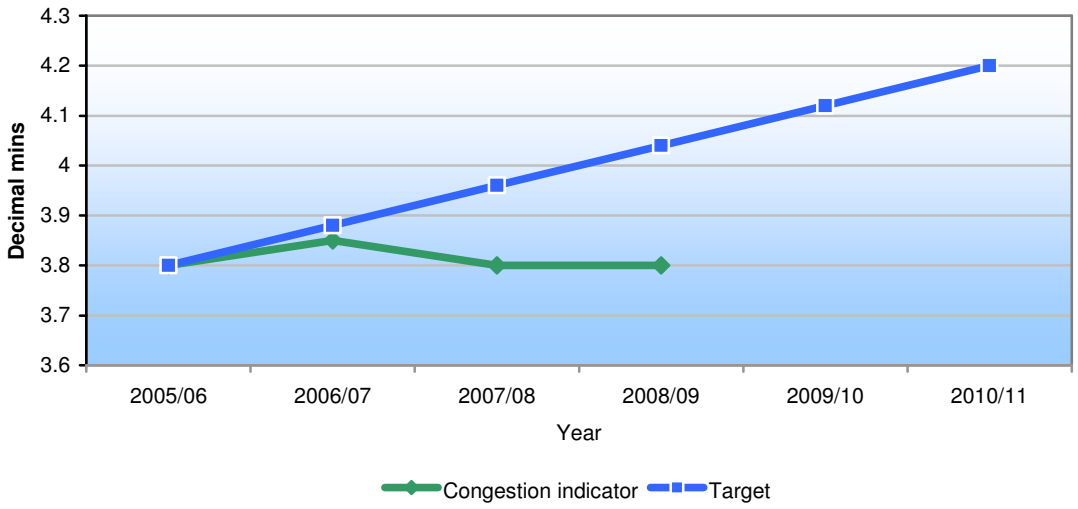
Within these three sectors the impacts of the investment options were assessed at a disaggregate level, but reported and presented on an aggregated basis as appropriate.

The outputs from the model were used as the basis to inform the target setting process for indicators relating to traffic flow, public transport usage and mode share, as well as the development of the congestion target.

Progress against target

The average person journey time per mile in 2008/09 was 3.8 minutes, showing no change from the 2005/06 base year level. There were 313,000 person miles travelled in 2008/09 compared with 321,000 in 2005/06 and 318,000 in 2006/07 and 317,000 in 2007/08. Figure 2.8 shows the change in the person journey time indicator compared to the target trajectory. This clearly shows that Greater Nottingham is well on track to meet the final year target.

Figure 2.8: Average journey time per person mile – Greater Nottingham



2.5 Relationship with other transport indicators

Whilst the second LTP for Greater Nottingham contained 34 indicators (17 mandatory and 17 local), the introduction of the Local Area Agreements and the National Indicators for Transport in 2008 brought about changes to monitoring progress against the Plan objectives. As a result of some indicators being absorbed into the National Indicators set or discontinued, 30 indicators are now monitored. The local indicator (L1) Single Occupancy car journeys has been omitted from monitoring for the remainder of the Plan period due to the unavailability of reliable data.

The progress made to the existing mandatory indicators which relate directly to limiting congestion growth are set out in Table 2.1 below and the supporting local indicators are detailed in Table 2.2. Referenced in the tables below as either the original BVPI or new National Indicator.

Table 2.1: Related mandatory indicators in LTP2

Reference	Indicator	Baseline	Current	Target	Progress
BV102/NI 177	Public transport patronage	68.5 million (2003/4)	75.9 million (2007/08)	73.9 million (2010/11)	On track
LTP2	Change in area wide road traffic mileage	2,933 million veh/km per annum (2004)	2,852million veh/km per annum (2008)	3,109 million veh/km per annum (2010)	On track

Reference	Indicator	Baseline	Current	Target	Progress
LTP4/NI 198 (now city only) Revised target	Mode share of journeys to school by car	21.1% (2007/08)	17.9% (2007/08) City only	20.0% (2010/11) City only	On track
LTP6	Change in peak period flows to urban centres	34,590 (2003)	34,000 (2008)	34,590 (2010)	On track

Table 2.2: Related local indicators in LTP2

Reference	Indicator	Baseline	Current	Target	Progress
L3	Employees covered by a travel plan	15% (2005)	29% (2008) City only	20%	On track
L4	Schools with an approved travel plan	15% (2004/5)	69% (2008/09)	80% (2010/11)	On track
L5	Number of bus services with a reduction in journey time	0 (2005/6)	4 (2008/09)	5 (2010/11)	On track

3. Governance and the Delivery Chain

3.1 Who has ownership of the target?

As the local transport authorities, the City and County Councils own and have determined the congestion target as an integral part of the Greater Nottingham LTP. In addition, the inclusion of the target in the City and County Local Area Agreement highlights the importance of tackling congestion at the local level. The active participation of transport operators, the Greater Nottingham Transport Partnership and other key stakeholders is essential however if the target is to be achieved.

3.2 Who is responsible for delivery?

The City and County Councils as the local transport authorities are ultimately responsible for the delivery of the congestion target and in most instances for the implementation of the schemes and measures on the highway that will contribute towards its achievement.

As a unitary authority Nottingham City Council has responsibility for delivery of all local transport within its boundary and is both the strategic and local planning authority. Nottinghamshire County Council is the local transport authority for the remainder of the LTP area and is the joint strategic planning authority with the City. Local planning beyond the City boundary is the responsibility of the four borough / district councils.

Particularly important in the delivery of the congestion target is the role of the Traffic Manager. Steve Hunt is the formally appointed Traffic Manager for the City Council and Peter Goode for the County Council. The Traffic Managers have the responsibility, under the Traffic Management Act 2004 and Network Management Duty, to ensure the active and coordinated management of the road network and to keep traffic flowing.

The Greater Nottingham conurbation is not covered by an Integrated Transport Authority. Nottingham City Transport, the principal bus operator serving the urban area, remains in public ownership. trentbarton is privately owned and also operate a significant number of bus services within the LTP2 area.

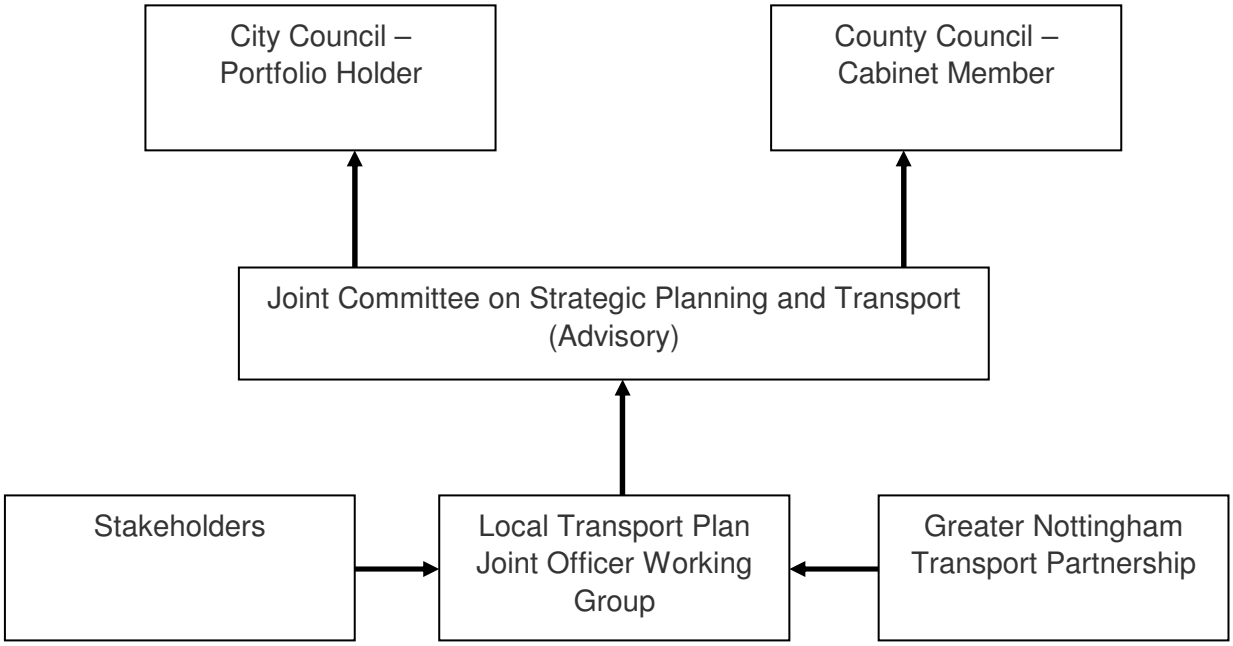
Nottingham Express Transit, operated by the Arrow consortium, forms the other significant mass transit operator in the conurbation. Nottingham City Transport are part of the consortium and hence a high degree of integration with bus services is achieved.

Commuting by rail accounts for a very small proportion of journeys in the peak period within Greater Nottingham.

3.3 What is the decision making process?

A clearly established reporting framework has evolved between the City and County Councils in the delivery of the LTP programme, as set out in Figure 3.1. This will enable the implementation of the measures set out in this plan in a cohesive manner, coordinated by both authorities.

Figure 3.1: LTP governance arrangements

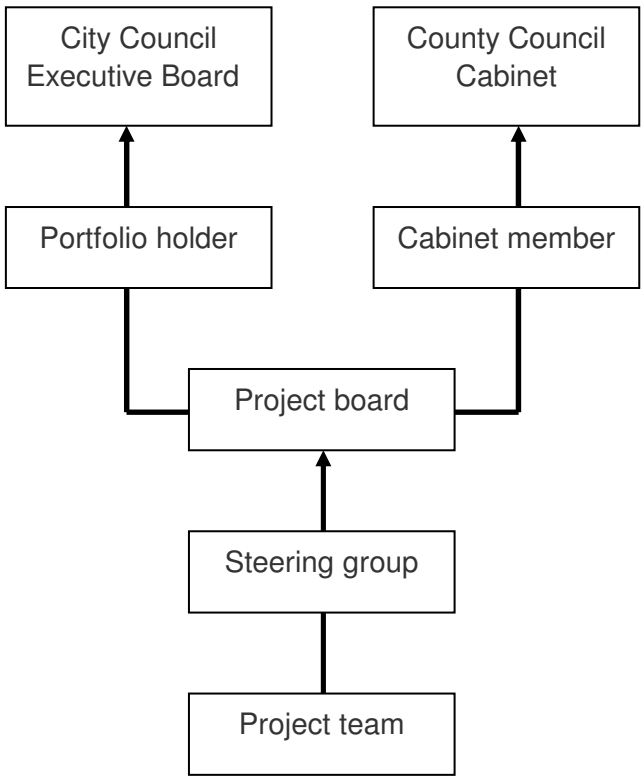


LTP preparation and coordination of programme delivery is undertaken by officers from both authorities in the form of a Joint Officer Working Group. This group has the overall responsibility for the preparation of the delivery plan, overseeing the delivery of programmed measures and for the monitoring of progress against the congestion target trajectory and milestones. Reporting requirements will require this group to review progress on a six monthly basis and prepare update reports including keeping the Joint Committee on Strategic Planning and Transport informed of progress. The joint committee is made up of members from both authorities but as it is limited to an advisory role it is necessary to seek further appropriate Portfolio Holder/Cabinet member approvals should divergence from planned progress outside tolerance levels occur to authorise changes to the planned programme and/or reallocate resources.

Engagement and reporting of progress by other delivery partners and stakeholders will take place via the Greater Nottingham Transport Partnership and with the main bus operators via the established successful voluntary Bus Quality Partnership arrangements.

In the case of large scale major transport projects with significant cross-conurbation impacts such as the Nottingham Station Masterplan project, Nottingham Express Transit network extensions and the potential Workplace Parking Levy separate project specific governance arrangements are put in place to coordinate implementation.

Figure 3.2: Major scheme cross-conurbation governance arrangements



Schemes are developed by the project team made up of officer representatives from both authorities. Necessary approvals are secured through project specific steering groups and project boards with the latter including Member representation. Formal endorsements are secured through the City Council's Executive Board and the County Council's Cabinet.

Implementation of programmed interventions will be monitored monthly as part of the routine programme / scheme monitoring mechanisms and remedial actions taken to ensure or adjust delivery, as necessary. Further interventions will be developed as part of the annual integrated transport measures programme development dependant upon new data and experience of what has / has not worked. Significant and local transport measures are developed annually to address congestion and monitored throughout the year.

Should it become apparent that the delivery of a joint major project identified within the delivery plan be delayed or otherwise change its scope or impact, the project specific steering group will be responsible for reporting to the LTP joint Officer group as set out in figure 3.1 who are responsible for the overall monitoring of performance against the congestion target.

Changes to governance arrangements and partner involvement affecting cross-conurbation transport issues and project implementation within Greater Nottingham are currently being considered as part of a potential Multi/Conurbation Area Agreement continuing to be reviewed in the light of the outcome of the Sub National Review.

Local Area Agreements

Progress reporting takes place through the Local Area Agreements (LAA) programme steering groups. Given that the urban congestion target is at the conurbation level, the Greater Nottingham Transport Partnership oversees progress towards delivery of the target and delivery plan.

3.4 Who are the key stakeholders?

Partnership arrangements are already in place to secure effective stakeholder engagement to assist in the delivery of the Greater Nottingham congestion target. Key partnership arrangements are set out in table 3.1.

Table 3.1: Partnership arrangements with key stakeholders

Forum	Details of arrangements
Greater Nottingham Transport Partnership	The Greater Nottingham Transport Partnership strives for the involvement of local business, public sector and voluntary sector partners in determining the strategic vision, policy development, allocation of Regional Development Agency funding and delivery of key transport schemes. The conurbation-wide Big Wheel approach to marketing is a particular strength of this work. Tackling congestion is of high priority to the Partnership. Oversees the congestion delivery progress. Meets every two months.
Local Area Agreement Steering Group	Progress towards urban congestion target and delivery plan and is formally reported to LAA steering group within the LAA framework. Meets monthly.
Bus Quality Partnership	The remit of the partnership is to coordinate local authority infrastructure investment with bus operator service development and jointly promote increased bus use through voluntary agreement. The partnership has also developed a formal Punctuality Improvement Plan (PIP) committing each partner to a programme of investment to improve bus performance in terms of punctuality and reliability. Meets quarterly.
Respect for Transport	Launched in 2004, this is a partnership between the local authorities, police and bus operators to improve the community safety aspects for public transport users and staff. Meets every two months.
Freight and Rail Partnerships	Separate partnership arrangements considering freight and rail issues have been established in the conurbation but are currently inactive.
Commuter Planners Club	Opportunity for employers with an active travel plan in place to share best practice and provides networking opportunities. Meets three times per year.
Three Cities sub-regional joint working	Joint working of Nottingham, Leicester and Derby and neighbouring county authorities to coordinate on issues of common importance in terms of planning, transport and economic development including growth point. Meetings approximately every two months.
East Midlands Traffic Managers Forum	Forum for local authority appointed traffic managers to meet and share experiences and discuss emerging common issues. Meets three times per year.

Forum	Details of arrangements
East Midlands Transport Advisory Group	Forum for sharing best practice and devising joint approaches to issues, with representatives from each authority in the East Midlands. Meets every two months.
Area committees/Local Area Fora	Opportunity for community input into local transport proposals. Attendance dependent on transport proposals to be discussed.

3.5 How will performance be measured and tracked?

It is proposed that the authorities report the congestion indicator on an annual basis and identify any variation from the trajectory and annual milestones.

The indicator is a new measure and, therefore, its future change is inherently subject to a degree of uncertainty. It is anticipated that once a time series of data has been established, a higher degree of confidence and accuracy of prediction of future outcomes will be possible.

Should the target prove not be on track the authorities will seek to make changes to LTP allocations which are determined in March of each year through the budget process. If necessary the authorities may also seek additional funding resources from other sources or negotiate with other partners to change service delivery to assist in achieving the target by the end of the plan period.

To chart the progress made with the urban congestion target, a six-monthly active delivery assessment progress meeting takes place with the Government Office, City and County Councils. This was last done in August 2009. The assessment consists of discussing progress made against the congestion target and specific areas of progress including milestone delivery, ensuring updates and regular reviews of the congestion delivery plan are taking place and consideration of evidence of wider ownership of the target across both authorities.

New ways of working

To better manage the LTP programme and progress made towards key Plan objectives, like congestion, the City Council implemented a web based project information management system in 2008. Benefits for introducing this smart way of working has been to increase project data sharing through proactively managing scheme delivery to achieve quality and value for money by monitoring progress made against the overall LTP programme. The solution is helping to provide a clear and transparent process for managing the measures and interventions contributing towards meeting the urban congestion target in a more stringent and systematic way.

3.6 How will we manage and hold other organisations to account?

There is a strong history of close working between the authorities, transport operators and the business community in Greater Nottingham and this was recognised as a particular strength in the Government's assessment of the current LTP.

The existing partnership arrangements rely on collaborative working and the good will of participating organisations motivated through the achievement of common goals.

In the main, agreements are reached on a voluntary basis with no formal penalties for non-achievement of stated actions other than prejudicing future joint working. In the case of significant investment decisions, such as for financial contributions to major schemes, formal agreements are entered into and signed.

As part of the planning process, new developments expected to have significant transport impacts are required to prepare transport assessments and set out mitigating measures to alleviate adverse effects and meet transport needs. The local planning authority may require a developer to either directly fund transport improvements, require them to make a financial contribution or demand that an appropriate travel plan is prepared. Should a developer not comply with a formal planning condition, enforcement action may be taken.

4. Enabling Actions and Delivery Levers

The interventions to be undertaken to address issues of congestion in Greater Nottingham are split into two distinct areas: those that will impact upon the network as a whole and corridor specific measures.

4.1 What actions will be undertaken network wide?

Table 4.1 below provides a summary of network-wide interventions that are to be applied across the conurbation and thus will impact on tacking congestion in all monitored corridors.

Table 4.1: Network-wide interventions

Intervention	Typical measures
Network management	Street works co-ordination Incident management Civil moving traffic offence enforcement Contingency planning
Intelligent transport systems	Traffic Control Centre (TCC) Area direction/variable message signing (Parksmart)
Improving the quality of public transport	Integration Ticketing incl. smartcards Promotion Fleet management
Walking and cycling	Promotion Cycle training
Smarter choices	Marketing (via Big Wheel) Car sharing Car club development
Parking policy	Pricing policies that prioritise shoppers and visitors over commuters Civil parking enforcement (conurbation-wide) Minimum parking standards for new development

Network management

The two traffic managers in Greater Nottingham will oversee the implementation of various network wide measures that will contribute towards tackling congestion. In response to the authority's obligation to fulfil the Network Management Duty, Nottingham City Council has introduced a Network Management Plan bringing together and improving systems and procedures that will provide both proactive and reactive response to network management. A network hierarchy is in the process of being established and this will allow for a more efficient management of street works and contingency planning.

In January 2008 the City Council introduced bus lane enforcement using Transport Act 2000 powers. It is anticipated this will be broadened out to cover other moving traffic offences in line with the Traffic Management Act 2004 when the necessary regulations are adopted.

Intelligent transport systems

The relocated and upgraded Traffic Control Centre (TCC) for the conurbation is at the forefront in ensuring better use of the existing highway capacity and addressing congestion hotspots. The use of advanced traffic control systems including SCOOT and MOVA, is improving the performance of signalled junctions, and linking between them. Variable message signing known as Parksmart was launched in early November 2009 to provide motorists with real time information to improve route choices and inform them of the availability of off-street parking, which is helping to minimise unnecessary traffic circulation.

Improving the quality of public transport

Improving the quality of public transport and the promotion of existing services is central to the authorities' policies of increasing passenger levels. Improved integration through the expansion of multi-operator ticketing, information points and Big Wheel promotional campaigns will support the significant investment in services being made by operators. The City Council is currently consulting on a city-wide Statutory Quality Partnership Scheme. This is due to be introduced in April 2010.

Walking and cycling

The Big Wheel is also supporting the development of 'active travel' alternatives to the car as a means of combating congestion. The hearts and minds campaign focusing on the benefits of walking and cycling, including health and leisure, is helping to promote use of these modes.

Smarter choices

An important aspect of joint working between the authorities and the Greater Nottingham Transport Partnership is the development of smarter travel choices including highly

successful Big Wheel marketing and branding of integrated transport initiatives. A Service Level Agreement with the Local Authorities is in place that sets out a comprehensive list of activities and objectives for the Big Wheel on an annual basis.

Other relevant area-wide smarter choices initiatives are; 'NottinghamShare.com', that is a countywide car sharing scheme operated by Liftshare.com which contains over 2,000 members. The viability of a City Car Club scheme is also currently being evaluated as a means of reducing car dependency. A Big Wheel Business Club has also been launched to provide an online resource for employers who require assistance with developing sustainable travel plans. A growing number of businesses are using this resource with over 170 different businesses utilising the service in 2009.

Parking policy

Parking policy is an important contributor to managing car use. In terms of pricing, enforcement and parking standards, policies are in place that prioritises shoppers and visitors over car-based commuting and tackling illegal parking.

The timetable for implementation of currently planned new network-wide congestion related interventions and milestones are included in Table 4.2.

Table 4.2: Gantt chart illustrating planned network - wide interventions

Scheme	2006/7	2007/8	2008/9	2009/10	2010/11
Network management					
Traffic Managers in post					
Introduction of bus lane enforcement					
Introduction of moving traffic enforcement					
Street works co-ordination (using TM Act 2004)					
Intelligent transport systems					
New Traffic Control Centre					
Parksmart Business Case preparation					
Pilot intelligent transport corridor trial					
Parksmart Implementation					
Improving the quality of public transport					
Trip times on-line travel planner launched					
Greater Nottm free over 60 and disabled concessionary fare scheme					
Adult CityCard travel and leisure smartcard					
National free over 60 and disabled concessionary fare scheme					
16-19 travel smartcard roll out					
Under 16 travel smartcard roll out					
WPL bus support package					
Statutory Quality Partnership Scheme					
Smarter choices					
Launch of Nottinghamshare car share scheme					
Travel Plan accreditation scheme launch					
WPL travel plan support package					
Greater Nottingham Car Club					
Online walking and cycling journey planner					
Walking and cycling					
Relaunch of RideWise cycle training					
New format cycle mapping					
Parking policy					
Conurbation-wide civil parking enforcement					
Consultation on regional parking standards					

The status of the schemes contained within the following table is that they are approved in principal in that they are all previously identified within the Greater Nottingham Local Transport Plan. For schemes for implementation beyond the current financial year specific funding approvals by the relevant authority, post receipt of the annual LTP funding settlement, will be required.

4.2 What actions will be undertaken on specific routes?

Table 4.3 sets out the categorisation of interventions and types of measures to be implemented on specific corridors. Figure 4.1 highlights some of the key interventions within the Greater Nottingham context.

Table 4.3: Corridor specific interventions

Intervention	Typical measures
Major schemes	Specific projects costing over £5million (Requires comprehensive appraisal and DfT approval)
Highway schemes and traffic management	Local road improvements Junction improvements
Network management	Bus lane enforcement Highway direction signing
Intelligent transport systems	SCOOT/MOVA and other traffic signal efficiency improvements including CCTV Corridor direction/variable message signing
Improving the quality of public transport	Operator fleet investment and frequency improvements on commercial bus network Support for new public transport services (Link bus and other tendered services) Bus priority measures Interchange facilities Accessible bus routes/stop improvements
Walking and cycling	New route infrastructure On-street improvements incl. advanced stop lines and cycle lanes
Smarter choices	Workplace / school travel plans Personal travel plans Specific marketing initiatives
Parking policy	Park and ride provision Parking restrictions (Traffic Regulation Orders)

➔ Bus lane provision



➔ Need for bus lane enforcement



Figure 4.1: Key interventions location plan

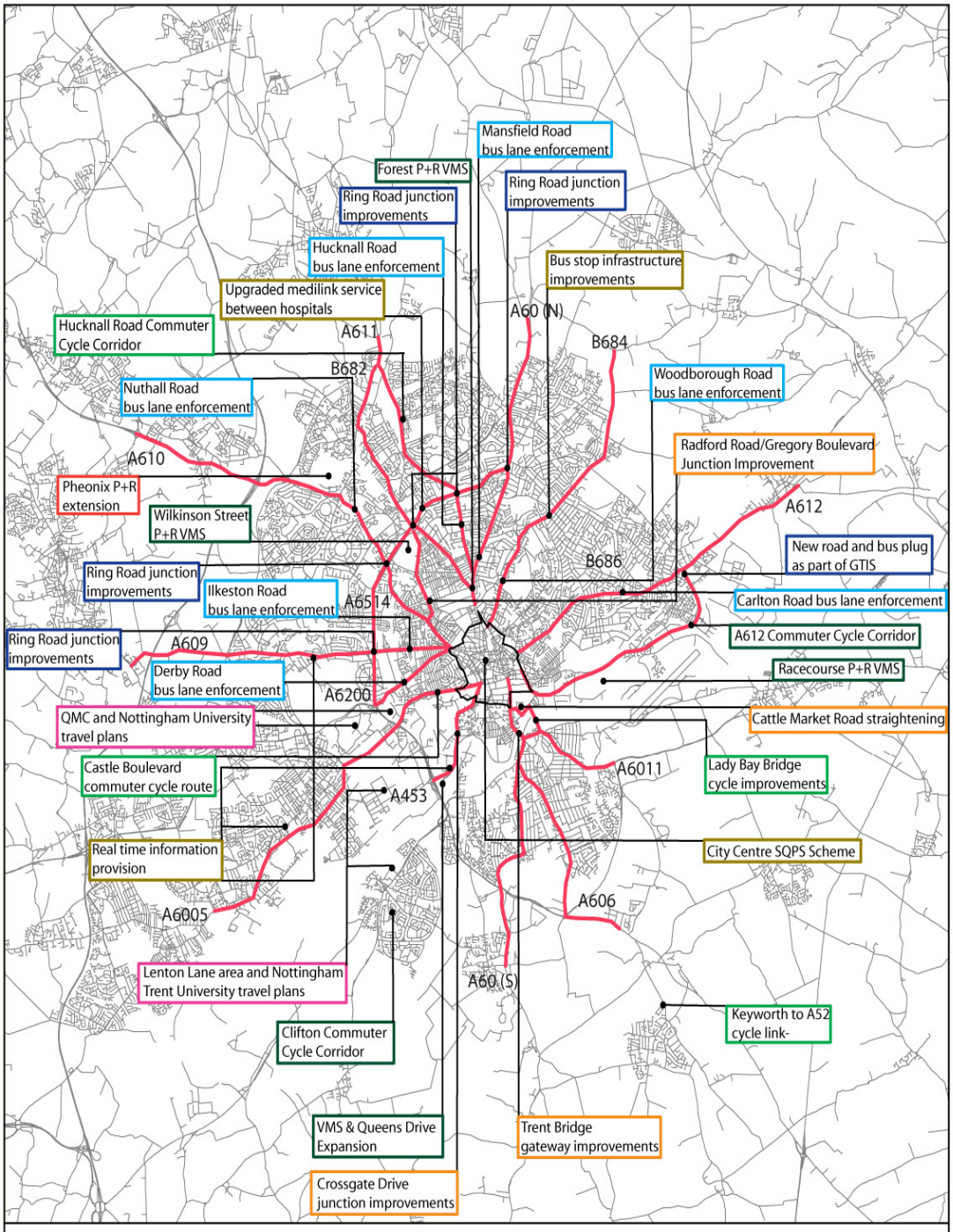


Table 4.4 sets out on which corridors what category of interventions are planned to be implemented.

Table 4.4: Corridor by corridor programme of specific measures

Area of intervention	Major schemes	Minor scheme and traffic management	Network management	Intelligent transport systems	Improving the quality of public transport	Walking and cycling	Smarter choices	Parking policy
A453		✓		✓	✓	✓	✓	✓
A60 (N)	✓		✓	✓	✓	✓	✓	
A60 (S)		✓			✓	✓	✓	
A6005				✓	✓	✓	✓	
A6011		✓		✓	✓	✓	✓	✓
A606				✓	✓	✓	✓	
A609	✓		✓		✓		✓	
A610	✓	✓	✓	✓	✓	✓	✓	✓
A611	✓	✓	✓	✓	✓	✓	✓	
A612	✓			✓	✓	✓	✓	
A6200		✓	✓		✓		✓	
A6514 (N & S)	✓			✓	✓		✓	
B682	✓				✓		✓	
B684			✓	✓	✓		✓	
B686		✓	✓		✓	✓	✓	
Radford Road	✓				✓		✓	

Table 4.5 sets out in more detail planned interventions and measures for each corridor. A description of each measure, responsibility for delivery, broad cost estimate, timescale, anticipated congestion reduction impact are included in the table. The current most significant risk factor to the delivery of the scheme is also highlighted. It is intended that this delivery table will be updated with each revision of the delivery plan.

The table of measures has been derived from schemes already identified within the Greater Nottingham LTP and other delivery partner programmes. As in the case of area wide measures, funding for measures beyond the current financial year will be subject to the appropriate funding approvals being secured.

Table 4.5: Corridor by corridor guide to interventions

Corridor	Area of intervention	Measure	Responsible for delivery	Cost	Timescale	Impact	Current Key Risk Factor
A453	Improve public transport	Increase in Link 1 capacity through operation of larger vehicles	City Council Public Transport	C	2009/10	M	Works commenced September 2009.
	Walking and cycling	Clifton corridor commuter cycle improvements	City Council Highways dept.	D	2010/11	L	Subject to design.
	Parking policy	Expansion of Queens Drive park and ride site	City Council Highways dept.	C	2011/12	L	Subject to design. Linked to Growth Point proposals.
A60 (N)	Major schemes	Ring road junction improvement	City Council Highways dept.	A	2011/14	H	Awaiting Programme Entry.
A60 (S)	Highway schemes and traffic management	Trent Bridge gateway	County Council Highways dept.	B	2010/11	L	On hold
		Bus priority measures	County Council Communities dept.	D	2010/11	L	Subject to feasibility and design.
A6005	Intelligent transport systems	Installation of Real time/electronic information displays.	City Council Highways dept.	D	2009/10	L	
A6011	Improve public transport	Radcliffe Road bus lane/priority measures	County Council Communities dept.	D	2010/11	L	Subject to feasibility and design.
		Cycle lane on the approach to Lady Bay Bridge	County Council Communities dept.	D	2010/11	L	Subject to bridge improvement.
	Improve public transport	Bus priority measures	County Council Communities dept.	D	2010/11	L	Subject to feasibility and design.
A609	Major schemes	Ring road junction improvement	City Council Highways dept.	A	2011/14	H	Awaiting programme entry.
	Improve public transport	New bus lane between Trowell and A6002, fleet investment and bus stop improvements	Operators and authorities' Highways/Communities depts.	A	2010/11	M	Subject to feasibility.
A610	Major schemes	Ring road junction improvement	City Council Highways dept.	A	2011/14	H	Awaiting programme entry.

Corridor	Area of intervention	Measure	Responsible for delivery	Cost	Timescale	Impact	Current Key Risk Factor
	Highway schemes and traffic management	Nuthall roundabout signal and capacity improvements	County Council Communities dept.	D	2010/11	L	Subject to feasibility and design,
	Intelligent transport systems	Realtime/Electronic information displays	City Council Highways dept.	D	2009/10	L	
A611	Major schemes	Ring road junction improvement	City Council Highways dept.	A	2011/14	H	Awaiting programme entry.
A612	Walking and cycling	A612 Commuter Cycle Corridor	City Council Highways dept.	D	2011/12	L	Subject to Design. Linked to Growth Point proposals
A6514 (N & S)	Major schemes	Ring road junction improvement	City Council Highways dept.	A	2011/14	H	Awaiting programme entry.
B682	Major schemes	Ring road junction improvement	City Council Highways dept.	A	2011/14	H	Awaiting programme entry.
	Intelligent transport systems	Realtime/electronic information displays	City Council Highways dept.	D	2009/10	L	
B684		Installation of ''Bus SCOOT'' at Woodthorpe Drive junction	County Council Communities dept.	D	2011/12	L	
B686	Walking and cycling	Carlton Local Accessibility and Transport Study	County Council Communities dept.	A	2009/10	L	Study complete. Some works have commenced.
Sneinton Dale	Intelligent transport systems	Realtime/Electronic information displays	City Council Highways dept.	D	2010/11	L	
Colwick Road	Intelligent transport systems	Realtime/Electronic information displays	City Council Highways dept.	D	2010/11	L	
Woodborough Road	Intelligent transport systems	Realtime/Electronic information displays	City Council Highways dept.	D	2010/11	L	
Radford Road	Major schemes	Ring road junction improvement	City Council Highways dept.	A	2011/14	H	Awaiting programme entry.

Key	Cost band	Actual cost	Impact code	Actual impact
	A	£1m >	H	High
	B	£500k - £1m	M	Medium
	C	£250k - £500k	L	Low
	D	< £250k		

Table 4.6 below highlights planned expenditure that will contribute to tackling congestion. The principle source of funding is from the Greater Nottingham Integrated Transport Measures allocations to the two authorities announced in December 2005 for 2006/7 and December 2006 for all future years. Actual allocations for future years are subject to formal Council approvals. Major scheme allocations are also subject to DfT approvals being secured and Regional Funding Allocation funding being available. The authorities will also continue to seek funding from external funding sources including developer contributions and from the East Midlands Development Agency, ERDF, Growth Point, Cycling England and other sources wherever possible to increase or speed up overall delivery.

Table 4.6: Planned expenditure (£000s)

Funding stream	2009/10	2010/11
LTP	8,480	8,500
emda/ERDF	1,430	2,850
RFA (Major Schemes)	0	0
Congestion Performance Fund	723	0
Growth Point	210	0
Cycle England	376	465
Other	655	50
Total	**11,874**	**11,865**

4.3 What additional impact would further funding provide?

The receipt of further funding through the Congestion Delivery Plan process would permit the authorities to implement the programme of measures set out in Tables 4.4 and 4.5 within a shorter time frame particularly in the categories of intelligent transport systems, network management and improving public transport.

Congestion Performance Funding

As the Greater Nottingham LTP is the joint responsibility of the City and County Councils, priority for the allocation of any congestion performance funding award is given to the implementation of cross-conurbation joint projects. It has been agreed this funding will sustain the ongoing comprehensive conurbation monitoring required to generate the congestion performance indicator. It may also be used to support the upgrading of the Greater Nottingham Multi-modal computer transport model important in determining the potential congestion impacts and identifying appropriate mitigation measures of major development and transport proposals.

The Nottingham Traffic Control Centre is jointly funded by the City and County Councils along with other partners (including the Highways Agency). Due to its importance in the management of congestion within the conurbation investment in the operation and functions of this facility is an appropriate candidate for accelerated investment. Specifically the accelerated roll out of advanced traffic control, camera/GPS based congestion monitoring and information and corridor direction/dynamic signing would be prioritised.

Also of high priority to both authorities and a further candidate for investment is the continued development of the Nottingham Station Masterplan project and associated access improvements, which is necessary to achieve expansion of rail services to the conurbation where significant growth potential has been identified by the rail operators. This investment will support longer term congestion reduction through mode change to rail (see also section 4.4).

The funding will also be used to support the implementation of packages of Smarter Choices measures and Big Wheel activities across the conurbation.

4.4 What are the long term strategic interventions to address congestion?

The authorities are making progress on longer terms interventions to address congestion that will impact upon travel behaviour in the plan area after the current LTP period. Details of these initiatives are set out below and the approval status of each of these schemes is contained within the following sub sections.

Ring Road Major

The Ring Road Major Integrated Transport Scheme aims to improve bus reliability and journey times making the Ring Road an attractive route for cross-city trips and help alleviate City Centre congestion problems. The scheme will provide orbital and radial capacity improvements, enhanced interchange opportunities, integration with NET and a package of measures improving the environment for pedestrians and cyclists including upgraded street lighting. A business case for the £30million scheme was submitted to the DfT in the summer 2009 and is awaiting programme entry approval before work commences in 2011.

Nottingham Express Transit Phase 2

The authorities were granted 'programme entry approval' for Phase 2 of the Nottingham Express Transit in October 2006 and Conditional Approval in July 2009. This decision by the DfT will facilitate the extension of the tram system to incorporate two new lines to the south and west of the city centre totalling 17km in length.

The proposed extension to the network will provide additional transport choice for commuters into the city from the south and west and includes proposed park and ride sites close to junctions 24 and 25 of the M1 motorway. They are expected to have a significant congestion reduction impact on the following corridors: A453, A6005, A6200 and A6514. Following a Public enquiry held in 2008, the Transport and Works Act Order application was submitted and negotiations on the construction and operating contract have commenced. Having received Order approval in July 2009, the extended network is planned to commence operations in 2014.

Workplace Parking Levy

Nottingham City Council is continuing its progress with the introduction of a Workplace Parking Levy (WPL) scheme within its boundary. This demand management scheme will influence the travel behaviour of commuters by introducing a levy for employers based upon the amount of liable workplace parking they provide. The subsequent revenue raised would then be invested into improved transport provision, which in turn will encourage further modal shift from car-based travel to more sustainable modes. The WPL scheme underwent a public consultation process, including a public examination, during autumn 2007. Following the City's full Council board approval in May 2008, an updated Business Case and WPL Order were submitted to the Secretary of State (SoS) for Transport. The SoS confirmed the WPL Order in July 2009 and it is the City Council's intention to implement the WPL scheme on the 1st October 2011 with charging to commence from April 2012. The workplace parking levy will contribute to the necessary 25% local funding required for NET Phase 2, contribute to the Nottingham Station Hub scheme and help sustain the Linkbus network.

Congestion Charging

The Three Cities Partnership which includes Derby, Leicester and Nottingham City Councils, respective County Councils and other regional partners received Government pump priming funding as part of the second round of the Transport Innovation Fund programme (TIF).

£1.8 million was allocated to the Three Cities partners for an in-depth investigation into the possible options for tackling congestion problems and improving roads and public transport across the sub-region. The funds were used to consider the potential for road pricing schemes and other transport options to reduce congestion and support economic growth over the next 15 years. In 2008, the decision was taken by authority leaders not to proceed any further with such proposals.

Table 4.7: Timetable for the implementation of longer term interventions

Scheme	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14
NET Phase 2								
Programme Entry								
Planning application								
Transport Works Act Order submission								
TWAO approval								
Contract awarded								
Scheme construction								
Workplace Parking Levy								
Scheme development								
Public consultation								
Order submission								
Scheme approval								
Earliest implementation								
Commence charging								
Ring Road Major								
Business Case submitted								
Programme Entry								
Conditional Approval								
Full Approval								
Construction								
Earliest completion								

The timetables for each of the schemes shown above are provisional only at this stage and are all subject to consultation and necessary approvals being secured.

4.4 Other transport investment programmes that will impact on congestion

Highways Agency

During the life of this plan there are two significant trunk road improvement schemes that will impact on congestion levels within the Greater Nottingham area. The first of these is the widening of the M1 motorway. The first phase widening between junctions 25 and 28 commenced construction during 2007/8 and due to be completed in 2009/10. The second phase

widening is now subject to review and further announcements on the scheme are awaited. The M1 widening scheme is identified within the national programme of improvements with funding secured. The second scheme is the widening of the A453 between M1 junction 24 and the Nottingham Ring Road which is scheduled to commence construction in 2010/11 for completion during 2012. The scheme is identified as a high priority for the East Midlands within the Regional Funding Allocation but still subject to completion of statutory processes. A public inquiry for the scheme was held during November 2009.

During the construction phases it can be expected that some traffic may be diverted from the trunk road network onto some Greater Nottingham monitoring network routes. Once completed it is expected that traffic on the routes to the motorway junctions will increase although there may be some congestion relief to parallel routes including the A6514 Nottingham Ring Road. The commuter modelling of the traffic impacts of these schemes is still underway.

As a result of economic stimulus funding from the Government, work to improve the A46 to the east of Nottingham were advanced. The scheme is due for completion in 2011/12.

Rail Industry

The East Midlands Parkway station on the A453 within the Greater Nottingham LTP area opened in January 2009. The station is primarily being built to increase access by rail towards London and for access to East Midlands Airport but it also provides a new park and ride opportunity for people travelling in the reverse direction into Nottingham.

The East Midlands Rail Franchise came into operation in November 2007 affecting the majority of rail services into Nottingham and for the new Parkway station. The franchising process provides an opportunity to improve the quality of rail services serving the conurbation.

A Nottingham Station Masterplan has been developed seeking to expand the capacity of the Nottingham railway station, improve passenger facilities, integrate with the proposed NET Phase 2 and encourage commercial development. A planning application was resubmitted during 2008 and approved this year. The business case and funding package is in preparation and negotiations with Network Rail and the DfT are ongoing.

➔ Trunk road congestion in Nottingham



➔ New East Midlands rail franchise



5. Progress

5.1 What has been delivered so far?

Table 5.1 below sets out a list of the key schemes delivered over the course of LTP1 and so far during LTP2 that have contributed to our past performance in terms of limiting traffic growth.

The programme of measures to achieve the target set out in this delivery plan, the body responsible for delivery, approval status and timetable for implementation are set out in detail in Chapter 4 and specifically within tables 4.2, 4.5 and 4.7. As schemes are completed they will be added to the register of schemes contributing to limiting congestion (Table 5.1) and included within the six monthly delivery plan update reports.

Table 5.1: Register of schemes contributing to limiting congestion

Measure	Description	Impact	Date
Digital speed cameras	The introduction of digital speed cameras on the ring road.	Improved road safety and the flow of traffic.	April 2000
Millennium cycle network	Completion of the route through the conurbation with provision of new cycle lanes, signing and crossing points.	Feeds into a wider network encouraging more cycle usage.	2000/1
Nottingham City Transport services overhaul	Rebranding of network with colour coding of high frequency routes	Growth in bus use.	September 2001
Clear Zone	Access restrictions in the central core of the city centre.	Improved punctuality for public transport and pedestrian priority.	September 2001
Southern Relief Route	The provision of an alternative cross-city route for traffic, avoiding the city centre.	Reduced traffic conflict with buses and pedestrians.	November 2001
A610 / A6002 Nuthall roundabout improvements	Capacity improvements on the A610.	Improved safety and reduced delays.	2002/3
Loughborough Road bus lane	0.4km bus lane between A60 Loughborough Road/A6520 Radcliffe Road junction and A60 Loughborough Road/Millicent Road junction	Time savings, when compared with general traffic movements, of around 15secs for each bus at the A60 Loughborough Road/A6520 Radcliffe Road junction where buses are given priority	2002/03
Woodborough Road bus lane	24 hour bus lane implemented	Improved bus reliability.	2002/3
Decriminalised parking	Civil enforcement of parking regulations within City boundary.	Reduced illegal parking reducing delays on main radial routes and improved reliability for bus services	October 2002
Bulwell interchange	Upgraded pedestrian facilities to link the bus, light and heavy rail stops.	Improved interchange between modes and thus their attractiveness as an alternative to the private car.	January 2003
Cycle maps for Greater Nottingham	New cycle maps for the conurbation.	Encouraged cycling for both commuter and leisure trips by	2003/4

Measure	Description	Impact	Date
		highlighting the infrastructure already in place.	
A6011 Radcliffe Road bus lane	Phase 1 consisted of 0.6km long bus lane and bus gate at the Regatta Way junction. Phase 2 consisted of a 0.5km long bus lane from Davies Road to Cyril Road.	Saved an average of 1.5 minutes to buses at peak times.	2003/4
Carlton Road bus lane	A 1km stretch widened and resurfaced with an extended bus lane.	Improved bus priority and reliability.	2003/4
TravelSmart	National pilot travel awareness project focusing on the Meadows and Lady Bay areas.	Provided personalised travel information to residents, reducing car use among those who took up the scheme.	June 2003
A609 Ilkeston Road bus lane	1.2km long bus lane between Crown Island and Lenton Boulevard has been implemented as part of a wider maintenance and safety scheme that also included new bus stops and raised kerbs.	Increased attractiveness of the route to bus commuters and improved bus reliability.	June 2003
Kangaroo ticket	Multi-operator ticket allowing travel on all forms of public transport.	Easier transfer between modes and different operators.	October 2003
Nottingham Express Transit Line One	New 14km long tram line with associated park and ride provision.	Provided a high frequency, high quality alternative mode of travel to the car.	March 2004
SkyLink	Direct 24 hour a day bus service to the airport.	Encouraged more sustainable travel in terms of both passengers and employees to the airport.	May 2004
Link bus network: Link 1	Upgraded Queens Drive, bus based park and ride service extended to serve the Boots site and adjacent industrial estate.	Area did not previously benefit from public transport provision, and as such now provides an alternative to the car.	September 2004
Link bus network: Link 2	Upgraded Racecourse, bus based park and ride service extended to serve the Victoria retail park.	Improved public transport provision along the A612.	September 2004
Turning Point major scheme	Redirection of through traffic away from the city centre onto alternative routes.	Freed up city centre streets for better access by buses with associated reductions in delays.	July 2005
Link bus network: Medi Link	Free bus service between the two main hospitals along the ring road.	Increased the accessibility of the hospitals and reduced the need for car borne trips between the two.	September 2005
SCOOT and MOVA junction control	Automatic traffic signal controls at known congestion 'hotspots'.	Optimised performance and maximised capacity of the network without the need for additional road building.	April 2001 to March 2006
Improvements to interchange facilities and installation of CCTV at Hucknall Station	Improvements to interchange facilities and installation of CCTV at Hucknall Station.	Reduce the fear of crime at a key interchange for both rail and tram services.	2006/07
A612 Gedling Transport Improvement Scheme	New road (with shared use footway) to enable the creation of bus and cycle only route along former A612.	Improved bus reliability, reduced bus journey time, reduced congestion on A612 corridor, improved air quality outside school, reduced	2006/07

Measure	Description	Impact	Date
		severance of school from residential areas.	
Carlton – Infrastructure improvements for bus passengers	Bus stop and bus shelter improvements.	Improved facilities to encourage model shift onto the bus.	2006/07
Ecolink service between City Centre and Wollaton	Trial of 3 ethanol buses.	Provision of new service offering alternative to car mode, with bus type having low carbon emissions.	2007/08
Upgraded Medi Link service (to 10 min frequency) between hospitals and bus infrastructure improvements	Public transport between hospitals, interchanging with ring road services and NET.	Alternative to car mode for staff and other passengers wishing to access hospitals.	2007/08
Kimberley to Hempshill Vale cycle route	Off road cycle route along former railway line.	Considerably reduced journey time for commuter cyclists.	2007/08
Intelligent transport systems on B684.	Introduction of SCOOT and CCTV congestion monitoring between Arnold Lane and Porchester Road.	Optimised performance and maximised capacity of the network.	2007/08
Tracking equipment on Link 1/NCT 48 services.	Installation of Real Time equipment on buses.	Improved information/reliability for passengers.	March 2007
Realtime/electronic information displays on Derby Road corridor	Installation of Real Time equipment on corridor.	Improved information/reliability for passengers.	March 2007
Castle Boulevard commuter cycle route	Implementation of cycle lanes between Castle Road and Castle Bridge Road.	Increased attractiveness of the route to cycle commuters.	March 2007
Wilford Lane cycle route	Implementation of cycle lanes.	Increased attractiveness of the route to cycle users.	March 2007
SCOOT and CCTV congestion monitoring in Beeston including bus detection/MOVA at junction with Meadow Lane	Installation of bus detection and junction capacity management equipment.	Reduced congestion, improved reliability and journey times for public transport.	March 2007
Abbey Bridge Road commuter cycle route	Implementation of cycle lanes between Castle Boulevard and Gregory Street.	Increased attractiveness of the route to cycle commuters.	February 2008
Tracking equipment on Medilink and NCT Purples/Browns	Installation of Real Time equipment on buses.	Improved information/reliability for passengers.	March 2008
Realtime/Electronic information displays on Hucknall Road and Carlton Road corridors,	Installation of Real Time equipment on corridor.	Improved information/reliability for passengers.	March 2008
A60 (N) bus lanes	Implementation of bus lanes between Gregory Boulevard and Haydn Road.	Increased attractiveness of the route to bus commuters and improved bus reliability.	March 2008
Cycle route along A6211 Arno Vale Road and Thackereys Lane	Shared use cycle route.	Increased modal choice along key arterial route.	March 2008

Measure	Description	Impact	Date
Operator fleet investment and stop waiting improvements in Arnold	New shelters, electronic information displays, bus clearways and realigned carriageway to remove pinch points.	Improved access to and egress from stops; improved facilities at the stops, improved reliability.	March 2008
Bus detection at Cator Lane junction and roundabout at High Road, Chilwell	Installation of bus detection and junction capacity management equipment.	Reduced congestion, improved reliability and journey times for public transport.	March 2008
B682 Nottingham Road bus lanes	Implementation of bus lanes between Ring Road and North Gate.	Increased attractiveness of the route to bus commuters and improved bus reliability.	August 2008
Bus Lane enforcement within City boundaries	CCTV enforcement of main radial corridors.	Improved bus priority/reliability.	2008/09
Cycle route between Gedling Transport Improvement Scheme and Daleside Road	Implementation of segregated cyclist/pedestrian facility between City Boundary and Whitworth Drive.	Increased attractiveness of the route to cycle users.	2008/09
Capacity increases on GO2 services – A60S	Additional and larger buses.	Improved frequency of services.	2008/09
A6005 – Fleet investment, real time information and bus stop infrastructure improvements	Installation of Real Time equipment on corridor, increased capacity of buses and improvements to passenger accessibility.	Increased attractiveness to passengers, through improved information, reliability and capacity.	2008/09
A6200 – Touch-on-Touch-Off smartcard trial	Introduction of 'Mango' smart pricing policy.	Increased attractiveness to passengers.	2008/09
Ilkeston Road bus and cycle priority measures	Inbound bus lane between boulevards and Highurst Street, and inbound cycle lane between Montfort Street and Canning Circus, have been implemented as part of a wider maintenance and safety scheme.	Increased attractiveness of the route to bus/cyclist commuters and improved bus reliability.	March 2009
A611 Hucknall Road commuter cycle corridor	Implementation of cycle lanes between Bestwood Road and Mansfield Road.	Increased attractiveness of the route to cycle commuters.	March 2009
Commuter travel plans	The delivery of 168 commuter plans across the plan area.	Encouraged more sustainable forms of travel to worksites.	April 2001 to March 2009
School travel plans	The delivery of 142 school travel plans.	Assisted in encouraging more children to travel to school by foot or bike, in an attempt to reduce congestion associated with the 'school run'.	April 2001 to March 2009
Cycling and Walking	Cycle route between A52 and Keyworth.	Increased commuter cycling along route.	2008/09
Intelligent Transport System	Installation of "Bus SCOOT" at the A612/Victoria Road junction.	Increase journey time for public transport.	2008/09
	Forest park and ride variable message signing.	Improved information/reliability for passengers.	2008/09
Network Management	A60/Kirk Lane signal improvements (installation of MOVA).	Improved information/reliability for passengers.	2008/09
School travel plans	Development of travel plan at Carlton Le Willows school.	Reduced car journeys and increased walking and cycling trips.	2008/09

Measure	Description	Impact	Date
Walking and Cycling	Victoria Embankment cycle/pedestrian link	Increased walking and cycling trips	2009/10
Walking and Cycling	Castle Marina pedestrian/cycle bridge	Increased walking and cycling trips	2009/10
Intelligent Transport System	Install of “Bus SCOOT” along A6005 in Beeston and Attenborough	Increased journey time for public transport	2009/10
	Installation of “Bus SCOOT” along A60 Mansfield Road and within Arnold	Increased journey time for public transport	2009/10

5.2 Why have we set a linear trajectory?

As evident in the programme of measures to tackle congestion in Greater Nottingham set out in chapter 4, a large number of relatively small and medium scale schemes are to be implemented, which individually may have limited impact on network-wide congestion levels, but collectively are anticipated to achieve the desired progress towards the stated target.

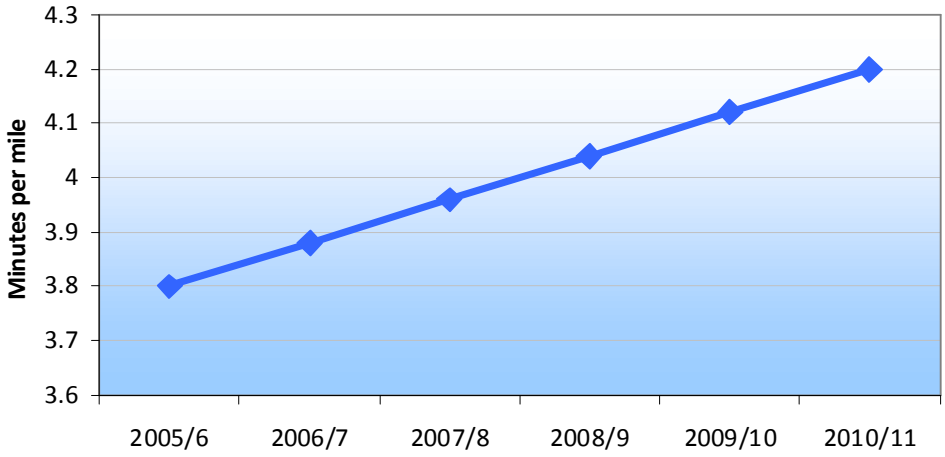
The increase in congestion over the five-year period of the LTP is expected to be relatively consistent across the monitored network as a whole. Although there will be variations in the degree to which congestion patterns change on individual routes, due to the amalgamation of routes and the phased introduction of measures a straight line trajectory is considered to be appropriate.

The introduction of NET Phase 2 and complementary demand management pricing mechanisms as set out in section 4.4 are likely to have a more significant impact on Greater Nottingham congestion levels but are currently subject to approval and thus a step change in the trajectory may be anticipated beyond the immediate time period of this plan.
There are a number of significant large development proposals e.g. Broad Marsh and Eastside coming forward during the life of the plan but are outside the control of the authorities. These schemes may have a significant effect on localised congestion levels that may impact on the trajectories and the authorities are working with the developers to ensure these impacts are minimised.

5.3 What progress has been made to our trajectory?

As set out in Section 2.3, the baseline for the LTP7 congestion indicator for average person journey time per mile on the monitored routes in Greater Nottingham in 2005/6 was 3.8 minutes. In accordance with DfT reporting arrangements for PSA, the baseline figures will be published in the Departmental Annual Report in May 2007 with 6 monthly updates thereafter.

Figure 5.1: Trajectory of congestion indicator



Milestones

As identified in Figure 5.1 annual milestones form part of the trajectory, providing a basis for any divergence in the congestion indicator performance to be referenced. Any divergence from the trajectory in terms of variation from the annual milestones will be reported in accordance with the six monthly monitoring arrangements set out in Chapter 3. Mitigation action to bring performance back on track will be actioned when identified by the Joint Officer working group through the appropriate governance arrangements. These outcome milestones are in addition to the monthly programme monitoring which tracks the output milestones (scheduled programme of works) as discussed previously in section 3.3. The authorities have an excellent track record of both delivering schemes to programme (outputs) and achieving anticipated outcomes recognised through the designation of 'Centre of Excellence for Local Transport Delivery'.

6. Risks

The main risks the authorities face in achieving the congestion target set out in this plan are contained in Table 6.1 below.

To draw out the relevant risks associated with meeting the congestion target, a workshop involving representatives of both authorities including the Traffic Managers was held in December 2006 at which potential risks and mitigation measures appropriate for managing these risks were identified. The risks have subsequently been updated on a 6-monthly basis.

In addition to the risks directly associated with the delivery of the target there are a number of external risks outside of the influence of the authorities. These include changes in fuel prices the outcome of the Comprehensive Spending Review and the bringing forward of development proposals for example.

Responsibility for the management of risk for specific risks will rest with the designated scheme project managers. It is the role of the joint officer working group to oversee the congestion delivery programme as a whole, and when identified through the processes of programme management to intervene and take corrective action or apply the appropriate mitigation measures to bring the performance indicator back on track. In the case of a delay to a significant large scale element of the programme reprioritisation of resources to a larger number of smaller projects may be necessary to ensure the target remains on track. The necessary approvals for this would be secured through the governance arrangements set out in Chapter 3.

The impacts of the recent economic downturn are key factors due to short term inactivity which will be contributing to less traffic. We are looking to monitor congestion closely in light of the economy becoming more stable which, in the longer term financial consequences may lead to increasing levels of congestion.

Table 6.1: Risks associated with the delivery of the congestion target

No.	Description	Category	Impact	Probability	Proximity	Counter measures	Owner	Author	Date identified	Date of last update	Current status
No.	Brief description of risk	e.g. legal, technical	Effect if risk were to occur - none, minor, moderate, major, catastrophic	Likelihood of the risk occurring - remote, unlikely, possible, likely, certain	How close in time is the risk likely to occur	What actions have been taken / will be taken to counter this risk	Who manages the risk	Who identified the risk	When was the risk first identified	When was the status of the risk last checked	e.g. closed, reducing, increasing, no change
1	Bus lane enforcement increasing congestion	Enforcement	Moderate	Unlikely	From Jan 2008	Before and after monitoring and phased implementation. Accompanying Big Wheel marketing initiatives to encourage modal change and promote benefits of improved bus reliability.	Traffic manager	Congestion workshop	Dec 2006	Nov 2009	Reducing
2	Major development disrupting the highway network	Planning	Major	Possible	From 2008	Alignment of development and transport planning. E.g. City Centre and Regeneration Area Masterplans. Co-ordination of works and phased delivery through Traffic Manager duty. Requirement for integrated transport assessments for major developments. Enforcement of parking standards and travel plans through the planning process. Less development funding in place due to recession.	Corporate director	Congestion workshop	Dec 2006	Nov 2009	Reducing
3	Rising costs of public transport	Financial	Moderate	Possible	Ongoing	Strong partnership arrangements in place with PT	Public transport	Congestion workshop	Dec 2006	Nov 2009	Reducing

No.	Description	Category	Impact	Probability	Proximity	Counter measures	Owner	Author	Date identified	Date of last update	Current status
	fares					operators to coordinate initiatives. Innovative ticketing and smartcard initiatives e.g. City card & Kangaroo being pursued. Assessment of regulatory framework options being considered aligned with NET development.	manager				
4	Threat of out of town development increasing road travel demand	Planning	Moderate	Unlikely	Ongoing	Internal restructuring ensuring ongoing transport planning remains closely aligned with planning delivery. Direct input taking place into Regional Transport Strategy, Local Development Framework, district local plans development.. Less development premises due to recession.	Corporate director	Congestion workshop	Dec 2006	Nov 2009	Reducing
5	Pressures on revenue support for public transport services	Financial	Moderate	Likely	Ongoing	Agreements with large employers initiated to seek public transport support funding contributions. Seek alternative funding streams including Section 106 agreements and from regional bodies. WPL income being targeted for potential longer term revenue sources.	Public transport manager	Congestion workshop	Dec 2006	Nov 2009	Increasing
6	Political change	Political	Moderate	Likely	Jun 2009	Ongoing monitoring / understanding of manifesto commitments of different political parties. Information to be prepared for members on local transport delivery post election outcome.	Corporate director	Congestion workshop	Dec 2006	Nov 2009	Reducing at local level, increasing at national.
7	Change in Local Government	Political	Moderate	Possible	Ongoing	New partnership working between the City, County and	Chief executive	Congestion workshop	Dec 2006	Nov 2009	Increasing

No.	Description	Category	Impact	Probability	Proximity	Counter measures	Owner	Author	Date identified	Date of last update	Current status
	structure					districts being progressed.					
8	Delays to the publication of Traffic Management Act regulations	Legal	Moderate	Possible	2010	Project management arrangements for bus lane enforcement implementation established. Use of existing Transport Act powers until new regulations are enacted.	Traffic manager	Congestion workshop	Dec 2006	Nov 2009	No change
9	Poor co-ordination of street works	Technical	Moderate	Likely	Ongoing	Partnership working and coordination between the City, County and utility companies. Co-ordination plan in preparation. Works moratorium guidelines adopted. New Travelwise website launched. Streetworks posted on national ELGIN register. Investigating electronic notice processing.	Traffic manager	Congestion workshop	Dec 2006	Nov 2009	Reducing
10	Indicator reliability	Technical	Moderate	Unlikely	Ongoing	Greater experience to be gained through practical application. Lessons learned to be shared through ongoing liaison with DfT and other authorities through workshops and regular Core City meetings.	LTP data manager	Congestion workshop	Dec 2006	Nov 2009	Reducing
11	Competing funding priorities	Funding	Major	Possible	March 2009	Funding priorities set out in a medium term financial plan covering 2009/10 through to 2011/12.	Corporate director	Congestion workshop	Dec 2006	Nov 2009	Increasing
12	Disruption to the trunk road network	External	Major	Likely	Ongoing	Regular liaison meetings with the Highways Agency established to share future programme information and plan traffic management strategies	Traffic manager	Congestion workshop	Dec 2006	Nov 2009	Decreasing
13	Workplace Parking Levy	Political	Moderate	Likely	Spring 2010	Communications Strategy	Corporate Director	Congestion Review	Jan 2009	Nov 2009	Reducing

No.	Description	Category	Impact	Probability	Proximity	Counter measures	Owner	Author	Date identified	Date of last update	Current status
								workshop			
14	Economic revival leading to increase in congestion levels	External	Moderate	Possible	Post 2010	Close monitoring of Congestion Indicator. Regular liaison between surveys team and transport strategy as to current situation.	Traffic manager	Transport Strategy	Nov 09	Nov 09	Live
15	Tackling congestion divergent to other LTP policies e.g. air quality and road safety	Operational	Moderate	Unlikely	Ongoing	3-yr programme of investment developed in partnership with various policy areas and reviewed 6-monthly. Complementary solutions prioritised where possible.	Corporate Director	Transport Strategy	Nov 09	Nov 09	Live
16	Delays in DfT ratification of data resulting in time-lag for implementing interventions	External	Moderate	Likely	Ongoing	Rep on Congestion Management Board. Seek to request faster approvals of Congestion data.	Corporate Director	Transport Strategy	Nov 09	Nov 09	Live
17	Lack of future Congestion Performance Fund/funding pressures in LTP3 limiting ability to address congestion	Funding	Moderate	Likely	Post 2011	Develop schemes during LTP Implementation Plan development based on value for money and robust appraisal techniques	Corporate Director	Transport Strategy	Nov 09	Nov 09	Live

7. Communications strategy

7.1 What groups will we communicate with?

The authorities intend to communicate with key stakeholders, as identified within section 3.4 of this plan, through the existing networks and forums already in place as set out in Table 3.1. During the production of the 2008 LTP Progress Report, key aspects of this plan have been presented to relevant forums and their feedback incorporated to inform this update. Particular input has been sought via the Greater Nottingham Transport Partnership.

7.2 How will we communicate with the public?

Communication with the public will essentially take place in two strands:

1. The key issues surrounding congestion, strategy for tackling congestion and reporting progress against the target will be communicated as part of the 'Big Wheel' marketing approach that supports the Greater Nottingham LTP.
2. There will be tailored consultation on many of the specific projects included within the plan as part of the implementation process.
3. Progress and updates with the Congestion Delivery Plan will be posted online on the Nottingham City Council's transport pages.

Figure 7.1 sets out the process for consultation on significant schemes included within the delivery programme. In order to achieve efficient delivery the actual amount of consultation undertaken will need to be in proportion to the scale and overall value of the scheme.

7.3 How will we communicate with delivery partners?

Regular liaison is maintained with the regional Government Office as part of the 6 monthly congestion assessments. As Congestion is part of the indicators monitored within the Local Area Agreements for both Nottingham City and Nottinghamshire County Councils, regular updates are provided through the LAA Project Management Groups. Progress is also reported at the Greater Nottingham Transport Partnership meetings. With this iteration the plan and key progress was reported at the December 2009 GNTP meeting.

The Congestion Delivery Plan acts as a working document and is regularly updated and revised based on key changes and updates to progress with the congestion indicators and once schemes are completed. The next update is anticipated to be in the autumn 2010. A revised Congestion Delivery Plan based on long-term targets will also be published alongside the introduction of the next Local Transport Plan in April 2011.

7.4 What communication activities have we undertaken?

The nationally recognised travel awareness campaign branded as 'The Big Wheel' has been

widely noted as being an example of best practice. Through its innovative branding, style and approach, The Big Wheel has been instrumental in promoting the integrated transport system in Greater Nottingham. The Big Wheel has delivered a blend of media campaigns, local events, website and awards often in conjunction with companies, schools, students and the Arts Council.

Activities organised through the Big Wheel brand over the last year have included:

- the promotion of the LTP Delivery Report 2008 in local press and online through the publication of the plan on both the Nottingham City Council and the Shared Intelligence data sharing websites
- A special 6 sheet delivery report poster campaign during July 2009 promoting success in containing congestion levels

The Big Ideas Survey 2008 sought the views of 2000 members of the public, 200 local SME businesses and 8 largest employers in Greater Nottingham, in which congestion as an LTP objective featured within the set questions and in the feedback received. The feedback has been analysed and the information will be used to inform the next Local Transport Plan and associated Congestion Delivery Plan becoming effective in April 2011.

In addition, tailored consultation has taken place on many of the specific projects included within the programmed interventions (see table 4.5)

Figure 7.1: Typical consultation process

