Local Transport Plan for Greater Nottingham 2006/07 – 2010/11
Nottingham City Council · Nottinghamshire County Council · November 2008

Delivery Report 2008



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Version: January 2009

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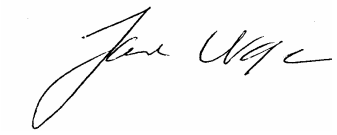
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Foreword

Welcome to the first Delivery Report for the Greater Nottingham Local Transport Plan 2006/07 – 2010/11. This is a new style of report in response to the Department for Transport's guidance on capturing progress and reviewing future actions against our second joint Local Transport Plan. We are recognised as leading authorities on local transport delivery and this report exemplifies our continued achievements towards developing a more sustainable integrated local transport system aimed at making Greater Nottingham a better place to live, work and enjoy.

Areas of continued strong performance are increased public transport use, high levels of accessibility, contained traffic growth and significant reductions in the number of road casualties. This has been achieved by both authorities working collaboratively with stakeholders, particularly through the Greater Nottingham Transport Partnership. Additional opportunities are actively being explored following the expansion of the Local Area Agreements to include transport priorities.

Whilst our transport improvements continue to make a significant contribution to key policy areas including health, education, regeneration and supporting the wider economy, the economic climate and concerns over long term climate change present the need to develop proactive and creative ways of working to meet these challenges. New opportunities brought about through the Local Area Agreements, Sub National Review and Transport Bill will enable us to develop a new approach to transport delivery across the conurbation allowing us to build upon the progress already made.



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Portfolio Holder for Transport and
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Councillor Stella Smedley
Cabinet Member for Transport
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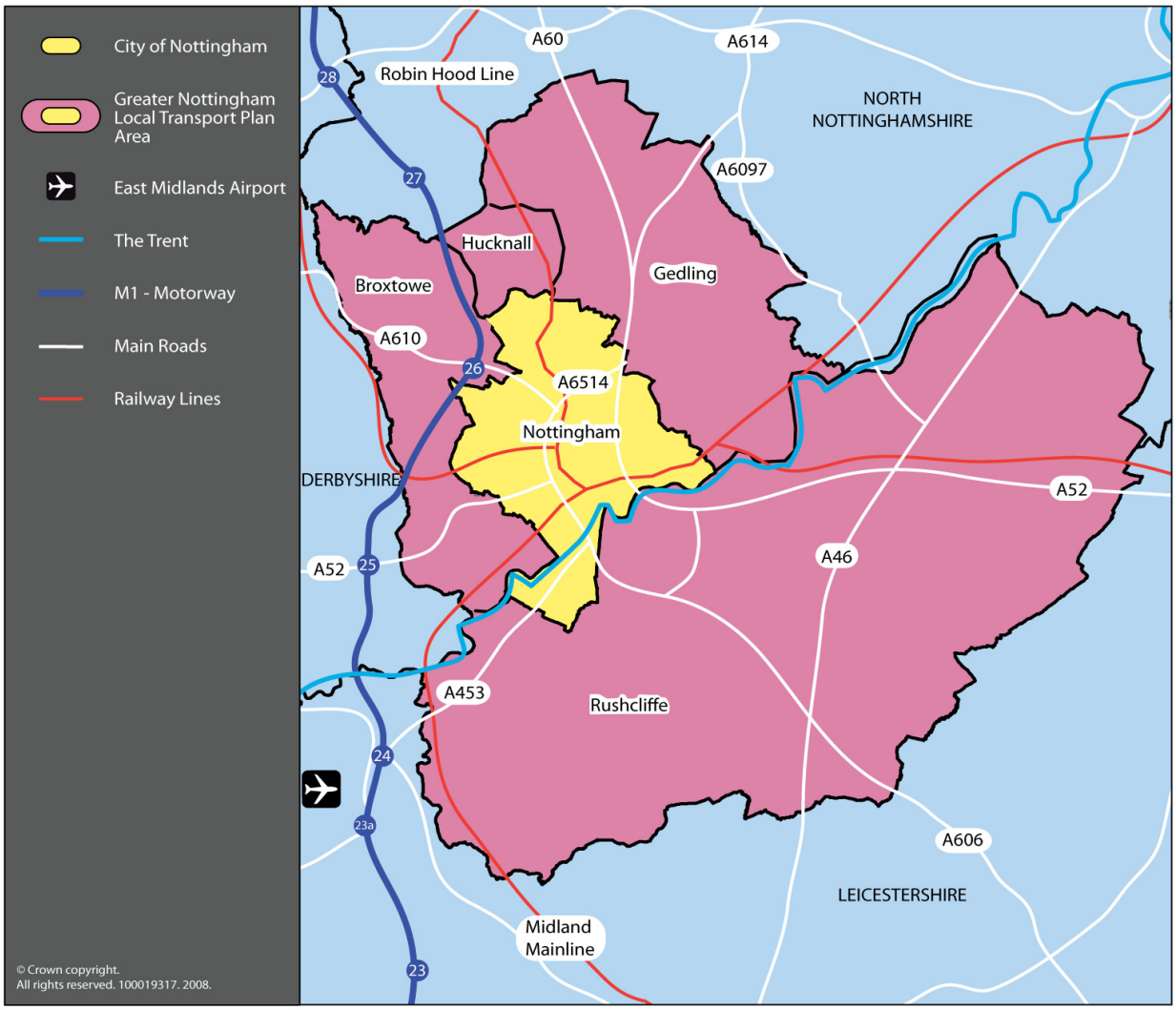
1 Introduction

This 2008 Delivery Report provides a summary of progress made in meeting the objectives and targets of the second Local Transport Plan (LTP2) for Greater Nottingham. Consistent with the original Plan this report has been jointly prepared by Nottingham City Council and Nottinghamshire County Council in consultation with key stakeholders. The Report details a range of schemes and initiatives that have been implemented during the initial two years of the Plan period (April 2006 to March 2008). It also considers the opportunities and threats to the effective delivery of the LTP2 in its remaining years through to the end of March 2011.

Local Transport Plan area

The LTP2 area covers the whole of the City of Nottingham, the Boroughs of Broxtowe, Gedling and Rushcliffe and the Hucknall part of Ashfield. This area is defined as Greater Nottingham within the Plan and has a population of 650,700[1].

Figure 1.1: Map of Greater Nottingham Local Transport Plan area



[1] Population of Greater Nottingham LTP Area – 2007 ONS mid year estimates for Districts and 2006 ONS ward estimates

Structure of the report

The structure and content of this Report has been prepared to be consistent with Department for Transport (DfT) guidance2. It covers progress made towards achieving the Government's four Shared Priorities for Transport:

- Tackling Congestion
- Delivering Accessibility
- Creating Safer Roads
- Better Air Quality (and Environment)

Three locally important objectives relating to improving Quality of Life, supporting Regeneration and the need for Efficient Maintenance are also discussed.

The contributions made to wider objectives are also considered with particular attention given to reviewing risks to delivery, and where appropriate what actions are being taken to mitigate these risks.

Table 1.1 below details the structure of this Report.

Table 1.1: Delivery report structure

Chapter 1: Introduction	Introduces the Delivery Report and sets out its structure and content
Chapter 2: Contribution to Wider Objectives	Summarises the contribution the authorities have made towards meeting wider national, regional and local objectives of improving transport provision
Chapter 3: Tackling Congestion and the Network Management Duty	Details progress made towards tackling congestion in Greater Nottingham and provides an update of how the authorities have progressed towards meeting the Network Management Duty
Chapter 4: Delivering Accessibility	Summarises progress made towards delivering accessibility and showcases examples of where partnership working has embedded accessibility across a wider context
Chapter 5: Safer Roads	Covers progress made towards creating safer roads and describes the planned interventions for achieving this objective over the remaining three years
Chapter 6: Better Air Quality and Environment	Provides an update on the Air Quality Management Areas and considers what actions will be taken to meet future air quality targets
Chapter 7: Local Priorities	Summarises progress made towards the three local priorities of Quality of Life, Regeneration and Neighbourhood Renewal and Maintenance, including an update on the Highway Asset Management Plans (HAMPs)
Chapter 8: Use of Resources	Details how LTP2 funding settlements have been used to deliver local transport schemes and what additional resources have also been drawn in
Chapter 9: Indicators and Targets	Details progress made against each of the LTP2 Indicators and provides information on the New Performance Framework for monitoring

[2] Guidance on Second Local Transport Plan Delivery Reports, Department for Transport, 2008

Chapter 10: Risk Assessment	Provides an assessment of risks and opportunities for LTP2 delivery over the remaining years of the Plan period
Glossary	Explains the list of terms used in this document

A number of supplementary documents are referred to within this Report and should also be read in conjunction with this document:

- Greater Nottingham **Local Transport Plan 2006/07 – 2010/11**
- Greater Nottingham **Bus Strategy**
- Nottingham and Nottinghamshire **Road Safety Plans**
- Greater Nottingham **Congestion Delivery Plan**
- Nottingham City Council and Nottinghamshire County Council **Network Management Plans**, (includes approach to fulfilling the Network Management Duty)
- Nottingham City Council and Nottinghamshire County Council emerging **Highways Asset Management Plans**
- Nottingham City Council and Nottinghamshire County Council **Rights of Way Improvement Plans 2006/07 – 2010/11**
- Nottingham **Cycling Action Plan 2008 – 2011**

Involvement of key stakeholders

The content has been prepared in consultation with our key stakeholders, whose views have been taken into account in producing this Report. The Government Office for the East Midlands (GOEM) has guided the overall direction and content through a series of engagement meetings. In addition, the newly introduced Local Area Agreements (LAAs) has shaped the content to reflect the framework and local objectives. The report has been consulted with the Greater Nottingham Transport Partnership (GNTP), comprising of representatives from the public, private and voluntary sectors and includes local authority members, businesses, the Chamber of Commerce, the Federation of Small Businesses, Primary Care Trust and local transport operators. Consultation has also been undertaken with One Nottingham and the Local Strategic Partnership (LSP) for the City of Nottingham.

Disability and Equality scheme

Under the 'Towards a More Accessible City' theme, consultation has been carried out with representatives from Disability and Equality groups. Subjects raised through this forum include:

Issues addressed:	Key stakeholder comments:
• Ensuring that main stream services are accessible to all • Ensuring that the whole scope of the journey (origin to destination) is accessible • Travel assistance through Mobilitycard scheme • Improvements to public transport infrastructure • Input into Streetscape Design Manual • Removal of street clutter • Access and design issues relating to Turning Point scheme • Parking in restricted access areas • Off-street parking availability and publicity	• Enforcement of parking restrictions at bus stops • Queuing and congestion at bus stops in the city centre • Audible announcements on buses • Tactile paving • Private hire access to restricted access streets • Publicising changes to disabled parking • Taxi drivers receiving parking fines whilst assisting disabled people into buildings • Bullying on public transport

The consultation event led to the development of an action plan. A review of progress is currently underway.

Key achievements

A number of significant milestones have been reached with the LTP2 towards developing and implementing a package of transport improvements across the Plan area. This has been reflected in a number of accreditations and awards in recognition of all the work the authorities have done to deliver a more integrated transport system for the residents, visitors and businesses in Greater Nottingham. The table below details some of the highlights.

Table 1.2: Key achievements 2006 – 2008

LTP2 Delivery Milestones	
Scheme Progression	• Turning Point major transport scheme completed • Gedling Integrated Transport major scheme completed • Rollout of schools 20mph zones programme • On track with small scale walking, cycling, public transport, road safety programmes • 13 Linkbus services launched since April 2006 • Nottingham Station Hub planning application submitted • NET Phase 2 Transport and Works Act Order submitted • Workplace Parking Levy business case submitted and travel planning business support package launched • Conurbation-wide civil parking and bus lane enforcement introduced • Business cases for Ring Road and Hucknall Road Town Centre Improvements submitted • City's £50m area-based Public Realm Improvement and County's Building Better Communities programmes relaunched • First phase primary pedestrian routes implemented • Town centre improvement schemes in West Bridgford and Arnold completed • 'Citycard' travel, library and leisure smartcard scheme distributed to all City residents
Supporting LTP Processes	• Centre of Excellence for local transport delivery • Cycling Action Plan 2008 – 2011 published • Rights of Way Improvement Plans published • Draft Network Management Plans and Highway Asset Management Plans progressed • Significant progress made against key LTP targets • The Big Wheel website, dedicated Centre of Excellence, Business Club and 'Nottinghamshare' car share websites launched • City and County 'BikeAbility' funding award
Marketing and Promotion	• Over 60 medium to large scale marketing campaigns hosted including the Big Day Out public transport event receiving over 14,000 visitors • Big Wheel Business Survey launched and hosted by the Big Wheel team • Centre of Excellence material including DVD, brochure and exhibition materials produced • Various forums and events held including Centre of Excellence, Core Cities Summit, Smarter Choices and Cycling

LTP2 Delivery Milestones	
Awards	• UK Bus Awards 2008 'Bus Infrastructure' Winner for Derby Road corridor • UK Bus Awards 2008 'Integration' Winner for NCT Unilink service • UK Bus Awards 2008 'Winning New Customers' runner up for NCT Easyrider/Citycard • Shortlisted for Academy of Urbanism 2008 'Neighbourhood of the Year' for Lace Market • City Council Old Market Square winner of RIBA 'CABE Public Space' and Regional 'Best Pubic Space' Award, RTPI Regional Award, Civic Trust three times Winner in 'Outstanding Contribution to Public Realm', 'Hard Landscaping' and 'Special Regeneration' categories and Landscape Institute 'Urban Design' 2007 • Beacon Status for Improving Accessibility 2008 • City Council Corporate Director of Environment and Regeneration Department named UK Transport Planner of the Year 2008 • Winner of National Transport Award 2008 for Turning Point Scheme in 'Improvements to Bus Services' category • Skylink highly commended at National Transport Awards 2008 • UK Bus Awards 2007 Winner for 'Claudia Flanders Memorial Award for Accessibility' • Beacon Status for Road Safety 2006 • Nottingham Express Transit named Best Operational Transport Project 2006 • UK Bus Awards 2006 Winner for 'Triptimes – your mobile timetable'

Challenges and opportunities

A number of challenges lie ahead for the delivery of the LTP2, including balancing the delivery of Plan objectives with the emerging LAA priorities, harmonisation of transport provision with the City's Strategic Regeneration Frameworks following the creation of the local housing company pilots, and the need to meet new long-term housing growth targets in the conurbation. In addition, implications of the current financial climate with construction cost inflation, increasing pressure on revenue budgets and the affordability and progression of major schemes will also need to be considered. The ongoing need to improve the quality of our evidence base, better conurbation working and responding to the demands of other key delivery partners are also key challenges.

A new set of challenges also present a range of opportunities to explore and exploit positively. The downturn in the economy, resulting in short term reduced levels of transport demand allow for time to plan better. Increased awareness of climate change issues and fluctuating fuel prices are resulting in growing positive attitudes to sustainable transport choices. New opportunities for partnership working and co-ordinated transport delivery throughout the conurbation will arise from the Government's Sub-National Review, supplemented by new approaches to project/programme management and opportunities to better align funding streams through Regional Funding Allocation (RFA), Growth Point and LAA processes.

Consultation feedback

At a GNTP forum held in October 2008, progress with the LTP2 was discussed, which highlighted the following areas for consideration in the future:

Table 1.3: Forum feedback

Business Related Travel Planning	Roads
• Recognition for the value of bench marking sharing case studies for showcasing examples of good practice and supporting the business case for travel planning initiatives • Building on car sharing opportunities through promotion with a package of wider measures • Possibility of developing further discussion groups including exploring options for a business club web group	• Strategic link provision to meet business needs and related issues considered in light of cost, difficulty and scheme development timeframes • Concern over the city's attractiveness to businesses raised over access to and from the motorway via A610, A453 and A52 • Possibility of an additional Trent crossing • Concern regarding loss of funding through the RFA
Integration	**Rail**
• Need for early development work linking land and transport solutions with available funding • More joined up thinking with regards to public transport interchanges and walking/cycling facilities • Continue to build on innovative ticketing solutions e.g. multi-operator season ticket, and further need for improved cross-city services	• Widespread support for future Nottingham – Leeds service, although concern over current journey time needs addressing • Careful co-ordination with the Nottingham Station Hub works, and funding of track and signal developments • Discussions around whether rail could service the future Erewash Valley housing development

Progress against the LTP2 was also discussed at a recent LAA project management board consisting of representatives from One Nottingham, Primary Care Trust, Nottingham City Council Adult Services, Performance Management, Economic Development and the LAA team. Wider feedback was received in light of the LAA role and realisation of LTP2 objectives. These included:

- Joined up working – need for more cross-area work in terms of transport provision, e.g. with education and commissioning and with health and the Primary Care Trust
- Customer focus and service operators – ongoing work with disability groups and adults from a host of backgrounds highlighted the need to tackle bullying and negative experiences on public transport, which may hinder achieving cross-cutting objectives
- More targeted intervention – particularly with access to healthy foods and improving links between sustainable modes of travel and the health agenda
- Current financial climate – providing a positive impact for the authorities in managing congestion and promoting walking and cycling as viable alternatives to the car
- Need to promote transport achievements and successes more – across wider audiences to promote the integrated transport network and services provided

Big Idea Survey

In addition to direct consultation, work is also being progressed on the 2008 Big Idea Survey. This project is effectively a series of three related surveys, which will capture the views of the public, businesses and large employers in Greater Nottingham on topical transport issues and has been jointly commissioned by the GNTP, and the two authorities. The aim of the survey is to establish new baseline data relating to local public and business opinions on transport in Greater Nottingham. As well as linking closely to LTP Delivery Reports, the information captured will be used by the Big Wheel team to deepen their understanding of local opinions and inform the targeting and planning of future marketing and promotional campaigns.

Over 2000 members of the public and 200 businesses were engaged with, plus additional in depth business interviews were conducted with the eight largest employers in Greater Nottingham. Headline trends show broad agreement with the LTP2 priorities; there was high satisfaction with journeys being made in Greater Nottingham. The survey is identifying potential for promoting alternative travel options and has informed us that people want more information on the sustainable choices that are already available.

Centre of Excellence

Greater Nottingham has been fulfilling its role as a Centre of Excellence for local transport delivery through the preparation of a brochure and accompanying DVD setting out integrated transport good practice, a dedicated section on the Big Wheel website, (http://www.thebigwheel.org.uk), the hosting of the 'Celebrating Five Years of Major Transport Achievements' alongside the PTRC Annual Smarter Choices Conference in October 2007, and hosting a series of visits by other UK local authorities and from abroad.

2 Transport's Contribution to Wider Objectives

This chapter describes how the second Local Transport Plan (LTP2) is continuing to be influenced by national, regional and sub-regional policy developments and details the contribution transport improvements have made towards meeting the wider objectives of planning, environmental sustainability, health and social inclusion. An update on the progress with the Rights of Way Improvement Plans is also discussed.

National context

The 2008 'Towards a Sustainable Transport System' (TaSTS) strategy sets out the Government's transport long-term investment and policy plans. TaSTS identified five broad challenges for transport policy:

- Climate change
- Competitiveness and productivity
- Equality of opportunity
- Health, safety and security
- Quality of life

The Greater Nottingham integrated transport strategy as set out in the LTP2 is largely aligned with the TaSTS agenda. However, TaSTS does place a much greater emphasis on the need to reduce carbon emissions in tandem with supporting economic growth, which the authorities will be taking increasing account of in the run up to LTP3.

The two authorities are helping to influence the development of national transport policy through direct involvement in Department for Transport policy working groups. Examples include:

- Urban Congestion Target Programme board
- Concessionary Fares working group – development of formulas and issues relating to the national concessionary fares agenda

Regional context

Both authorities were actively engaged in the development of the Regional Spatial Strategy and the associated Regional Transport Strategy contained within it. This will continue with the further review that is now taking place, which will roll the plan forward to 2031.

The Regional Funding Allocations exercise is an opportunity for the authorities to provide input into how investment decisions can best be integrated to support sustainable economic growth. It will refresh the advice originally submitted in January 2006. For transport, the process will determine which local authority major schemes will be allocated funding and the distribution of local transport block funding post 2010/11.

6Cs Congestion Management Study

The predominant activity of the 6Cs (Nottingham, Leicester and Derby) collaboration along with the associated surrounding County Council areas over the last two years was the joint working on the 6Cs Congestion Management Study. Although in conclusion the decision was taken not to proceed to a full Transport Innovation Fund bid, the authorities did agree to continue to work together in areas of common interest, including integration of public transport systems and development of traffic management strategies.

Sub-regional context

Although less progress has been made than in some other areas of the country, the authorities are continuing to explore potential new governance arrangements aligned with the Government's Sub-National Review. This is particularly important in the context of integrating the LTP2 with the development strategy for Greater Nottingham to ensure the complementary development of transport and land use planning. The establishment of the Greater Nottingham Planning Advisory Board, which has member representatives from the City, County, Derbyshire and each of the borough/district councils contained within the Greater Nottingham Housing Market Area, demonstrates a significant move forward in the direction of better co-ordinated conurbation-wide planning. The continued development of the Greater Nottingham LTP2 and the joint authority approach is a further strength to build on, through the process of structural reorganisation related to wider economic development activities.

Local Area Agreements

The signing of Local Area Agreements (LAAs) has meant that both authorities have had to give increased focus on delivering key strategic outcomes. This has been achieved through the streamlining of funding streams, increased emphasis on the co-ordination of services and devolution of decision making to local partnerships.

Both the City and County Councils have set targets for managing congestion and reducing the numbers of people killed or seriously injured in road accidents. The County Council has also included a target for improving access to employment opportunities.

In addition to delivering against these specific indicators, transport also has strong linkages with other priority strands included within the LAA, specifically related to reducing carbon emissions, reducing worklessness, early intervention and tackling health inequalities.

Planning

As a designated 'Growth Point' the Greater Nottingham conurbation has received an increased housing allocation. This will require up to 70,000 new homes to be built in the period up to 2026. The location and form of this development has particular implications for future levels of traffic and congestion within the conurbation. The authorities are currently working together with the district councils to evaluate the impact of different development scenarios using transport modelling techniques and to identify new transport requirements.

Specific transport schemes identified within the LTP2 will support development within identified regeneration zones, support the emerging Strategic Regeneration Frameworks within the City and potential Sustainable Urban Extension sites on the edge of the conurbation, some of which will not take place until beyond the Plan period. Further housing sites are contained within the Strategic Housing Land Availability Assessments (SHLAA), published for consultation in

November 2008. Other sites will be identified in the forthcoming Local Development Frameworks. The SHLAA study can be accessed at: http://www.plan4nottingham.com

LTP2 schemes will also help to support other planning priorities in the area, including the development of business parks and the safeguarding of the roles of the city, town and district centres.
Additional Growth Point funding has been received from the Government to help provide the necessary supporting infrastructure. Funding for the first three years has already been allocated and a series of schemes including highway capacity improvements, public transport improvements and new green infrastructure links are in the process of being implemented.

Environment

The expected environmental impacts of LTP2 measures were assessed through the Strategic Environmental Assessment process, which was carried out during the preparation of the LTP2. The monitoring of key environmental indicators remains broadly as expected.

Examples of how LTP2 measures are positively helping to improve the environment are:

- Congestion management, by supporting alternative modes to travelling by car, smarter choices measures and piloting of cleaner fuels are addressing the identified air quality problems within the conurbation, (further details in Chapter 6)
- The integrated transport strategy approach is encouraging modal change and reducing dependence on the private car thus helping to stem the growth in carbon dioxide emissions
- Energy saving potential is being considered in the procurement process for street lighting renewal
- Lower noise surfacing is being utilised for carriageway maintenance and new highway schemes
- Opportunities are being taken to protect landscape character and quality in the implementation of schemes in rural parts of the Plan area, e.g. implementation of multi-use paths such as the Big Track and Kimberley to Hempshill Vale multi-user route
- Increasing priority to encouraging increased levels of walking and cycling

Health

Research into health inequalities in Greater Nottingham has identified that people living in some of the most deprived wards in the City of Nottingham are living up to ten years less than people living within adjacent more affluent areas. Transport has an important role to play in terms of providing access to healthcare, healthy food and essential services and supporting more active lifestyles.

Examples of specific schemes being supported through the LTP2 that are contributing to reducing health inequalities include:

- The Primary Care Trust's innovative approach to promoting cycling through working with NHS Health Trainers, who are encouraged to offer cycling as a core part of their public health work alongside advice on smoking cessation and promotion of healthy eating. The initiative is being targeted at residents in the most deprived areas of the City and also at NHS staff. The scheme is being supported through the provision of Ridewise cycle training and a bike recycling scheme

- One Nottingham Local Strategic Partnership in conjunction with the Food Initiatives Group commissioned a study of access to food in Nottingham. This study has evidenced the lack of local shops selling the basic components of a healthy diet at an affordable cost compared to the abundance of fast food outlets selling cheap unhealthy food in the estates on the west side of the city. The next step will be to identify ways to improve access to affordable healthy food to complement community programmes on healthy eating and cooking skills
- The highly successful Medilink bus service has significantly improved public transport access to Nottingham's two main hospital campuses and now carries over 1 million passengers per annum
- Continued improvements to the 'Big Track' ten-mile circular off-road multi-user path is being used by an increasing number of commuters walking or cycling to work as well as providing an excellent leisure facility suitable for families.
- The annual 'Footsteps' campaign is proving particularly successful in encouraging an increasing number of children to walk to school. In 2007, over 50% of the primary schools in the City took part in the initiative and over 15,000 pupils pledged to walk to school. The schools participating experienced a 5% increase in sustained levels of walking and a similar decrease in car use. The initiative was awarded the Regional Monitoring Excellence Award for Health Project of the Year in 2007.
- BikeAbility funding awards to increase cycle training to young people.

Social exclusion

The ability to access services and, in particular, training and employment opportunities are fundamental to reducing social exclusion. Progress on delivery of the authorities joint Accessibility Strategy including the specific measures that are contributing to reducing social exclusion levels is set out in Chapter 4. Because high levels of congestion significantly increase the cost of providing essential public transport services targeted at those most in need, how the authorities are tackling congestion problems is also important, (see chapter 3).

Evening Economy

Transport features strongly in Nottingham's 'After Dark Managing the Night time Economy' Beacon Bid.

Rights of Way Improvement Plans

In line with the Countryside and Rights of Way Act 2000, both authorities published their Rights of Way Improvement Plans (ROWIPs) in November 2007. The ROWIPs set out the actions for improving, maintaining and promoting the 'public rights of way' (PRoW) network that meets the present and likely needs of the public for outdoor recreation, exercise and access to services across the conurbation. A number of policy areas for maintaining and enhancing the PRoW network were outlined including an assessment of the current provision and evaluation of where improvements could be made to meet wider national and local objectives. The County ROWIP was very well received and the authority was congratulated by Natural England in a letter to the Chief Executive in spring 2008.

A total of 14 ROWIP schemes have been implemented in the City since 2006. These were complemented by the implementation of a number of pedestrianisation schemes, new and improved footways and the development of several neighbourhood renewal links for pedestrians and cyclists that have contributed to meeting the shared priorities, particularly accessibility, and have improved quality of life objectives.

The proposed actions to improve the PRoW network and timescale for achieving them are set out in the statement of actions chapter of the City ROWIP. A total of 19 policy areas are included, which provide the framework for meeting the targets of the ROWIP and support the LTP2. The ROWIP can be accessed at: http://www.nottinghamcity.gov.uk/

The Hucknall Road Disused Rail Corridor in the City was upgraded in 2007/08. This consisted of the installation of new access points and construction of granite chip path along 450 metres of 'desire' line, providing better access to open spaces, local amenities and bus services. Installation

of signage showing legal status of the route complemented this and contributed to achieving better accessibility, improving quality of life and neighbourhood renewal.

Untreated public right of way



Improved public right of way



The initial focus of the ROWIP work in the County has been to continue raising the awareness of the Plan with external stakeholders and key partners. However, a significant number of schemes have been undertaken in the last year linked to schools and services, cycling provision and key strategic routes. Typical improvements have included the implementation of statutory roadside signs, vegetation clearance, removal of obstructive structures, surface improvements and installation of handrails, bridges, and waymarker posts. In addition, the County have successfully secured £210,000 for further signing, waymarking and bridge replacement over the next three years.

The County Council has a remit to develop and promote a strategic multi-user network in the area. The aim is to provide a safe, easy access, off-road recreational facility for walkers, horse riders and cyclists. Partnership work between district councils and the County Council's reclamation and countryside access teams has sent the completion of a multi-user route on the former Great Northern Railway in Kimberley. The route links Hempshill Vale in Nottingham and Kimberley in the County. A toucan crossing was also installed as part of the scheme.

3 Tackling Congestion and the Network Management Duty

This chapter details progress being made on tackling congestion in Greater Nottingham, including how the Network Management Duties are being discharged by each authority.

Summary

- Greater Nottingham Congestion Delivery Plan approved and congestion target defined
- Congestion target included in Local Area Agreements
- Network Management Plans in preparation
- 6Cs Transport Innovation Fund Congestion Management Study completed
- Workplace Parking Levy Business Case and Order submitted to Secretary of State for Transport

Analysis

Context

Traffic congestion is widely recognised as a major problem throughout the sub-region at certain times of the day. The East Midlands Development Agency (EMDA) calculated the cost of congestion in Greater Nottingham to be of the order of £160 million per year. It is not just a city centre problem as it occurs on the main radials outside the city centre and on key orbital routes. Congestion in Nottingham is particularly bad where busy radials intersect with the ring road and in the vicinity of motorway junctions. Many stakeholders identify unreliability of journey times also as a major problem for bus operators as the most significant cause of punctuality and reliability problems.

Long term monitoring is showing that traffic growth in the conurbation is being contained. In 2006 there was a short term increase in congestion levels recorded, however this reduced again to base year levels in 2007.

Congestion target and delivery plan

As one of the 10 largest urban areas in England it has been a requirement to set a target to limit the growth of congestion in Greater Nottingham. As part of the process it has been necessary to also prepare a Congestion Delivery Plan (CDP) detailing schemes and corridors where interventions will be made to limit the growth in congestion. This plan was published in April 2007 and provides a working reference document for stakeholders to assess progress being made. The CDP is being updated and a revised version is to be published taking into account feedback from this Local Transport Plan progress review process.

Local Area Agreements

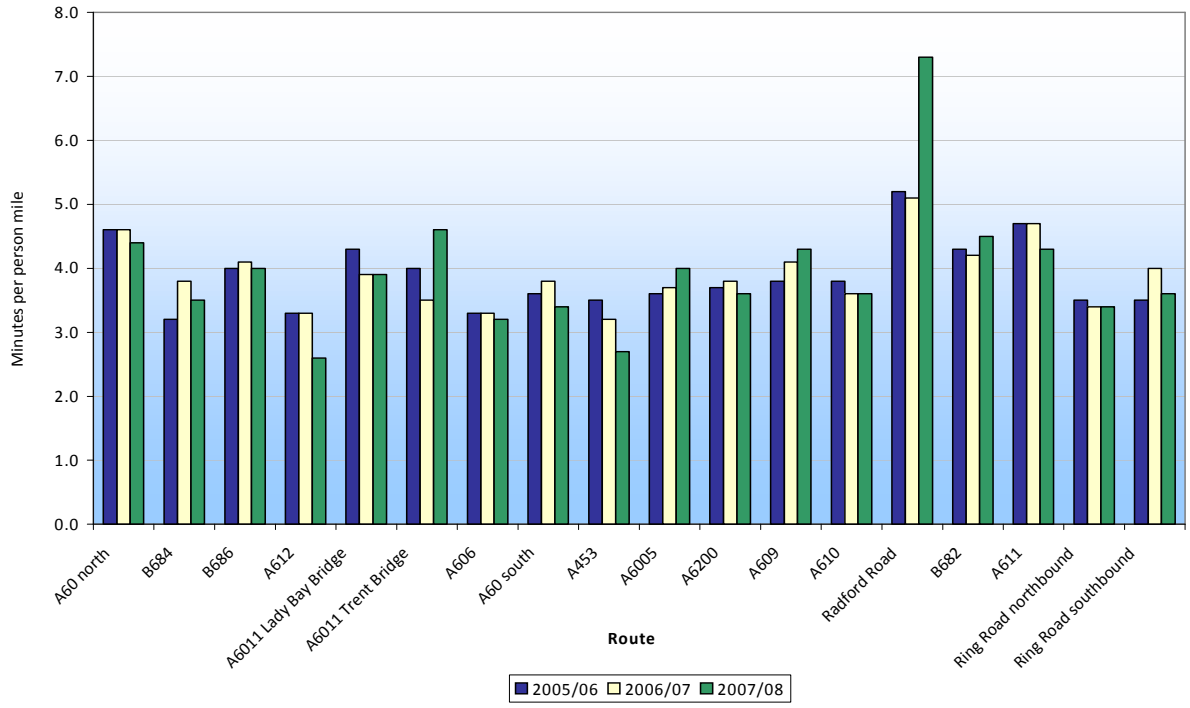
Both authorities have included the Greater Nottingham congestion target within their respective Local Area Agreements (LAAs). Inclusion of the target not only reflects the importance of this shared priority; it is also encouraging a greater degree of partnership working to tackle congestion. For instance, there is now greater incentive to work closely with partners, such as the Primary Care Trusts, to promote more active lifestyles through encouraging greater levels of

walking and cycling, as both improving health and tackling congestion objectives have been prioritised in the LAAs.

Route analysis

The following graph shows the changes over the last three years in average person journey time per mile (how congestion is measured) for each of the monitored routes in Greater Nottingham. This shows that congestion levels generally increased in 2006/07, thought to be in part due to significant roadworks both in the west and east of the conurbation, affecting a large number of routes during the morning peak period on the monitored route network. It then shows for most corridors a general reduction in average journey time back to or below 2005/06 base levels. The exceptions to this pattern are the Trent Bridge, A6005, A609 and B682 corridors where small increases in congestion took place. A significant increase however took place in the Radford Road corridor. Investigations will now be undertaken to see if any specific measures or signal timing adjustments can be implemented in any of the corridors where congestion levels have increased.

Figure 3.1: Greater Nottingham congestion indicator performance by route



Actions

Scheme delivery

Good progress has been made on delivery of the schemes identified within the CDP. Examples of corridor specific measures delivered to tackle specific congestion 'hotspots' and improve transport choices along specific corridors include:

- A612 Gedling Transport Improvement scheme: completion of this major transport scheme involved the construction of a new link road around a severe congestion bottleneck and bus plugs to reduce journey times and improve bus punctuality. This has achieved average

journey time savings of over three minutes per vehicle in the morning peak and contributed to a 10% increase in bus use in the corridor

- A6200 modal shift corridor: where the highway authorities have worked closely with the two main bus operators to co-ordinate investment in bus lanes, waiting facilities, real-time electronic information, smartcard ticketing with substantial operator fleet investment (project part-funded by EMDA). The outcome of this is that bus use is growing at 2% per annum, twice the rate of growth on the network as a whole, in what is already a very heavily bussed corridor
- A611 real time congestion monitoring pilot: SPECS number plate reading cameras, as used for speed enforcement, are being used on a trial basis to monitor traffic speeds in the corridor. This is generating real time congestion data that can be used to better manage traffic through displaying information on variable message signs at the roadside and on the Internet
- Additional bus priority on A60 (N) Mansfield Road, Trent Bridge approach, B682 Nottingham Road and A612 as part of the Gedling Transport Improvement scheme contributing to improved bus punctuality
- A453 Crossgate Drive junction improvement which has improved the efficiency of the junction
- A6005 cycling corridor improvements that have involved road-space reallocation to allow the installation of on-road cycle lanes favoured by commuter cyclists
- Installation of bus detection equipment at all signalised junctions along the B684 Woodborough Road, Mapperley between A6211 Gedling Road and Porchester Road

In addition, a series of measures have been implemented which are delivering broader network-wide efficiency benefits:

- Turning Point scheme: has redistributed traffic, created a much better environment for pedestrians and given priority to buses in the heart of the city centre. On restricted streets general traffic has been reduced by up to 90% thus achieving greater bus punctuality
- The bus operators have continued to invest in fleet renewal including in larger vehicles to increase carrying capacity on high frequency routes
- Installation of MOVA and SCOOT real time junction demand software at several key junctions in the suburbs to improve junction efficiency and capacity
- Smartcards issued to all city households
- New Traffic Control Centre fully operational
- Installation of traffic cameras at important junctions to enable remote monitoring of their operation
- Bus lane camera enforcement commenced within the City boundary in January 2008
- Conurbation-wide civil parking enforcement from May 2008
- Digital camera parking enforcement within the city boundary from June 2008
- The Parksmart zonal direction signing strategy is being progressed to encourage traffic to use appropriate Park and Ride facilities to reduce city centre traffic volumes, direct cross-city traffic along routes to avoid the city centre and provide real-time information on city centre off-street parking availability, incidents and other travel based messages on variable message signs. Complementary city centre pedestrian mapping and new street nameplates are also to be installed, (project to be completed in 2009)

Network Management Duty

The authorities are both currently in the process of preparing Network Management Plans (NMPs) setting out how they are bringing together and improving systems and procedures that will provide both proactive and reactive responses to network management and demonstrate commitment to reducing congestion and disruption to the road network.

The City Council's draft NMP is currently the subject of consultation with a view to adopting the plan by the end of 2008. It should be read as a supporting document to this report as it sets out how the City Council is putting in place the necessary arrangements to fulfil the Network Management Duty (NMD) requirements.

How the County Council is addressing the NMD is set out in the North Nottinghamshire LTP2 Delivery Report.

Changing travel behaviour

'Smarter choice' measures are continuing to help people make informed decisions about the way they move around Greater Nottingham. Working with the GNTP and delivered partly through the internationally recognised Big Wheel marketing and promotion programme, the authorities have increased the level of information, support and guidance on the wide range of travel options available, increasing Big Wheel web readership by 66% since 2006.

Particular successes include:

- The launch of the Big Wheel Business Club. This is a one-stop shop for accessing information about better ways for employers, visitors and customers to travel to and from sites. The website containing a wealth of free services and resources is supported by one to one guidance about putting travel plans into action. Regular events and awards with and for local businesses supplement the online information portal
- Over a third (36%) of all Greater Nottingham employees are now covered by a travel plan.
- The TransACT grant scheme operating since 2001 has provided funds and support for small and medium sized employers to adopt travel plan measures that reduce car dependency
- Linked to the progression of the Workplace Parking Levy scheme the City Council has launched a similar scheme for larger employers who will be eligible to pay the levy, to allow them to put in travel plan measures in advance of the levy scheme being introduced.
- Improvements to over 500 bus stops in the County have contributed to an increase in bus patronage
- The work of the school travel plan advisors is continuing to increase the number of schools with a travel plan, with 165 plans in place throughout the conurbation in 2008
- The Big Wheel programme is supporting an ever increasing number of campaigns and events across all sorts of media ranging from Stan's Plan, one of the user friendly guides to the LTP2, through to working with Nottingham's leading sports clubs, production of a Centre of Excellence DVD to share best practice, green travel awards to recognise the success of companies with good travel plan performance, on-street promotional campaigns and a proactive public relations campaign through the local media
- Greater Nottingham's online public transport journey planning 'Triptimes' website grown to receive 30,000 hits a month, (http://www.triptimes.co.uk)
- Major improvement schemes have been undertaken in Arnold and West Bridgford district centres in order to encourage shorter, more local shopping journeys. Over time, these changes in travel behaviour will contribute to limiting traffic growth

Related Issues and Challenges

Congestion Management Study

The 6Cs Partnership, which includes Derby, Leicester and Nottingham City Councils, the respective County Councils and regional partners, recently completed a comprehensive Congestion Management Study for the sub-region funded through the Government's Transport Innovation Fund (TIF). This allowed an in-depth investigation into the possible ways of tackling congestion problems and improving roads and public transport including options for road pricing.

The study has produced a wealth of information and data on the scale of congestion and potential future impacts if nothing is done to address the problems. A benefit of participating in the study has been the transference of the methodology and GPS monitoring technology, trialled in the study, being adopted by the authorities for annual journey time monitoring in Greater Nottingham and producing significant cost savings on previous monitoring methods.

Although the decision was ultimately taken not to proceed to a full TIF bid, all the authorities agreed that they would continue to work together on areas of common interest in tackling congestion.

Workplace Parking Levy

The Workplace Parking Levy (WPL) scheme and associated package of public transport investment has been designed to directly or indirectly tackle congestion. The proposed WPL scheme and its supporting draft WPL business case (July 2007) underwent a public consultation process including a public examination during the summer and autumn of 2007. An Equality Impact Assessment, included in the Business Case, was undertaken as part of the scheme development process. In December 2007, the City Council's Executive Board, having considered the findings of the public consultation, agreed in principle to proceed with developing the scheme and submitted an updated WPL Business Case (April 2008) along with the approved WPL Order to the Department for Transport in May 2008 for confirmation by the Secretary of State for Transport. It is intended to implement a fully operational scheme by the proposed start date of April 2010 inline with the assumed start of construction on NET Phase Two. Further information on the WPL scheme can be found at: http://www.nottinghamwpl.gov.uk

Growth Point

Following the designation of the 6Cs sub-area of the East Midlands as a Growth Point, it has been necessary to review future levels of travel demand. The location of this development has implications for future traffic generation and on congestion. Linked with the Local Development Framework process, work is being undertaken to forecast future travel demand and impacts on the existing highway network using the Greater Nottingham multi-modal transport model based on different development options. This work will help to identify associated transport infrastructure requirements and inform the content of the next Local Transport Plan.

Cycling

Following a Regeneration and Sustainability Scrutiny review, variable indicator performance, increasing concerns about the environment and fluctuating fuel prices, one area of work the authorities are giving a greater level of attention to is increasing the levels of cycling. Despite significant amounts of investment being put into cycling infrastructure, monitoring has identified little evidence of any increase in the numbers of people cycling in recent years. To address this, a

Cycling Action Plan has been prepared identifying our plans to increase cycling levels through a programme of new infrastructure linked to supporting 'smarter choices' measures. Different actions are being targeted at experienced cyclists, new cyclists and children and families. Based on the actions identified in the plan, the City Council and partners were shortlisted as a potential Cycling Demonstration Town by Cycling England, which could have substantially increased the level of funding to promote cycling in Nottingham; unfortunately the bid was ultimately unsuccessful – the feedback being that the proposal, although worthy in the context of targeting health and access inequalities, would not have maximised the increase in the number of cycling trips. Work is still continuing to implement as many of the action plan measures as possible and alternative funding sources are continuing to be sought. Examples of new initiatives now being pursued to support increased cycling levels are:

- 'Lifecycle' new approach to cycle training in schools
- Better co-ordinated information to new cyclists
- Secure cycle parking at public transport interchanges
- 'Movers and shakers' scheme to publicise the experience of high profile figures within the community who are encouraged to cycle
- Bike recycling scheme
- Targeted smarter choices programme linked to strategic corridor infrastructure improvements
- Family friendly cycling events and activities
- Promoting cycling as a means of raising physical activity levels in deprived areas
- Greater engagement with other cycle groups and cycle delivery agencies through the Cycle Development Group, chaired by the Greater Nottingham Transport Partnership

The County Council has also continued to invest heavily in order to address the decrease in cycling levels. Schemes completed during the last two years include:

- Wilford Lane off road cycle route. This route, funded in partnership with Sustrans as part of their Connect2 initiative, provides an off road link to a new secondary school as well as improving an existing commuter route
- Kimberley to Hempshill Vale off road route. Utilising a former railway line, this new multi-user route provides a direct off road route avoiding the A610 Nuthall Roundabout – a difficult junction for pedestrians and cyclists to navigate. The route connects to existing routes in the City and ultimately provides a link to the tram park and ride site at Phoenix Park

4 Delivering Accessibility

This chapter sets out the progress being made towards improving accessibility and the actions being taken to achieve the priorities set out in the Greater Nottingham Accessibility Strategy.

Summary

- Awarded Beacon status for Improving Accessibility in March 2008
- Accessibility target included in Nottinghamshire Local Area Agreement
- Eight Local Accessibility Action Plans delivered and substantial progress made on four
- 13 new Linkbus services introduced since April 2006, carrying over 5 million passengers per annum, improving access to employment, learning, health and other essential services
- Citycard combined travel, library and leisure smartcard with associated retail benefits, rolled out to 140,000 City residents and Citycard 360 to 10,000 young people
- Supported planning of new education, health and social services developments including Building Schools for the Future and Academies programmes, Children's Centres and LIFTCo funded Joint Access Centres
- Accessibility Planning Partnership Zone established on the NOMAD+ GIS mapping website

Analysis

The accessibility indicators show that at the start of the Plan period the levels of geographical accessibility were already very high: Access by public transport in the City to all services is extremely high with 96% to 100% of households within 30 minutes travel time of jobs and key services (hospital, GP surgery, supermarket, major retail centre, school). Similarly, 95% to 100% of households in the wider urban area of Greater Nottingham also enjoy high levels of accessibility for most services, although access to hospital was lower with only 69% of households within 30 minutes travel time. Access to jobs and local services for the rural areas of Greater Nottingham is also comparatively high (at least 93% of households are within 30 minutes travel time of work, shopping, healthcare and primary education) but access to hospital and further education is considerably lower for rural households. Access to secondary education is also poor but this data does not take account the provision of contracted school bus services in the County area. Sustained performance with the accessibility indicators is discussed further in Chapter 9.

Beacon status for Improving Accessibility

The authorities were awarded Beacon status in Round 9 (2008/09) for Improving Accessibility based on the following good practice:

- The partnership working to develop the Accessibility Strategy including the ongoing development of Action Plans and input of partners through the Steering Group and Wider Reference Group
- The development of accessible public transport services, particularly the expansion of a network of link bus services and services to key employment sites, (specifically Citylinks 1 & 2, Skylink to East Midlands Airport and Robin Hood Airport Lynx), along with complementary travel information and ticketing initiatives

- Development of an advice service to provide mapping and analysis for new schemes linked to the development control and travel planning processes and the enhancement of accessibility mapping information through the NOMAD+ data sharing website

Delivery of the Accessibility Strategy

The Accessibility Strategy sets out a clear vision and a programme of action plans to improve access to jobs and services in the Plan area. The priorities for improving accessibility in Greater Nottingham have been determined on the basis of need evidenced from discussions with partners, accessibility assessments, mapping and other data sources; opportunity to maximise the potential of existing work, funding opportunities and new developments; deliverability of actions in terms of feasibility, affordability, practicality and achievability; and availability of partner support and resources. An accessibility target has been included within the County Council's Local Area Agreement.

Local Accessibility Action Plans (LAAPs) are being developed with partners for each of the priority areas. These set out the groups or communities targeted, a summary of the evidence base, baseline data and targets for transport and other relevant indicators and identify specific measures along with lead partner, timescale, cost and resources for each action with key risks to delivery. The LAAPs provide a clear statement of which measures have been agreed by all partners and facilitate progress reporting and monitoring. To date, eight action plans have been prepared and implemented, with substantial progress made on a further four.

The first round of LAAPs primarily focused on well-established areas of partnership work with employers, healthcare services and education establishments to develop travel plans and to continue with the growth of the local link bus network. Accessibility has been improved by the development of high frequency routes, providing cheap quick connections from the city centre to key destinations: universities, hospitals, industrial estates and the airport and local link services have been developed in residential areas with high concentrations of elderly and disabled residents.

Improvements to the bus infrastructure has resulted in increased use amongst elderly and disabled groups with 39% of bus stops across the network now being fully accessible (an increase of 14% since 2006), and particularly the provision of accessible bus services with 79% of all buses operating being fully accessible for disabled users, including wheelchair users. Significant efforts have been targeted at raising awareness of the concessionary fares scheme to increase take up and usage. This has been met with an increase in takeup across Greater Nottingham from 70% since the scheme launched in 2006 to 85% with even splits across main race groups. Satisfaction levels with public transport have increased to 90% for services and 92% for information over the same period.

Subsequent work has focused as much on the planning and delivery of new services as on transport improvements. Work has also been done to improve affordability, information provision and safety.

Access to employment:

The authorities have worked in partnership with Jobcentre Plus to review provision of employment outreach services and identify appropriate outreach locations and provision of relevant travel information within the employment advice interviews.

The authorities and One Nottingham Local Strategic Partnership (LSP), in conjunction with the Greater Nottingham Skills Board, commissioned a study to better understand the barriers to accessing employment and training. This was part of the research for Nottingham's City Strategy Pathfinder to test a new approach to tackling worklessness in disadvantaged communities. A key focus of the study was to identify barriers preventing specific client groups, including people with disabilities and people from different ethnic communities, from taking up training and employment opportunities. The study was completed in July 2007 and has informed a number of strategies including the development of the City's Sustainable Community Strategy. Following this study the authorities are now working with Rural Community Action Nottinghamshire to develop a pilot cycle scheme to complement the existing motor scooter based 'Wheels to Work' scheme to provide an affordable and healthy travel option for job seekers to access training and employment in areas of the conurbation less well served by public transport.

Access to learning:

Following the publication of a study of Access to Post-16 Education commissioned by the Learning and Skills Council (LSC) in 2005, the authorities and the LSC have supported post-16 education establishments through the Post-16 Transport Partnership with a grant scheme to kick-start the development of travel plans. A successful outcome has been the Bilborough College travel plan to reduce the impact of student parking in the neighbouring residential area. Transport choices and access to the college have been improved through the installation of an information kiosk and the introduction of a dedicated college link service. This provides a direct link to the city centre. The service is branded in college colours to give strong identity and promote student ownership and the timetable is tailored to the college timetable.

The Nottingham Unilink bus service, introduced in 2005 to connect the city centre and the two major university campuses has been an award winning success due to its integrated ticketing options allowing passengers availability on Unilink services with one ticket irrespective of how they made their first journey. Around 25% of passengers transfer to a Unilink service reflecting its success. The Unilink service to Nottingham Trent University Clifton campus has seen an increase in patronage of up to 150%.

Building on the provision of a dedicated bus service, the University of Nottingham have also continued in implementing green travel planning measures across all their sites in the conurbation. Collectively they employ over 4,000 staff and approximately 26,000 enrolled students and have introduced a wide range of quality measures including secure cycle parking, showers and changing rooms, car sharing schemes, on-site footpath and cycle routes and promoting more sustainable travel to their sites.

Collegelink bus with unique branding



Unilink bus



The City is in Wave 2 of the Building Schools for the Future programme and is also developing three Academies. Accessibility planning has been used to identify potential travel and access issues so that these can be addressed through the planning and design of each development.

Accessibility analysis has also been provided to input to the primary school review process and the development of the Children's Centres programme.

Both authorities have supported their Local Education Authorities to meet the new duties under the Education and Inspections Bill 2006. Mapping has been undertaken to audit the provision of home to school transport and to assess the financial implications of the extension of choice to low income families. This work has informed the development of the the Sustainable School Travel Strategies.

Access to healthcare and social services

The Medilink service was launched in 2005 and initially provided a free half hourly bus service between Queen's Medical Centre and Nottingham City Hospital, with connections to radial bus and tram routes including two Park & Ride sites. The two hospital trusts merged in April 2006 and the Medilink service was improved to cater for the increasing staff and patient movement between the two campuses, and relieve car-parking pressures at both sites. The purchase of eleven new vehicles has enabled the service to operate every ten minutes between 8am and 6pm on weekdays since March 2007. Accessibility modeling shows a 5% increase in the population able to access the hospital sites within 30 minutes. Significant journey time reductions for residents in high Index of Multiple Deprivation wards have been achieved by negating the need to change services in the city centre. As Medilink is free, this has also removed the financial barrier to interchange. The latest service improvement is the installation of PIDVISEO screens to give a visual picture of where the bus is along the route. This system is particularly helpful for those with visual, hearing or learning disabilities.

The Mary Potter Centre in Hyson Green is a joint service centre providing access for residents to health, education, and social services in a single location. A number of groups were established to involve future users in the development of the design including 'way finder' and 'travel plan' steering groups to look at access issues for service users, staff and deliveries. A street audit involving a range of users with and without mobility impairments was used to inform the development of a programme of local improvements to improve access such as increasing parking patrols, enforcement of illegal parking, and installation of dropped kerbs. This approach was well received and the user groups welcomed the opportunity to be directly involved in shaping the development of the centre and its environment. A similar approach is being used for the development of the Bulwell LIFT site.

Access to healthy living including food and other essential services

Following the success of MyBus, an experimental semi-fixed bus service introduced in the Sherwood and Mapperley area with Urban Bus Challenge funding, a further four Locallink services have been established since 2006. These services are aimed at older and disabled people and provide links to district shopping centres, health care facilities and other necessary services. The services provide a high standard of customer care, a friendly service, and ease of use for the mobility impaired, within an operating cost of £2 per passenger journey. It is no longer necessary to completely segregate the Dial-a-Ride users from the local network and many users can now use both types of operation for different needs, ensuring social inclusion and good use of council resources.

Twelve Shoplink services were launched in June 2008 to improve access to major supermarkets from residential areas, complementing the network of Locallink services. The Shoplink network comprises eight new routes and four re-branded routes.

Shoplink



Locallink fleet



The services connect key residential areas to major supermarkets, operating once or twice a week to provide one or two journeys in each direction. Mapping was undertaken to plan the new routes by identifying which areas were outside a 400 metre walking distance to a bus service serving a supermarket. Although most areas do have bus services to the city centre and district centres the range of affordable food in these shopping areas is often limited. Patronage is being monitored and the routes will be reviewed and amended accordingly. The City Council is working with the Primary Care Trust (PCTs) through the local Food Initiatives Group (FIG) to explore ways to promote healthy eating promotions with the supermarkets for Shoplink users.

The County Council commissioned the FIG to identify the barriers in accessing healthy, affordable food within the Ashfield district, particularly for older people, low-income families and people with disabilities. Following this work, One Nottingham LSP commissioned FIG to carry out a similar study in the deprived areas of the City. These studies will inform the development of action plans to improve access to food, which will be drawn up in partnership with FIG, the PCTs and the LSPs.

The City Council is one of the partners in the regional Cycling for Health pilot being led by the PCT which aims to get more people in Nottingham cycling more often through the promotion of cycling as an exercise activity for the community and amongst PCT staff. The main thrust of present activity is to refer people to cycle trainers in order to help reduce obesity and chronic heart disease levels through safe cycling in areas where there are health, wealth and access inequalities.

Breaking down the barriers to travel

In addition to better planning of services and the introduction of new link buses, work continues to address the accessibility barriers:

Affordability	Following the success of the Senior and Mobility Citycards, the Adult Citycard was launched (for all City Residents aged 18-59) in April 2007. This smartcard combines the functions of a travel card, library card and access to leisure facilities as well as retail discount offers. Over 120,000 smartcards were delivered to City residents offering a free day's travel along with a personalised journey planner. A young person's version (Citycard 360) was introduced in December 2007 for 11- 17 year olds offering cheaper bus travel combined with access to leisure facilities and libraries and targeted retail discounts. The 'Mango' electronic purse has also been introduced on Trent Barton services offering discounted travel without the need for cash transactions.
Information	Over 230 electronic displays have been introduced at bus stops since 2006, including Derby Road demonstration corridor. The on-line journey planning service 'Triptimes' has been improved to provide real-time information and has a new dedicated section for school services. The SMS mobile phone information service, TripMobile was launched in September 2006 and won the UK Bus Industry Award for Innovation. Development of traditional paper-based information is also continuing. Compact credit card-sized timetables at key interchanges are proving so popular that 4,500 are now distributed each week.
Safety	CCTV has been introduced at 90 bus stops since January 2007 and coverage is being expanded to include the two key Park and Ride sites. Cameras have also been used to enforce bus lanes at locations around the city since January 2008, which has improved access to bus stops and journey times. Surveys show that perceived safety has been improved by 9% since 2005.

New bus shelters providing increased safety at night



Action

Delivering the Beacon good practice programme

The authorities participated in the national Beacon Learning Exchange to formally launch the Beacon theme year in September 2008, with a focus on work at the Plan area to improve access to health and healthy living. To follow this, a programme of local good practice workshops is planned for spring 2009. The Greater Nottingham workshops will focus on the Citycard, Linkbus development and the NOMAD+ data sharing partnership. The workshop programme will be supported by a joint authorities' Beacon website, in development as part of the Big Wheel suite of information, featuring information and case studies about the authorities' accessibility planning work.

The Accessibility Planning Partnership

The Accessibility Planning Partnership for Nottinghamshire was set up in 2004 as the main mechanism to identify and tackle accessibility problems with external partners. It comprises a Wider Reference Group (WRG) and a Steering Group: The WRG is used for wider consultation on enhancing accessibility; The Steering Group drives the direction and development of the Accessibility Strategy, influences policy and mainstreams accessibility issues through the representatives' own networks. The Partnership includes representatives from departments across each authority (education, leisure, adult social care and health, planning and transport). Dialogue is being continued through the authorities' cross-departmental arrangements to improve co-ordination of service delivery and resources. The groups have welcomed the opportunities accessibility planning provides to improve the effectiveness of services.

The NOMAD+ data sharing website (http://ww.nomadplus.org.uk) is used as a central information hub containing information on the Accessibility Planning Partnership Zone. It seeks to:

- Raise awareness of considering accessibility when planning new services
- Promote mapping and modelling support available from the authorities to help future developments and services be planned in a way that will maximise access for users
- Explore opportunities for collaboration and co-ordination of resources

Developing the accessibility planning service

The authorities are developing an accessibility planning service to offer guidance, advice, accessibility mapping and analysis to support partners at the most critical stages of new developments to maximise accessibility:

- Feasibility: choosing the right site for the type of development and the user groups
- Site planning: locating services in the right place on the site in relation to walking, cycling and public transport networks
- Detailed design: providing facilities to promote travel choices within and around the site
- Ongoing life of the development: developing and implementing an appropriate Travel Plan

To ensure the accessibility planning service is as proactive as possible, the authorities have been tracking milestones in major developments to identify timely accessibility planning input for strategic decision-making and land-use planning, and are using this information to improve co-ordination of their own programmes. This work has helped to ensure that both authorities consider accessibility when planning and delivering their own services. For example, early

consideration of travel and access issues in the development of the City's Building Schools for the Future and Academies programmes; input to the City's primary school review process and Children's Centres programmes; development of the Sustainable School Travel Strategies and meeting the LEAs' new duties under the Education and Inspections Bill 2006.

Further work is required to improve the tracking system and to make this a useful resource that can be shared with our partner organisations across Greater Nottingham. The Beacon award has provided funding that can be used to develop this tool.

Related Issues and Challenges

Maintaining partnership working

Sustaining effective partnerships throughout the Plan period will be one of the biggest challenges for this area of work. Many of the organisations that actively supported the development of the Accessibility Strategy have undergone significant organisational changes, for example the LSC and the PCT, and inevitably key contacts have been lost along the way. It is hoped that the development of the Accessibility Planning Partnership Zone will prove to be a more efficient way of managing the partnership work and promoting accessibility mapping as a useful tool. Receiving national recognition through the Beacon scheme was a great boost to our partners and has helped to raise the profile of the accessibility planning work both within the two authorities and with external organisations.

Alignment with Local Area Agreement workstreams

The Nottinghamshire LAA includes NI176 (Working age people with access to employment by public transport and other modes) whereas for the City there is no explicit accessibility target within the One Nottingham LAA. However, improving accessibility is implicit within the themed partnerships' workstreams. Tackling travel and access barriers will be essential to the delivery of targets to decrease worklessness, improve skills, increase employment rates, increase engagement in education, employment and training, and increase progression into further education, higher education and skilled economic activity. There is also a role for accessibility planning to play in reducing mortality from cardio vascular disease by improving access to healthy affordable food and active lifestyles.

Funding for Linkbus services

The City Council has been creative in finding revenue funding to develop the Linkbus network to date but the current funding arrangements are fragile. In the medium to long term the Workplace Parking Levy (WPL) will provide a more secure source of funding. However, the WPL scheme is still subject to approval, so future funding is not guaranteed.

Equalities issues

Improving transport, parking and access to the city centre forms a part of the City Council's Disability and Equality scheme objectives. The authority has successfully reached a Level 3 Equality Standard for local government, in which the concessionary fares scheme and provision of accessible bus services are featured. The authority are currently submitting a bid for Level 4 Equality Standards which will require further efforts to be focused upon increasing the numbers of disabled people visiting and accessing the city centre through developing the Linkbus (Shoplink and Medilink) networks, increasing concessionary fares scheme usage and improving public transport information for disabled customers.

5 Safer Roads

This chapter sets out the progress being made towards the shared priority for Safer Roads and assesses the challenges and actions ahead until the end of the Local Transport Plan period.

Summary

- Inclusion of casualty reduction targets in Local Area Agreements (LAAs)
- Casualty trends by road user type
- Delivery of schemes contributing to casualty reduction
- Beacon Status for Road Safety dissemination
- Action being taken to reduce vulnerable road user casualties

Analysis

Local Area Agreements

Both authorities have included reducing the number of killed or seriously injured road casualties in their respective LAAs thus reflecting the importance of this priority. This has required each authority to carefully review progress resulting in further stretching of the performance target. New approaches to partnership working are also being developed.

Improving road safety is particularly aligned with the One Nottingham Early Intervention mission. This is because the Child Casualty Reduction Strategy for Greater Nottingham is strongly focused on road safety education from an early age backed up with engineering treatments to improve the physical environment in which children live and travel on the way to and from school.

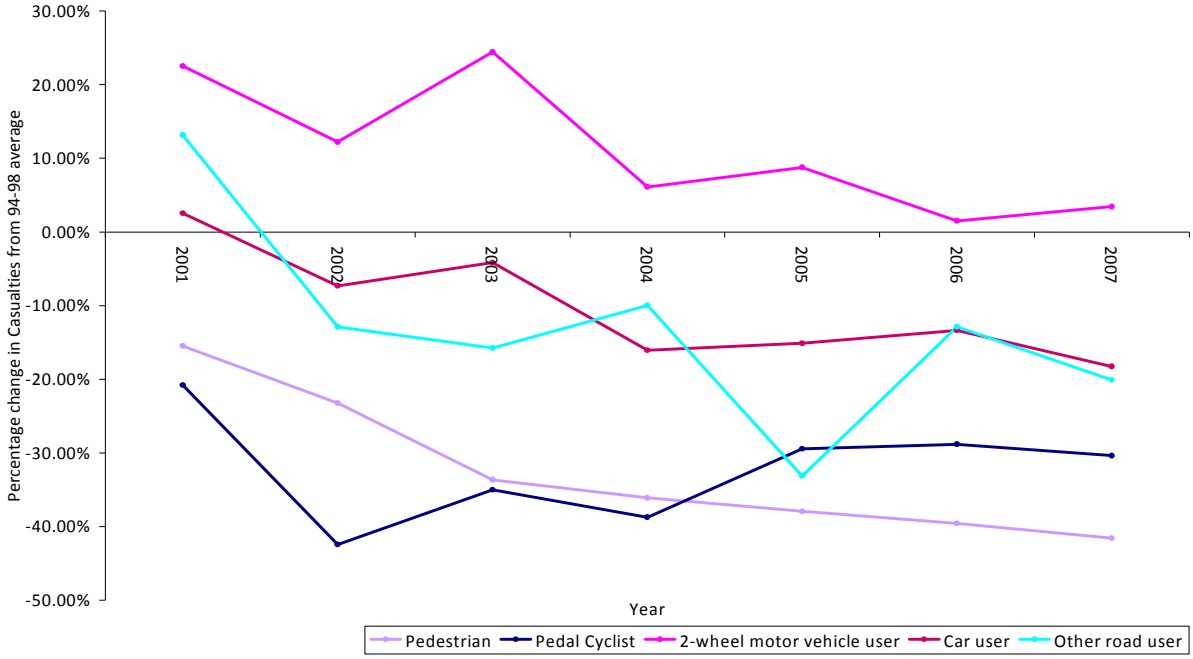
The County Council spend has been prioritised based upon casualty savings. However, because it has been found that disadvantaged groups suffer disproportionately from the negative impacts of traffic and that higher casualty rates occur in deprived areas, the implementation of accident remedial schemes in the City have also been prioritised using Neighbourhood Road Safety Initiative (NSRI) results.

Casualty trends

Analysis of the good progress being made towards the LTP2 targets and performance indicators is included in Chapter 9. In addition, analysis of casualty history by specific road user groups has highlighted several areas of concern, which both authorities will be addressing during the remaining years of the LTP2 period.

Figure 5.1 shows the percentage change in casualties by road user group from the 1994-98 average in Greater Nottingham. This highlights that casualty levels for all categories, with the exception of motorcyclists, have reduced. The highest percentage reduction has been in the number of adult pedestrian casualties, which have reduced by 37%.

Figure 5.1: Casualties by Road User Group



Motorcyclists

In addition to the increase in the total number of motorcycle casualties, further analysis of the casualty statistics across the conurbation has identified that motorcycle rider fatalities have increased by 22% over the period and slightly injured motorcycle riders have increased by 10%. Only 11% of motorcyclists killed or seriously injured are riders using medium-sized (between 125cc and 500cc) vehicles. Of the remaining injuries approximately half are younger adults on low cc motor cycles/mopeds and half are riders of all ages using large motorcycles (over 500cc).

Public service vehicle drivers

Analysis of the casualty statistics has identified an 80% increase in slight injuries for public service vehicle drivers. This is an area that is continuing to be investigated to identify possible causes.

Actions

Targeted interventions

Accident records supplied by the police are analysed on a regular basis to highlight the locations showing the highest levels of injury. Further investigations are then undertaken and possible schemes developed following local policies and procedures and using further survey information such as pedestrian flows, vehicle speed and public transport use. All cost effective schemes are then prioritised according to the number and severity of casualties and the number of vulnerable road users injured.

A mixture of work programmes are being undertaken to address road safety issues in the following areas:

Education	Revenue support is provided for an ongoing programme of education, training and publicity to all road users. Typical examples are the 'Seatsafe' campaign, developed from the government's NRSI programme, being implemented in partnership with the Fire Service, Primary Care Trust (PCT) and Sure Start and is providing training and advice on fitting child restraints in vehicles. Another example is the local and general speed management campaigns, including bus back advertising, being promoted throughout the rural part of the Plan area. A self-funded driver improvement programme provides evaluation and retraining for drivers involved in collisions as a result of 'due care and attention' offences as an alternative to prosecution. Due to the long-term nature of these activities it is difficult to quantify direct casualty savings.
Engineering	Casualty data is used to identify locations where injury collisions are occurring and develop treatments to reduce the number and severity of injuries. The majority of Greater Nottingham's residential estates have now been traffic calmed through a combination of humps, cushions and plateaux. Attention is increasingly now being focused on the management of speed on the distributor and arterial road network. Within the conurbation the capital allocation typically allows seven-eight large engineering schemes and up to 10 minor schemes to be implemented saving around four killed or seriously injured casualties per year. As part of a village speed limit review, the speed limit was reduced by the County Council in 17 villages that had an accident history. New village gateways were included in the schemes and in some cases further measures such as refuges and lining were also implemented. Safer routes to school are being implemented to ensure the safety of school children travelling to and from school. Attention is being given to align this programme with Building Schools for the Future and Schools Reorganisation programmes. In the City area five 20mph school safety zones are being implemented per year and in the County three pilot 20mph schemes operating only during school hours have been set up. The results of this pilot will be used to determine future County policy. Safety audits for all new transport schemes and highway works associated with new developments are undertaken to ensure new construction is safe for all road users.
Enforcement	Speed enforcement is co-ordinated through the Nottinghamshire Safety Camera Partnership. Funding is co-ordinated by the partnership to maintain existing equipment and ensure it continues to be compliant with Home Office requirements. It contributes towards police costs for enforcement and offence processing along with court service staff costs. Monitoring of safety camera sites show that on average they achieve a reduction of 1.1 killed or seriously injured casualties per site per year.

Evening economy

The City Council undertook research into the number of casualties that occurred due to the vibrant evening economy of the city centre. Following on from the research, options for engineering solutions were investigated but none were determined to be cost effective. The research highlighted the need to raise the awareness amongst professional drivers (bus and taxi), using the city centre, of the possibilities of collisions with drunken pedestrians so that they can improve their driving standards. A variety of educational proposals are now being developed.

Motorcycles

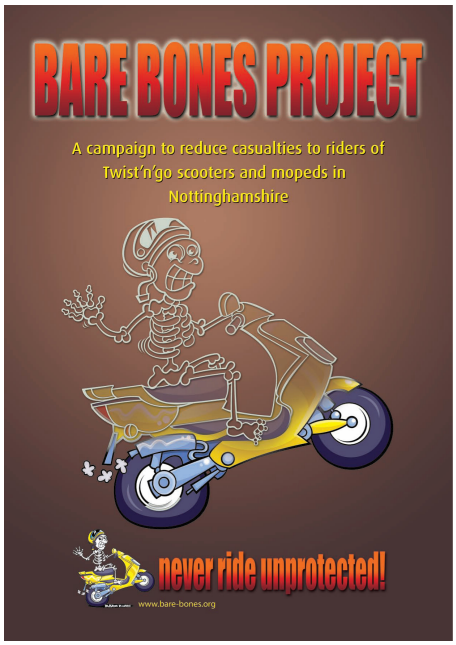
The road safety audit process gives serious consideration to the needs of motorcyclists and scooters by recommending the removal of unnecessary street furniture; relocating items which alter the skid resistance of the road surface (e.g. service covers, white lining) out of the path typically followed by motorcycles; and ensuring the construction of vertical/horizontal traffic calming features that take into account the needs of motorcycles.

The 'Shiny Side Up' partnership targets information and relevant publicity at leisure and sports bike riders across the region. These activities range from T.V. commercials as part of on-site transmissions during the British Super Bike races to roadside posters placed at motorcycle crash sites. A continuous campaign directed at the scooter, lower powered bike users and commuters is delivered through the local CBT, retailers and the police as part of the 'BARE Bones' initiative. Recently a specially commissioned animated DVD film was produced and the initiative has won a commendation from Prince Michael of Kent and two other awards.

'Shiny Side Up' Campaign Website



'BARE Bones' Initiative



Cycle training

Cycle training is continuing to be successfully delivered by Ridewise, a social enterprise focused on delivering cycle training across the conurbation to national standards, as well as by the County Council's own in-house staff. An innovative programme known as 'Lifecycle' is currently being rolled out to Nottingham's primary school pupils both to increase their own cycling skills, thus supporting them to become confident cyclists but also to increase their awareness of the needs of cyclists should they become drivers later on in life. The County Council's 'BikeAbility' course continues to deliver free on-road and off-road cycle training to school pupils free of charge. Over the last three years RideWise have trained increasing numbers of adults and children with a doubling to 400 clients already in the current year compared to fewer than 200 in 2006/07.

Related Issues and Challenges

Beacon status

In 2006 the City Council was awarded Beacon status for Road Safety. As a result the authority has been working closely with other Beacon authorities to share and disseminate good practice. A key activity has been the development of the Road Safety 'Timebank' project. Timebank is a web portal that allows all local authorities to view exemplar schemes from around the country and seek advice or request help from other authorities that have successfully overcome difficulties they may be experiencing. All UK organisations involved in road safety will be able to benefit from the project with a longer-term intention to expand it internationally.

Partnership working

Having road safety targets incorporated within the wider LAA partnerships presents opportunities to explore broader partnership working. Working more closely with the PCT, Adult and Child Services and others provides potential to reach a wider audience through linked messages.

The new area based grant funding arrangements means that all Road Safety Grant revenue funding is now directed through the respective LAA boards. Future spend on road safety is therefore dependent upon it continuing to be prioritised through the LAA boards. Safety camera activities have, however, already had to be cut due to the reduction in funding that has occurred as a consequence of the replacement of the 'netting off' scheme, the decreasing size of Road Safety Grant allocations and the increased costs due to inflation and fuel increases.

Driving at work

To date the Driver Development Programme has remained inactive as businesses undertake a 'do minimum' approach toward occupational road risk. Development of a speed awareness course was delayed while the national standard was developed. Implementation is now at the preliminary stage with a course expected to be in operation during 2009/10.

Motorcycling Strategy

To help make motorcycling safer and more convenient in Nottinghamshire, the County Council formed the Nottinghamshire Motorcycle Forum in 2005. Following publication of the Government's Motorcycle Strategy, a motorcycle strategy for Nottinghamshire was developed in partnership with its Motorcycle Forum and the strategy was adopted in early 2007. The strategy has four key aims:

- Make motorcycling in Nottinghamshire safer and more convenient
- Consider motorcycles fully alongside all other modes when developing transport strategy and policy
- Help ensure that motorcycling, as a choice of travel, can play a role within a safe and sustainable transport system
- Promote motorcycling as a sustainable means of transport

An action plan has been developed detailing the core activities required to help deliver the strategy and is updated as necessary throughout the lifecycle of the Government's strategy. The full strategy and action plan are available at: http://www.nottinghamshire.gov.uk

6 Better Air Quality and Environment

This chapter details the progress being made towards delivering Better Air Quality and the actions being taken to achieve the Local Transport Plan (LTP2) air quality targets within declared problem areas. Actions being taken to address climate change issues are also reported in this section.

Summary

- Nottinghamshire Air Strategy detailing process for managing air quality in Greater Nottingham re-launched in 2008
- Amendments made to the two existing Air Quality Management Areas (AQMAs) in the City of Nottingham
- Further development and review of action plans for declared AQMAs within Broxtowe and Rushcliffe
- Action being taken to address climate change
- Ecolink ethanol fuelled bus trial

Analysis

The joint authorities' strategy[1] for monitoring and managing air quality covering the Plan area was re-launched in 2008. Developed through Nottinghamshire Environmental Protection Working Group (a partnership between the City, County and district Councils, Environmental Agency, Health Protection Agency and Highways Agency), it has aided cross-boundary work required to address any locations where air quality objectives are unlikely to be met.

The City alongside the district councils have undertaken updating and screening assessments since submitting the LTP2 in March 2006, with further detailed assessments in the City carried out in 2008. Whilst monitoring has resulted in no new AQMAs requiring declaration, the latest detailed air quality assessments for nitrogen dioxide have identified the need to modify the two existing AQMAs within the City boundary. Although monitoring at a number of roads and junctions with high traffic flows met the guidance criteria, some diffusion tube monitoring results indicated an increase in the annual mean air quality objective above the permissible levels.

The results of the most recent Ashfield air quality modelling have shown that air quality is expected to continue to remain within national objectives during the Plan period.

An air quality review and assessment carried out in April 2006 found that air quality targets were likely to be met throughout Broxtowe borough prior to 2010. Increased monitoring within the four existing AQMAs has been planned to determine whether the air quality standards will actually be met.

[1] A breath of fresh air for Nottinghamshire: An air quality improvement strategy for the next decade 2008, www.nottinghamcity.gov.uk/airstrategy.doc

The outcome of the 2006 updating and screening assessment for Gedling Borough Council indicated potential exceedences of the nitrogen dioxide objectives in three areas: A60 Mansfield Road; Victoria Road, Netherfield; and Plains Road, Mapperley.
A subsequent detailed assessment of those areas indicated that pollution levels along all of the assessed roads were below annual limits. Whilst it was therefore not considered necessary to declare AQMAs at these locations, the areas remain a concern and pollution levels within these corridors will continue to be monitored.

In September 2005, Rushcliffe Borough Council formally declared two AQMAs, one located in the vicinity of the A52 trunk road and the other on the approaches to the Trent Bridge and Lady Bay river crossings. No amendments to either area are currently proposed.

Actions

Changes to existing Air Quality Management Areas (AQMAs)

City centre

The 2008 detailed assessment proposed amendments to the city centre AQMA following significant changes to the distribution and volume of traffic in the city centre after the introduction of the Turning Point scheme and taking into account the impact of new developments. The amendments described in the July 2008 detailed assessment is currently awaiting approval from the Department for Environment, Food and Rural Affairs (DEFRA) and will be adopted in early 2009.

Ring road

Changes to the A52 Ring Road in the vicinity of the Queens Medical Centre (QMC) AQMA are also being proposed through the July 2008 assessment.

The air quality action plans for both the city centre and ring road AQMAs as originally included within LTP2 have been reviewed as part of this report process and progress against these specific actions updated. These can be viewed at: www.nottinghamcity.gov.uk

Broxtowe

Broxtowe Borough Council in partnership with the Highways Agency (HA) has drafted an action plan focused on various motorway strategies to address concerns of nitrogen dioxide exceedences within the declared AQMAs as well as actions that would benefit the borough as a whole. Broxtowe will continue to liaise with the HA with regards to current or future plans for the M1, to ensure the required reductions are achieved. The draft air quality action plan (2007) is available at: http://www.broxtowe.gov.uk

Rushcliffe

Rushcliffe Borough Council have been working with the County Council to develop an action plan, which has now been formally approved by DEFRA. The action plan outlines the activities to be undertaken by partners to deliver improved air quality within the declared areas. The latest version of the plan can be accessed at: http://www.rushcliffe.gov.uk

Related Issues and Challenges

Future air quality monitoring

Through the Nottinghamshire Environmental Protection Working Group the authorities will continue to ensure a consistent approach to assessing and monitoring air quality throughout the conurbation. Ongoing air quality assessment will continue to be undertaken to monitor levels of pollutants to help identify existing or potential exceedences. If issues arise there are existing mechanisms whereby they can be raised and tackled by a partnership approach. Should sites be identified as borderline, or requiring further investigation, (but do not require an AQMA to be declared), they will receive more regular monitoring to help predict future air quality levels. Such sites will also be prioritised for additional resources, such as 'smarter choices' and integrated transport schemes to help improve air quality, and ensure that exceedences do not occur.

Chapter 3 (Tackling Congestion), details measures used to manage congestion, which also have beneficial impacts in maintaining better air quality. Given the close links between air quality and congestion, these chapters should be read in combination. Air pollution will also continue to be addressed through encouraging alternative travel modes and promoting sustainable development through the LTP2 and development plan processes.

Further collaborative work is being undertaken between the Councils and district authorities to further develop a countywide air quality website. The website contains pooled countywide air quality data to enable real time data analysis and growing educational opportunities. Whilst the website is now 'live' it is still in its development stages and is due to be completed and launched shortly.

Cleaner vehicles

The City Council in partnership with Nottingham City Transport is currently trialling the use of ethanol-powered buses. The Ecolink project is a technical, environmental, business and operational trial to see if ethanol fuelled buses can be introduced under Nottingham's specific local conditions and whether it is suitable for expansion into other areas. The City Council has secured £520,000 of funding from EMDA to purchase three ethanol-powered buses and install an ethanol fuelling station. Nottingham City Transport are providing the staff and operating resources for the service 30 (City-Radford-Wollaton) route. The trial is planned to run through to autumn 2009. Ethanol buses already operating in Sweden, Spain, Poland and Italy and are successfully reducing carbon dioxide, nitrogen dioxide and particulate emissions.

Ethanol powered Ecolink Bus and promotion





Carbon Management Plan

Both authorities have signed up to the Nottingham Declaration on Climate Change. This requires the Councils to set meaningful targets for carbon dioxide emission reduction from both their own internal activities, plus those where it can influence emissions from the wider community. This commitment resulted in the development of the Carbon Management Plan (CMP) for the County Council, which was launched in April 2007. The CMP sets out how the County Council will reduce its own carbon footprint, including those related to transport (such as introducing bio-fuels for its own fleet, reducing business mileage and promoting smarter choices through its travel plan), as well as targets for the actions detailed within the plan. The full document is available at: http://www.nottinghamshire.gov.uk/carbonmanagementplan
An equivalent plan is being developed by the City Council in partnership with the Carbon Trust and is due to be completed by March 2009.

Strategic environmental assessment

Strategic environmental assessments are required on all major schemes and will continue to be a major factor in scheme selection and prioritisation.

7 Local Priorities

This chapter details progress made towards achieving the three local priorities of Quality of Life, Regeneration and Neighbourhood Renewal and Efficient Maintenance, including progress with the Highway Asset Management Plans.

Quality of life

Working in partnership with Rushcliffe Borough Council, a three-phase town centre improvement scheme has been undertaken in West Bridgford. The scheme aims to provide better definition to the town centre and to assist local businesses on the periphery that have, in the past, suffered from a lack of footfall. The focus of the project is to improve the public realm in order to reclaim public space for shoppers and pedestrians. Phase 1 incorporated minor public realm improvements along Bridgford Road; Phase 2 involved a major improvement to the area known as Gordon Square.

Gordon Square was previously nothing more than a large expanse of tarmac, used for informal parking (note the vehicles parked in the centre of the square, creating an informal roundabout). Pedestrians had to walk around the edge of the square. Following consultation with the public and local shop owners a new layout was constructed that formalised the parking, created a much more pleasant environment for shoppers (the design deliberately draws the eye towards the listed public house) and created a footway across the square to improve access to the town centre for pedestrians, especially the mobility impaired.

Before: Vehicles regularly undertook U turns around vehicles parked in the centre of the square



After: Footway following the desire line across the square extended



The November 2007 ‘User and Perception’ Survey interviewed approximately 1,000 people who use the city centre retail amenities about their level of satisfaction with the city centre, their shopping experience and expectations for future improvements. When asked about access and mode of travel to the City, the largest proportion of users (34%) travelled by bus or coach and 40% of the respondents agreed that using the tram made coming to Nottingham a pleasure. A total of 89% thought getting around the city was easy and 80% gave a favourable rating for the City’s range of amenities, such as attractiveness of its buildings, cleanliness of the streets and the condition of its open space.

In accordance with the City Council’s City Centre Masterplan significant attention has been given to developing a network of 'primary pedestrian routes’ along key pedestrian desire lines. These link together the city centre, with the surrounding inner city communities through areas that are the subject of significant regeneration. Five of these routes have benefited from the availability of European Regional Development Funding. Improvements made include widening footways,

upgrading paving materials, improved lighting, installation of direct signal crossings across roads, reducing street clutter, clearer signing and better street furniture. To ensure a consistent high quality finish, the Council has developed a Streetscape Code of Practice, which all schemes must comply with.

As well as improving the quality of the public realm the primary pedestrian route network is contributing to reducing congestion through encouraging a significant increase in walking trips. Monitoring of the routes is being achieved through the development of a network of automatic pedestrian flow counters that record levels of pedestrian activity across the city centre 24 hours a day. In addition to establishing pedestrian flow trends this data provides very useful intelligence on the success of public events on bringing people into the City.

Before: Primary pedestrian route in Hockley



After: Implemented primary pedestrian route



City of squares

From 2005 to 2007 the Market Square underwent a radical transformation to create a multi-functional, high quality flexible space and new focus for the city centre. The previous formal arrangements of low walls, steps and sunken walkways were difficult to negotiate, especially for wheelchair and pushchair users and have been replaced with an award winning design providing unhindered access for all. Consultation with Disability and Action Groups informed the design and positioning of the street furniture.

The refurbished Market Square has created a new sense of identity and enhanced the attractiveness of the city centre and as a result has won a number of design awards including the 2008 inaugural RIBA CABE Public Space Award.

Award winning refurbished Market Square



Regeneration and neighbourhood renewal

In 2006, the City Council approved a £22million, area-based capital investment programme to improve the public realm over three years across the City that was identified under the 'Transforming Neighbourhoods' theme in the Corporate Plan 2006-2011. A key priority of the programme is to improve the quality of pedestrian areas with at least 70% of the funding directed towards upgrading footways. Funding was prioritised and allocated between nine areas on the basis of population and deprivation ratings. Since the introduction of the programme, very positive feedback has been received from local residents, including comments praising the improvements through 'Your Choice, Your Voice' and more recent 'Parklife' events. Due to its success the programme has now been extended through to 2011 with a further £18 million of funding earmarked for the programme.

A major environmental improvement has also been constructed on Front Street in Arnold. Prior to commencement of works, the area was dominated by car traffic, with a great deal of on-street parking and, in places, very narrow footways. The area suffered economically due to its peripheral location in the town centre and to congestion caused by a combination of bus waiting areas and on street parking, and a narrow carriageway not able to accommodate both.

Following widespread consultation with the public and shop owners, the project has realigned the carriageway to alleviate the congestion and widen the footways at pinch points. The bus waiting areas have been improved with new shelters, electronic timetable displays and an electronic information kiosk. Additional disabled parking and a taxi rank has been provided, along with two new pedestrian crossings to reduce safety concerns expressed during the consultation. Phase 1 of the works (Croft Road to Coppice Road) was completed in 2007/08; Phase 2 is due to be completed during 2008/09.

Street Lighting Private Finance (PFI) Initiative

In 2005, the Department for Transport issued an invitation for Local Authorities to submit Expressions of Interest for street lighting projects seeking central Government support in the form of PFI credits. Following initial approval, the City Council submitted an outline business case detailing the project objectives, scope and milestones, which were approved in September 2007 to the value of £44.6million.

The credit value has been awarded as part of a 25 year contract with an investment programme in the first five years. The key street lighting areas of improvement are included in the approved business case and cover such elements as installing approximately 23,000 columns, converting 8,000 luminaries and the replacement of over 3,000 signs, beacons and bollards.

The City Council are seeking to appoint the preferred bidder by December 2008 with a view to awarding the contract in spring 2009 to allow works to start on site in autumn 2009.

As part of the project development, an Equality Impact Assessment (EIA) screening document was completed to ensure the proposed delivery did not impact any groups negatively and considered the needs of all different service users. A full EIA was not required, however, priority areas will be reviewed annually and a full EIA conducted in the case of any negative impacts arising. As well as providing significant road safety and community safety benefits with reduced incidences of antisocial behaviour, the upgrading of the street lighting will also address crime hotspot areas creating safe and sustainable communities. Through evaluation of design light pollution and energy consumption issues are also being carefully considered.

Highways Asset Management Plans

The City Council has put considerable effort into the production of a draft Highways Asset Management Plan (HAMP). To date the plan is in two parts; the first provides a strategic overview as to how the whole highway network is managed. The second part comprises the 'working' documents such as Lifecycle and Level of Service plans, Skid Resistance and Winter Maintenance strategies, financial reports, risk registers and an Improvement Programme. The Director of Environment and Regeneration is considering the current draft HAMP and it is anticipated it will be submitted to the Council's Executive Board for approval in early 2009.

Progress to Date

In 2007, a new Business and Asset Management team was created within the Highway Construction and Maintenance Service area of the City Council's Environment and Regeneration Department. This team is dedicated to further developing the plan, with the assistance of 'exp consulting', together with knowledge gained and shared by other service providers and the afore-mentioned documents. In addition to completing the HAMP, the need to continuously evolve it as a tool to assist improvement of asset management practice within the City Council is recognised to enable improved long term planning and cost effective service delivery.

The following is an outline of the work required to complete the first part of the plan:

Whole-Life Planning	More detail of the purpose of whole-life planning and how this practice will be developed by including information on renewals figures, based upon historical expenditure and local assessment of required renewal lifecycles
Finance	An introduction to include referencing the need to work towards a financially sustainable position, with specific reference being made to the Street lighting PFI and its' funding implications
Data Strategy	Distil data review work into a strategy including the identification of data collection needs, recommended means of collection and develop an outline business case in support of data collection. Priority is to be given to the collection/replacement of missing/unreliable data, which will include identifying criticality
Asset Valuation	Prepare an initial valuation and report of our highway assets together with a commentary on the output, method and input data used. Provide recommendations for how the accuracy and reliability of future asset valuations can be improved
Risk Management	Review and amend current information included in the draft plan. Add in appropriate references to existing risk planning activities such as Business Continuity Plans, emergency and operational plans. Create an asset risk register from the risk identification undertaken in the lifecycle. Detail a process for risk management to be used built around the updating and reporting of the asset risk register and include provision for considering the wider risks associated with network operations, e.g. network availability and reputation
Forward Programme	Write sections on annual management cycle and proposed approach to deterioration modelling, with different approaches to be suggested for the different asset groups
Performance	Collate existing performance reporting information and present appropriately in the plan. Review extent of current performance measures and recommend any more to complement existing
Improvement Action Plan	Collate raw improvement actions from existing draft and add new actions as the remainder of the plan is developed

When complete, this first part of the HAMP will provide a starting point for the development of long term plans for the care of the City's highway assets. At present the ability to create robust plans is limited in some areas. The Improvement Action Plan will create a list of actions that will enable the authority to create long term plans with increasing confidence.

The development of the second part of the HAMP will involve building business processes to support the implementation of the plan, with a particular focus upon formatting methods of creating long-term funding need projections. The priority work required can be summarised as follows:

Long-term cost projection	Methods of projecting the cost of maintaining the asset groups are to be determined and then used to provide initial estimates of long-term costs, related where possible to a prediction of asset condition and levels of service. New actions will be added to the process as the remainder of the plan is developed
Business Process Development	Work to identify and develop what processes are required and how to detail them such that they fit in with City Council strategies
Annual Status Report Development	Use of annual status reports to cover progress on asset management. To be effective, the prospective audience will need to be identified; it is therefore intended that the report includes: • Details of direct measures of asset performance • Assessment of the progress in developing asset management in the authority • Recommendations of changes to investment plans • Presentation of service options

The HAMP will be further developed into a Transport Asset Management Plan (TAMP) by incorporating additional information on public transport and car parks. Guidance on the structure and content of the plan is taken from the County Surveyors Society's 'Framework for Highway Asset Management', 'Guidance Document for Highway Infrastructure Asset Valuation' and 'Manual for Streets', the Highway Lighting, Maintenance and Structures Codes of Practice and other nationally published documents.

The TAMP will reflect local conditions and will include an integrated renewal and maintenance programme. Such a programme will also allow for better co-ordination of and integration with new-build and other transport schemes. When programmes have been developed for all the assets, it will be possible to identify potential conflicts much earlier and enable joint schemes to be progressed wherever possible, thereby reducing disruption as well as costs.

The City Council will be submitting a bid to the Department for Transport in December 2008 to support the development of the TAMP for collection of data on highway condition, bridge condition and street furniture inventory. Additional funds to undertake drainage surveys to address localised flooding issues, catchment areas and sewer condition is also to be submitted, potentially jointly with Leicester and Derby City Councils.

A draft TAMP for the County Council has been prepared, taking into account changes in 2008/09 and finalising life cycle plans on carriageways and footways. As part of the completion of the TAMP, improvement action points will be identified. These will help the Council progress the development of its asset management approach, such as data collection. This will also allow life cycle plans to be developed in conjunction with condition surveys and asset valuation work. An interim report further explaining the progress with the TAMP has been included in the North Nottinghamshire LTP Delivery Report. It can be accessed at:
http://www.nottinghamshire.gov.uk/home/traffic_and_travel/strategy-policy/ltp.htm

8 Use of Resources

This chapter sets out how the authorities have used resources available to deliver programmed measures and how this compares with expectations as set out in Local Transport Plan (LTP2). It sets out how planned resources will be used to meet future needs and the measures being implemented to improve efficiency and value for money.

Greater Nottingham LTP programme delivery and expenditure 2006/7 and 2007/8

Over the first two years of the LTP2 period the Government allocated £59.9 million of capital funding for local transport improvements. This was supplemented by a further £13.7 million of funding from other sources such as EMDA, European Regional Development Fund (ERDF), developer contributions and from the Councils' own resources. Table 8.1 summarises the number of schemes completed by each authority and the capital expenditure by scheme type over the first two years of LTP2.

Table 8.1: Combined scheme delivery and capital expenditure for 2006/7 and 2007/8

Scheme Type	Completed Schemes 2006 - 2008		Expenditure 2006 - 2008 (£000s)	
	City	County	City	County
Bus Priority	13	5	727	181
Bus Infrastructure	417	583	2,725	1,187
Public Transport Interchanges	7	1	77	209
P&R schemes	1	0	16	91
Cycling	43	57	730	1,382
Light Rail	0	0	0	287
Walking	45	26	3,246	2,194
Travel Plans	93	35	300	217
Safer Routes to School	112	59	753	466
Local Safety Schemes	35	61	2,066	1,413
Road Crossings	92	220	323	708
Traffic Management	88	31	1,944	1,502
New Roads and Local Roads	25	1	538	32
Maintenance – Carriageways and Footways	694	141	14,908	10,212
Maintenance – Bridge Strengthening	6	1	558	158
Maintenance – Structural	16	8	1,007	867
Maintenance – Other	4	43	102	250
Other schemes	10	5	8,312	213
Total	1,701	1,277	38,332	21,569

The programme is compiled on the basis that it is necessary for all schemes to be consistent with the objectives and will contribute to the targets set out in LTP2. In assembling the programme, priority has been given to:

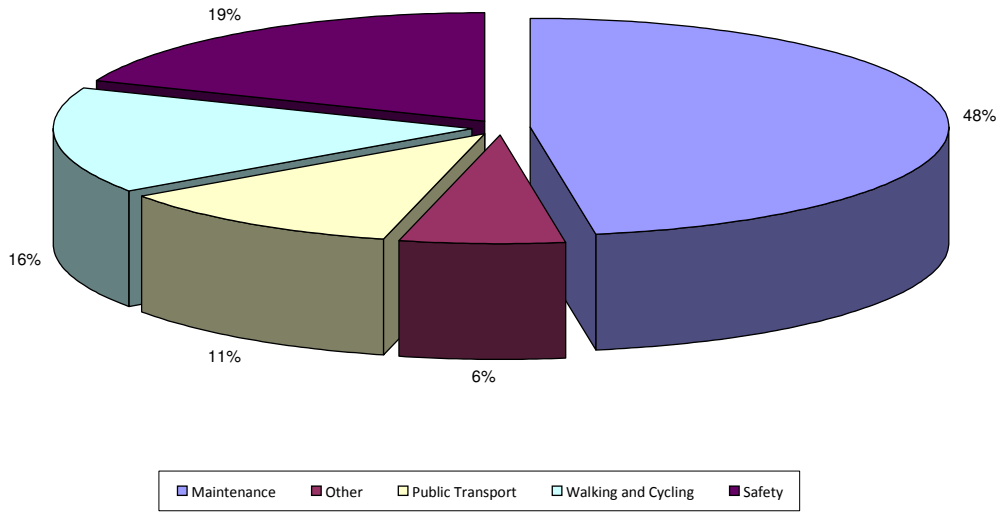
- Achieving co-ordination of schemes with other elements of the programme
- Schemes that lever in other external funding
- Ensuring sufficient advance feasibility and design is undertaken to maintain future programme delivery
- Achieving a balance between large and small scale schemes to ensure efficient use of staff resources

Certain elements of the programme require local input to determine final priorities for scheme delivery, particularly the footway programme as part of the City's area based capital programme for residential road maintenance and elements of the traffic and safety programme. This is achieved through consultation with Neighbourhood Managers and Area Committees.

Funding split

Figure 8.2 sets out the split between key areas of local transport capital investment (excluding expenditure on major schemes).

Figure 8.2: Greater Nottingham LTP2 Funding Split



Major schemes

Turning Point

This £11.7million major scheme in the city was completed in November 2006, three months ahead of schedule and on budget. The Turning Point has radically transformed the northern section of the inner road reclaiming space for pedestrians and achieving a high level of bus priority with through traffic redirected onto more suitable alternative routes. Bus punctuality and reliability has been considerably improved since the introduction of the Turning Point and daily traffic in restricted streets have been reduced by up to 90%, excluding buses. In 2008, the Turning Point received a National Transport Award for the improvements to bus services category.

Lower Parliament Street before Turning Point



Lower Parliament Street now



Gedling Transport Improvement Scheme

This scheme was opened to traffic in July 2007; it comprised a new highway (with shared use pedestrian and cycle footway) and bus plugs to create a bus priority corridor along the former A612. The scheme has reduced traffic flows along the former A612 (which runs past a secondary school) by 11,450 vehicles per day; bus patronage has increased by 10% leading the bus operator on the corridor to invest heavily in new vehicles and equipment; journey time reliability in the peak period has improved dramatically, especially for public transport; 65% of traffic using the new route experiences a shorter journey in terms of both time and distance; and traffic levels in Gedling village and Stoke Bardolph have reduced. The reduction in traffic volumes on the former A612 has also reduced the severance caused by the road and has improved conditions for local cyclists.

Future funding challenges

Due to the current economic downturn and increasing pressures on Council budgets the authorities are expecting funding for transport schemes to become increasingly harder to secure compared to recent years. Funding associated with major development schemes is one area in particular where a reduction in funding contributions for transport projects is expected.

Another area of challenge is funding for major transport schemes. The Regional Funding Allocations process will determine the priority and funding availability for the authorities' currently identified major transport schemes. Due to the fact that many more schemes than funding is available are being promoted and that the cost of many schemes previously prioritised have significantly increased, inevitably means that the implementation of some schemes will be delayed.

Major schemes in the Greater Nottingham LTP2 area being promoted by the authorities, which will be subject to prioritisation are listed in Table 8.3 below.

Table 8.3: Major Transport Schemes subject to Regional Funding Allocation Prioritisation

Scheme	Cost	Progress to date	Expected delivery
Ring Road Major	Current outturn cost £30 million	• Business case submitted to DfT in 2006	• Awaiting programme entry • Earliest start is 2010/11
Nottingham Station Hub	Current outturn cost £67.1million	• Draft business case prepared • Planning application and building consent submitted • Progressed through Network Rail Stage Gate 4 Review	• Outline design to be completed by early 2009 • Works to commence 2009/10
NET Phase 2	Current outturn cost £400 million	• Programme entry approved by DfT (Oct 2006) • Formal public inquiry held (late 2007)	• TWO decision due Spring 2009 • Conditional approval of TWP May 2009 • Tendering June 2009 • Financial close Feb 2011 • Construction commencement Feb 2011 • NET 2 open 2014
Turning Point East	Current outturn cost £11.5 million	• Phase 1 subject to a EMDA/ERDF funding bid • Business case in preparation	• Phase 1 works to commence in 2009/10 • Remaining works post 2014
A60 Leapool Park & Ride	Current outturn cost £17.5 million	• Initial feasibility study underway	• Earliest start 2015/16
Gedling Access Road	Current outturn cost £38.7 million	• Planning application submitted (May 2008) • Major Scheme Business Case submitted (Sept 2008)	• Earliest start 2012/13
Hucknall Town Centre improvement scheme	Current outturn cost £13.7 million	• Major Scheme Business Case submitted (Oct 2007) • Awaiting Programme Entry Status	• Earliest start 2010/11
Nottingham to Lincoln line speed improvements	Current outturn cost £48.4 million	• A Network Rail GRIP stage 3 study has been commissioned and is due for completion by Jan 2009	• Earliest start 2010-12
Nottingham to Skegness line speed/ reliability study	Current outturn cost £30 million	• A Network Rail GRIP stage 3 study has been commissioned and is due for completion by Dec 2008	• Earliest start 2010-12
Robin Hood Line improvements	Current outturn cost £6 million	• A Network Rail GRIP stage 3 study has been commissioned and is due for completion by Mar 2009	• Earliest start 2010/11
Robin Hood Line extension to Bingham	Current outturn cost £12 million	• Scheme previously identified as part of Nottingham Studies Area Enhancement Package	• 2015/16

Workplace Parking Levy (WPL)

When introduced the WPL scheme will provide a significant new revenue stream to specifically support key public transport projects. The agreed schemes the levy will support are:

- Nottingham Express Transit Phase 2 (25% local contribution)
- Nottingham Station Hub
- Linkbus network
- Details of the expected revenue to be generated and funding allocations are set out in the WPL business case currently being considered by the Department for Transport.

Revenue expenditure

The Councils have also invested significantly in revenue-funded programmes in support of their capital expenditure. Because revenue expenditure by the County Council is generally allocated on a County-wide basis it is difficult to determine revenue expenditure at the Greater Nottingham level. The most significant areas of revenue spending over the past two years was focused on the following areas:

- Highway maintenance for routine maintenance such as surfacing, potholes and verge cutting
- Support for public transport services particularly for bus services serving rural parts of the plan area
- Concessionary travel for the elderly and disabled residents (to support the shortfall in national funding provision)
- Road safety activities including the Safety Camera Partnership to install, operate and manage safety cameras and road safety, awareness and driver improvement programmes
- Traffic management activities including the operation of the area wide Traffic Control Centre to co-ordinate traffic signals and to be the focus for traffic and travel information collection and dissemination
- Civil parking and bus lane enforcement services

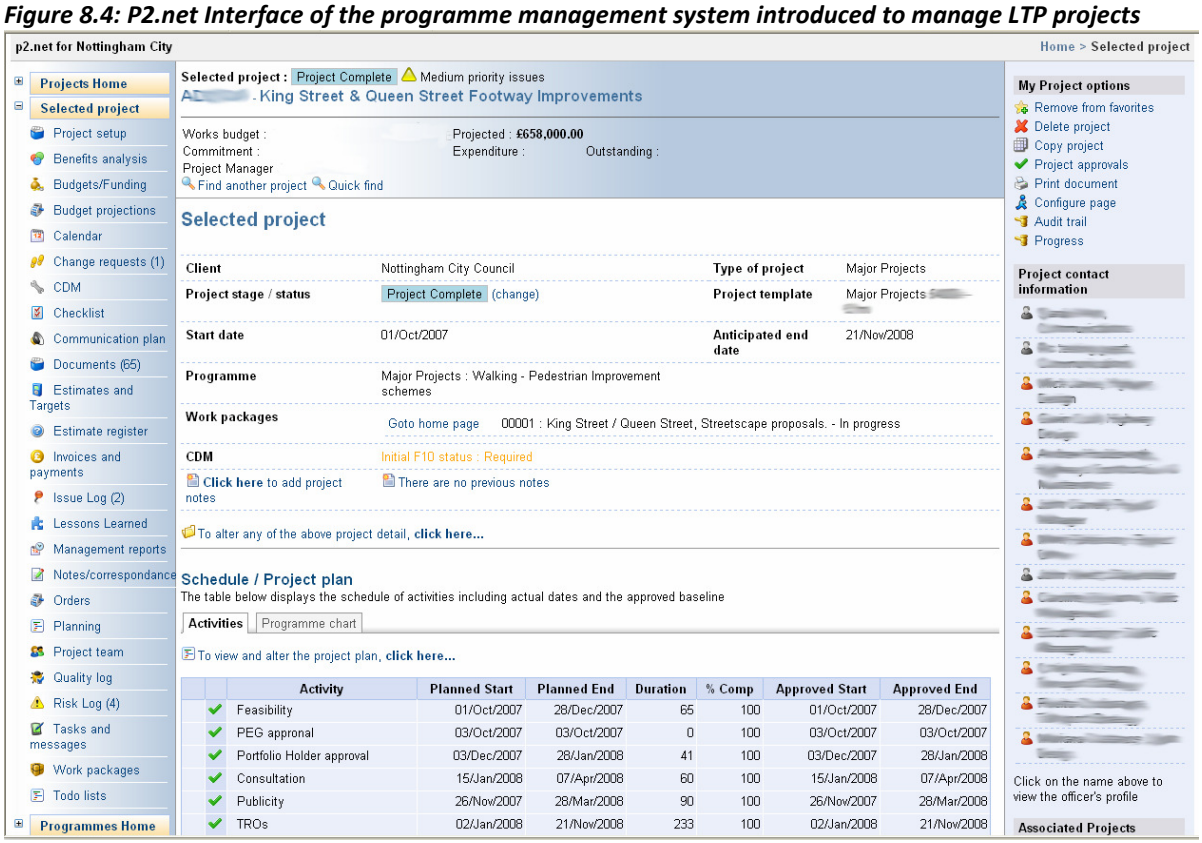
New ways of working

The City Council identified the need to pursue a smarter process based approach to enable better proactive management of the LTP2 programme. This aims to:

- Provide a clear and transparent process for managing and approving projects
- Avoid the duplication of producing manually intensive information by standardising reports and project documentation and centralising its storage and access
- Achieve more proactive management of the programme through the ability to make more informed decisions regarding project delivery
- Create better linkages with existing systems such as GIS mapping and One World finance databases
- Respond to the increasingly stringent auditing of the delivery process by taking a comprehensive programme management approach
- Assist in improving the authority's performance through coordinated and effective management and control of the programme
- Maintain and improve the authority's reputation for efficient transport delivery

To meet these objectives, the Council has purchased a web based programme and project management system based on Prince2 methodology. The system has been configured to the Council's own needs to enable project owners and managers to share project documents, risks, issues and communication logs through the system. The system was launched in April 2008 and is now supporting the delivery of the LTP2 programme.

Figure 8.4: P2.net Interface of the programme management system introduced to manage LTP projects



9 Indicators and Targets

This chapter details the progress made towards the achievement of Local Transport Plan (LTP2) targets and sets out the future monitoring implications of the new performance framework in light of the National Indicators for Transport and Local Area Agreements (LAAs).

Progress against mandatory and local indicators for transport

Until April 2008, monitoring the effective delivery of the LTP2 was done through measuring progress against 34 indicators (17 mandatory and 17 local). Success in meeting these can be summarised as follows:

- 15 mandatory indicators on track or ahead of target
- One mandatory indicator generally heading in the right direction but below the target trajectory (cycling)
- One mandatory indicator not on track (footway condition)
- 16 local indicators on track to achieve target level
- One local indicator not on track (disabled facilities at pedestrian crossings)

The tables at the end of this chapter detail progress made with all 34 indicators compared to target trajectories.

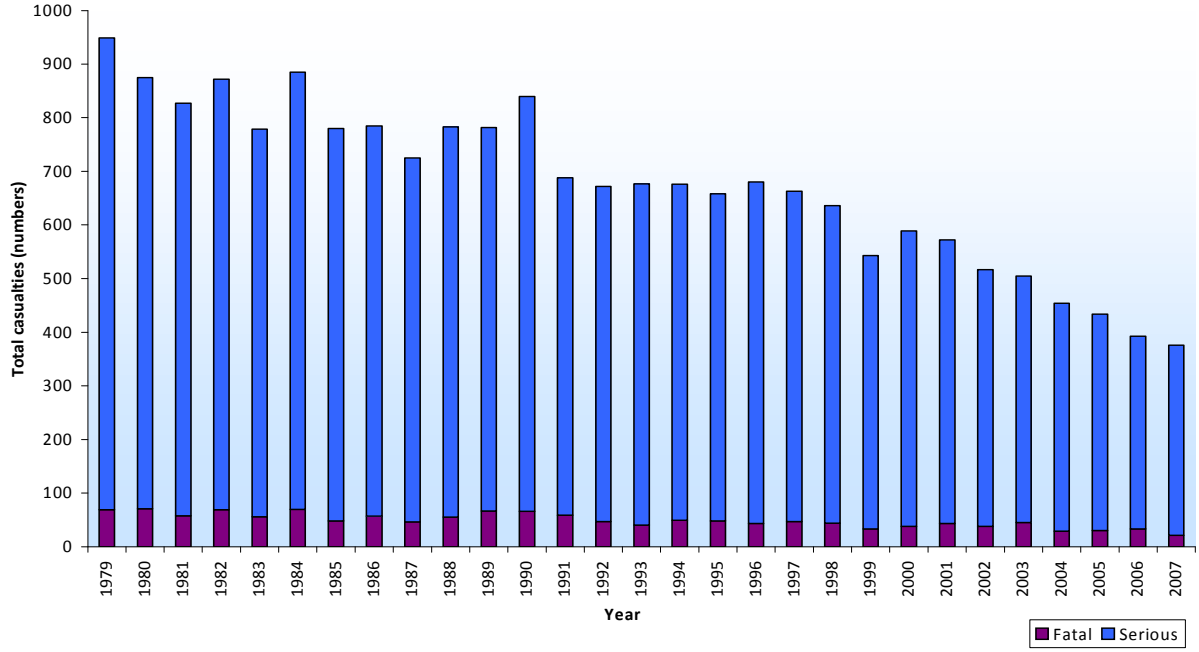
Areas of positive performance

Positive performance against the indicators demonstrates good progress against all of the Government's shared priorities for transport and the local objectives identified in LTP2. The importance of good performance against road safety and congestion targets has increased with inclusion in both authority LAAs.

Road Safety (BVPI 99)

In 2007 there were 376 Killed and Seriously Injured (KSI) casualties on the roads in the Greater Nottingham area, a reduction of 43% compared to the baseline of the 1994-98 average. This significant reduction shows the authorities' being ahead of trajectory to meet the 52% reduction from the baseline by 2010. The LTP2 target level for child KSIs was achieved with 39 children killed or seriously injured in 2007. This is a reduction of 67% compared to the 1994-98 baseline with the national target being a 50% reduction. Positive results can also be seen in the number of slightly injured casualties with a 17% reduction from the baseline being recorded against a target of 10%.

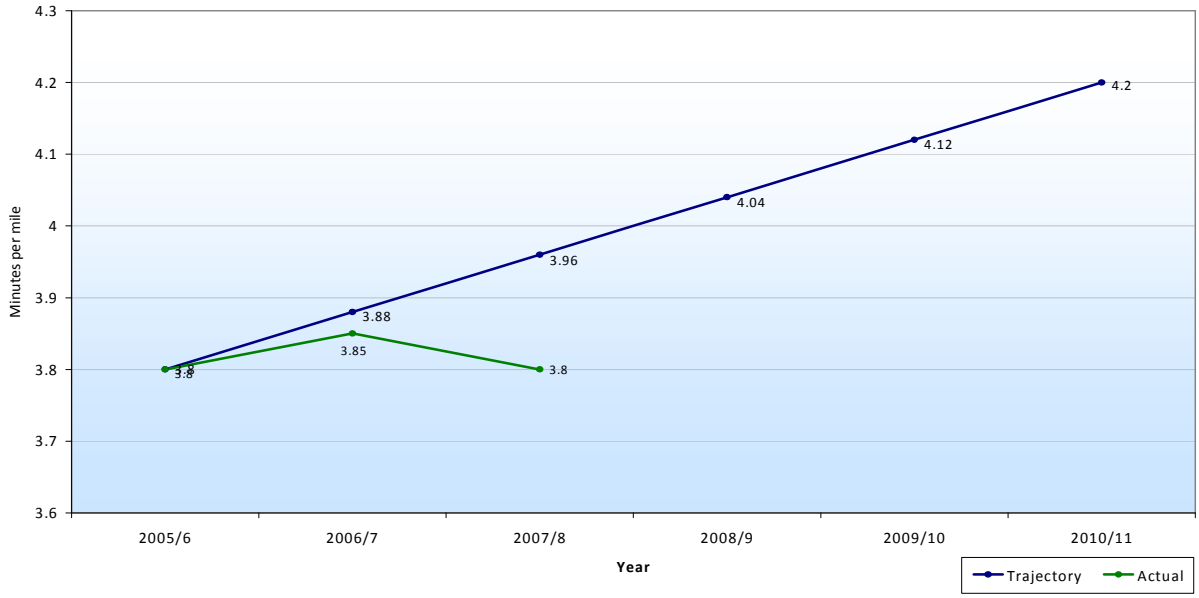
Figure 9.1: Total Killed and Seriously Injured in Greater Nottingham



Congestion (LTP 7)

Monitoring of the Greater Nottingham congestion indicator in terms of average journey time per person per mile showed a slight increase in journey time for 2006/07 but returned back to the base year level for 2007/08. The target for this indicator is to achieve a no more than 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. In contrast to an anticipated increase, actual person miles travelled on the monitored network reduced slightly to 317,000 compared to a base level of 321,000.

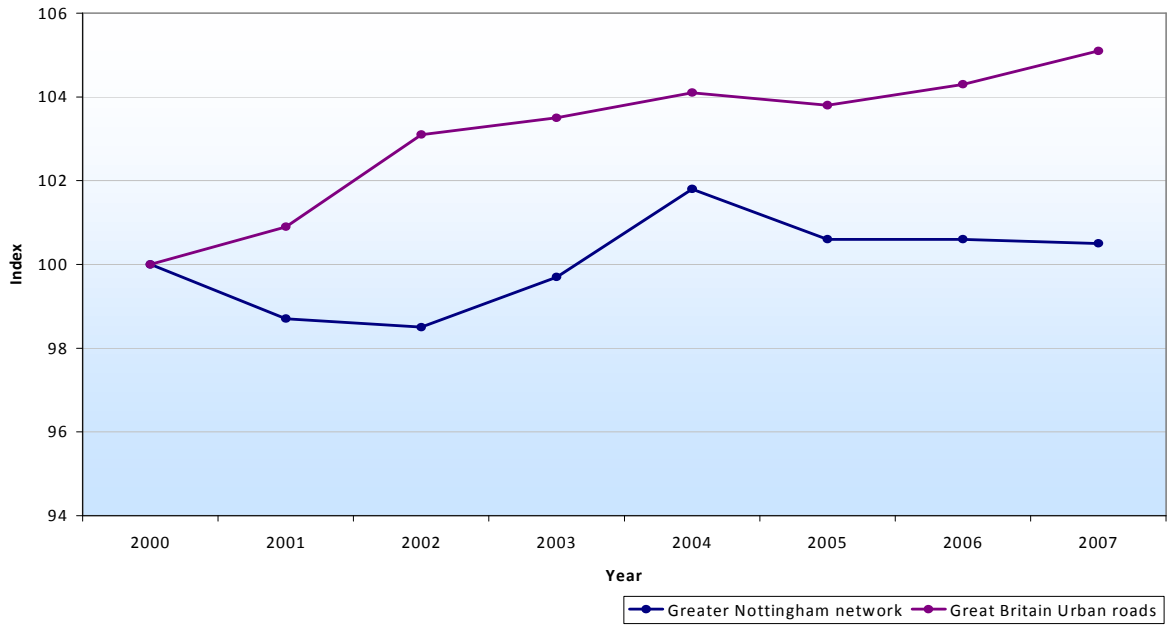
Figure 9.2: Greater Nottingham Congestion Indicator Performance



Traffic growth (LTP 6)

Monitoring of changes in peak period traffic flows to the urban centre further demonstrates progress in managing traffic levels in Greater Nottingham. Monitoring relates to the am peak period inbound flow between 07:00 and 10:00 where results show a drop of 1.6% compared to the base year level. The figure below provides a comparison between traffic volumes in the Plan area and Great Britain urban roads.

Figure 9.3: Traffic Growth in Greater Nottingham vehicle km travelled comparison with Great Britain urban roads



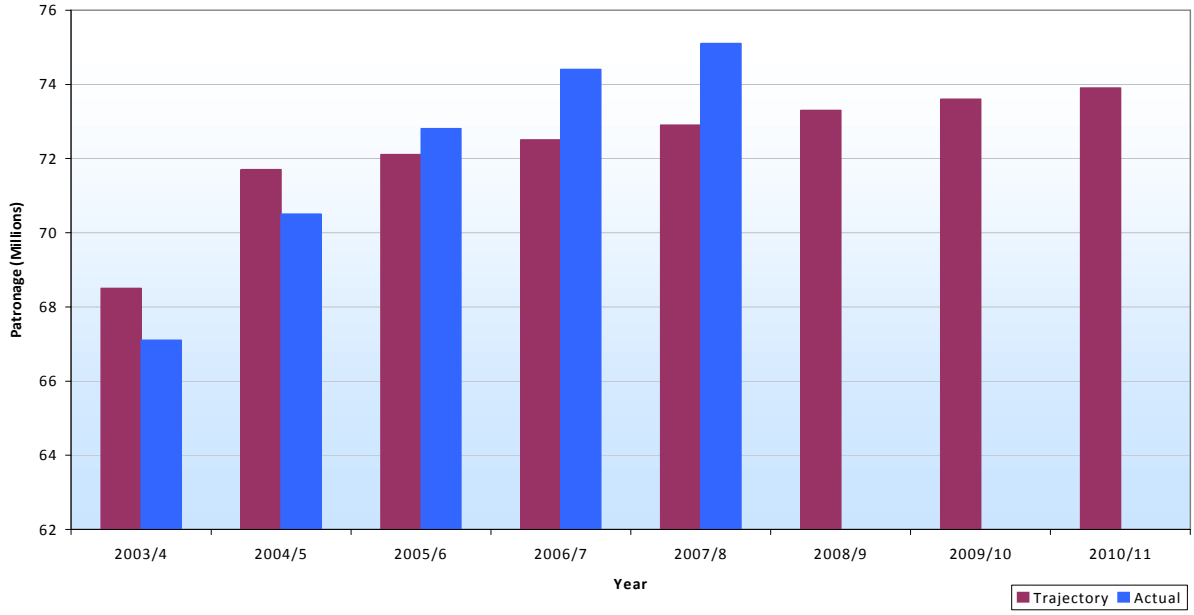
Public transport patronage (BVPI 102)

In April 2008, new smartcard technology was introduced enabling both major bus operators to provide a more reliable breakdown of the number of passenger boardings within the Plan area. This new method has been retrospectively applied to bus passenger journey figures since 2003, thus providing better apportioned figures for patronage into and within the Plan area. As a result, the bus and total patronage levels previously reported differ from those detailed in the indicators table at the end of this chapter.

Notwithstanding the methodology changes, strong public transport patronage growth is continuing to be maintained in Greater Nottingham with the 2010 target already exceeded by 1.2 million journeys. In contrast to recent years the general trend now is that tram patronage is levelling off and bus use steadily increasing.

Figure 9.4 below provides a breakdown of bus and tram use by quarter from 2003/04 through to the end of 2007/08.

Figure 9.4: Bus and tram patronage levels in Greater Nottingham



Bus punctuality (LTP 5)

Good progress is also being made to improve bus punctuality in Greater Nottingham. The Traffic Commissioners minimum standards are for 95% of services to be within 1 minute early or 5 minutes late of scheduled departure time by 2010, which the authorities are on track to achieving, with the 2007/08 levels being at 94%. Performance for buses running on time is already ahead of the Department for Transport's (DfT) 90% target. There has also been an 11% reduction in average excess waiting time on frequent service routes on the base year level of 0.71 minutes. This is significantly better than the Traffic Commissioners target level of 0.85 minutes.

Figure 9.5 details the yearly and quarterly trend for buses starting on time against the set target; figure 9.6 charts the yearly and quarterly average excess wait time for services in Greater Nottingham.

Figure 9.5 Percentage of buses starting route on time

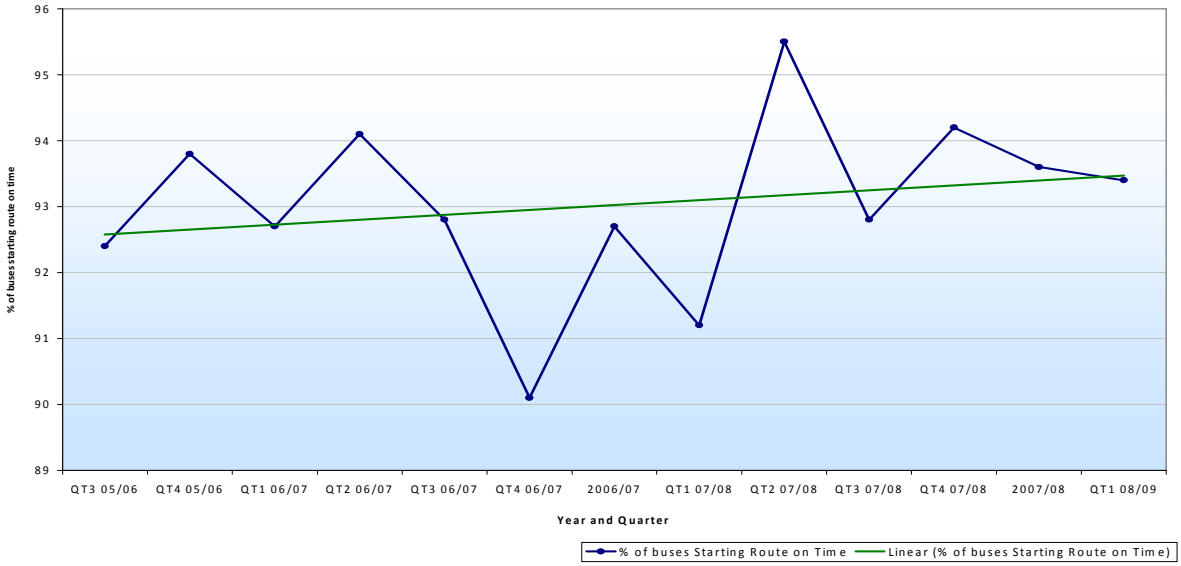
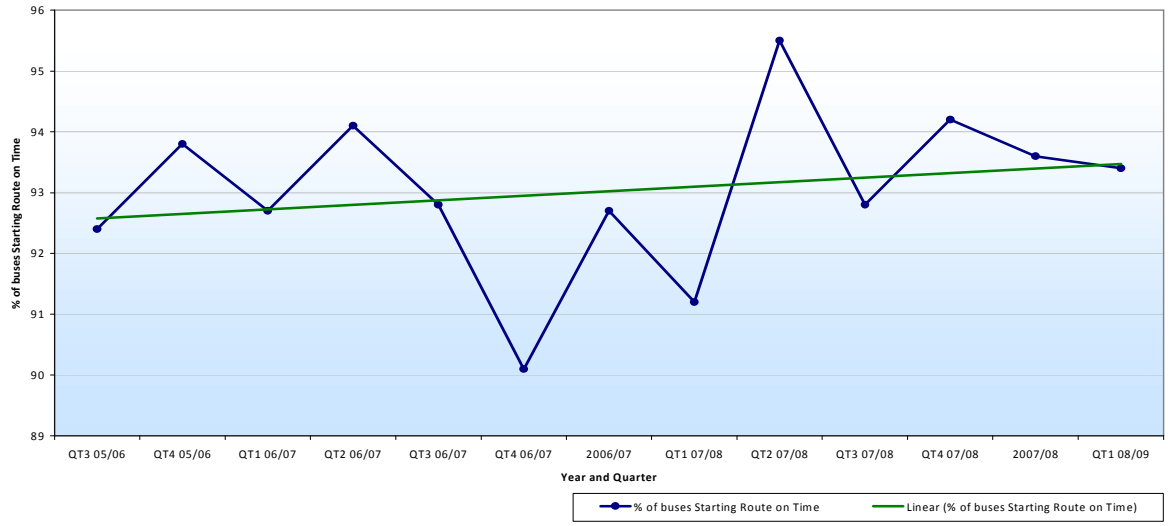


Figure 9.6: Average Excess Wait Time of Buses



Children travelling to school (LTP 4)

An 8% reduction in the number of children travelling to school by car in the Plan area can be seen from an already low base (29% in 2003). A significant increase in numbers walking and steady growth in cycling and public transport use has taken place within the City.

Accessibility (LTP 1)

Excellent levels of public transport accessibility are continuing to be maintained and even improved. In 2007 the Greater Nottingham access to town centres indicator increased to 94% in comparison to the 93% base year level in 2006.

Areas for improvement

There are two indicators where performance has fallen below expected levels. These are for cycling and highway/footway condition, where progress is not on track:

Cycling (LTP 3)

A target to increase cycling by 7% from the 2003 base year level was set for the Plan period. 2007 saw a 9% drop in monitored cycling trips in contrast to two previous years of growth. It is thought, however, that heavy and persistent rain over the early part of the summer of 2007 was a significant factor in the observed reduction and early 2008 indications are that a more encouraging trend is occurring.

Highway/Footway Condition (BVPI 223/224)

Good progress has been made against the targets relating to principal road and classified non-principal road across the conurbation. The City's principal road network requiring maintenance has reduced by 4% compared to the base year and classified non-principal road maintenance reduced by 5% in 2007. Unclassified road condition, however, looks to have deteriorated based upon the recent figures of 19% in 2007, which is above the target trajectory.

City footways have received significant investment through the Council's area based public realm programme since 2006. However, progress has not been reflected in the monitoring figures of footway condition for BVPI 187 along category 1,1a and 2 footway networks (showing actual result 2% below target for 2007). Footway improvements have instead been targeted

towards category 3 level footways across the nine areas of the City (totalling 425,626 m2 since 2006), which is not captured in this monitoring. New methodologies for highway condition indicators have been agreed as part of the new National Indicator set and future monitoring will reflect these changes.

Framework for monitoring performance 2008/09 – 2010/11

National Indicators for Transport

In April 2008, the Department for Communities and Local Government released the final set of 198 National Indicators (NIs), 10 of which were transport related. All Best Value Performance Indicators (BVPIs) and other old performance measures not included in the 198 NI set were discontinued from 1 April 2008. This new performance framework is focused on outcomes and delivery through better partnership working. The outcomes they measure and the indicators themselves show the Government's priorities for delivery by local government and its partners over the next three years. They are the only indicators for which targets for local government are to be set.

New targets

The new indicator set has significant implications for the future monitoring of the LTP2. Key changes can be summarised as follows:

- Nine of the previous 17 mandatory indicators will continue to be monitored as part of the new NI framework (although the methodologies for some indicators has changed)
- One additional accessibility core indicator is included in the new indicator set (not previously reported against by the authorities)
- Of the remaining eight mandatory indicators, the DfT will continue to produce statistics related to two: (BVPI 99z) total slight casualties; and (LTP2) change in area wide road traffic mileage with the other six retained for local monitoring
- 15 local indicators will also be retained for local monitoring
- Two indicators, (L1) single occupant car journeys to work and (L12) disabled facilities at pedestrian crossings, are being omitted primarily due to data quality/cost issues

One other important issue with significant implications for the Greater Nottingham LTP2 is that for most indicators the geographical basis will be the local authority boundaries and not the Plan area.

The 33 indicators that will continue to be monitored for the remainder of the LTP2 period (2008/09 – 2010/11) are described in the table below:

Table 9.7: New National Indicators for Transport (including the authorities' LAA targets)

Classification of Indicator	Indicator Definition	Historical Note
LAA/ National Indicator	NI 47 People killed or seriously injured in road traffic accidents	Part of City and County LAAs. Replaces Mandatory Indicator BVPI 99x
National Indicator	NI 48 Children killed or seriously injured in road traffic accidents	Replaces Mandatory Indicator BVPI99y
LAA/ National Indicator	NI 167 Congestion – average journey time per mile during the morning peak	Part of City and County LAAs. Replaces Mandatory Indicator LTP7

Classification of Indicator	Indicator Definition	Historical Note
National Indicator	NI 168 Principal roads where maintenance should be considered	Replaces Mandatory Indicator BVPI 223. Data will be reported using new set of weightings
National Indicator	NI 169 Non-principal roads where maintenance should be considered	Replaces Mandatory Indicator BVPI 224a. Data will be reported using new set of weightings
National Indicator	NI 175 Access to services and facilities by public transport, walking and cycling	Replaces Mandatory Indicator LTP1, however the LTP1 definition for monitoring remains
LAA/ National Indicator	NI 176 Working age people with access to employment by public transport (and other specified means)	Part of County LAA. Replaces 2005 Accessibility Core Indicator. Data collected and released by DfT
National Indicator	NI 177 Local bus and light rail passenger journeys originating in the authority area	Replaces Mandatory Indicator BVPI 102 with the inclusion of light rail
National Indicator	NI 178 Bus Services running on time: • % of non-frequent services on time • Excess waiting time of frequent services	Replaces Mandatory Indicator LTP 5. Changes to methodology based on two sub-returns rather than three sub-returns
National Indicator	NI 198 Children travelling to school – mode of travel usually used: Car, car share, public transport, walking, cycling, other	Replaces Mandatory Indicator LTP4 and now includes 'Other' subgroup

Table 9.8: LTP2 Mandatory Indicators retained for monitoring 2008/09 – 2010/11

Classification of Indicator	Definition	Historical Note
LTP2 Mandatory Indicator	BVPI 99z Number of people slightly injured in road traffic collisions	Data collected for local trend analysis and target setting and reported until end of LTP2 period
LTP2 Mandatory Indicator	BVPI 104 Satisfaction with local bus services	Retained - MORI survey conducted tri-annually, supplemented by quarterly travel centre surveys. Will be reported until end of LTP2 period
LTP2 Mandatory Indicator	BVPI 224b Unclassified roads	Retained
LTP2 Mandatory Indicator	BVPI 187 Footway Condition - % of the category 1, 1a and 2 footway network where structural maintenance is required	Retained – surveys to continue for internal use
LTP2 Mandatory Indicator	LTP 2 Change in area wide traffic mileage	Retained
LTP2 Mandatory Indicator	LTP 3 Cycling trips (annualised index)	Retained.
LTP2 Mandatory Indicator	LTP 6 Changes in peak period traffic flows to urban centres	Retained
LTP2 Mandatory Indicator	LTP 8 Air Quality – Concentration of nitrogen dioxide in AQMAs	Retained – both AQMAs in City Centre are still active and monitoring to continue until end of LTP2 period

Table 9.9: National Indicators for Transport

Legend: Progress against targets

Going strongly in the right direction

Definitions		Year Type	Units	Plan Area		Year	Value		Actual and Trajectory Data						Progress	Comments
									2005	2006	2007	2008	2009	2010		Notes
NI 47 People killed or seriously injured in road traffic accidents		Calendar	3-year rolling average (Number)	City	Base Data	2005	210.0	Actual Figures	210.0	202.0	187.0					Replaces LTP2 Mandatory Indicator BVPI99x. Source: Police STATS 19 returns. Forms part of LAA for Nottingham City and County Council Target calculated based on 3 year rolling averages, however, this target is stretched for the LAA from 2007. Actual figures for years 2005 and 2006 are a retrospective calculation based on new three year rolling average methodology for trend analysis purposes. County casualty figures have been reported in three year rolling actuals as detailed within the Nottinghamshire County LAA.
					Target Data	2010	150.0	Trajectory	N/A	N/A	187.0	174.0	161.0	150.0		
			Number	County	Base Data	2004-06	604	Actual Figures	N/A	N/A	604					
					Target Data	2007-09	490	Trajectory	N/A	N/A	604	566	566	566		
									2005	2006	2007	2008	2009	2010		Notes
NI 48 Children killed or seriously injured in road traffic accidents		Calendar	3-year rolling average (Number)	City	Base Data	2007	28.3	Actual Figures	32.0	29.7	28.3					Replaces LTP2 Mandatory Indicator BVPI 99y. Source: Police STATS 19 returns. Calculated based on 3 year rolling averages. Actual figures for years 2005 and 2006 are a retrospective calculation based on new three year rolling average methodology for trend analysis purposes. City target set using 2007 data return. County casualty figures have been reported as three year rolling actuals as per NI 47.
					Target Data	2010	22.8	Trajectory	52.5	47.8	28.3	26.4	24.5	22.8		
			Number	County	Base Data	1994-98	129	Actual Figures	83	79	77					
					Target Data	2010	65	Trajectory	97	91	84	78	71	65		
									2005	2006	2007	2008	2009	2010		Notes
NI 167 Congestion - average journey time per mile during the morning peak		Calendar	Minutes and Seconds	Joint Plan Area	Base Data	2005	3.8 mins	Actual Figures	3.8 mins	3.9mins	3.8 mins					Replaces LTP2 Mandatory Indicator LTP7. Source: Council monitoring. Forms part of shared LAA for Nottingham City Council and Nottinghamshire County Councils.
					Target Data	2010	4.2mins	Trajectory	3.8mins	3.9mins	4.0mins	4.0mins	4.1mins	4.2mins		
									2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
NI 168 Principal roads where maintenance should be considered		Financial	Percentage	City	Base Data	2007/08	8%	Actual Figures	N/A	N/A	8.00%					Replaces LTP2 Mandatory Indicator BVPI 223. Source: SCANNER surveys. Assessment based upon survey of the whole PRN each year, one direction only with the other direction assessed in alternate years, giving 50% coverage in any single year and 100% every two years. Target based on 2007/08 data return using new NI method and weighting set. Retrospective calculation using new weighting method done for 2007/08 (and 2006/07 for the County). City targets set to 2007/08 base level and will be reviewed in light of future years data.
					Target Data	2010/11	8%	Trajectory	N/A	N/A	8%	8%	8%	8%		
				County	Base Data	2005/06	2%	Actual Figures	2.00%	1.50%	1.40%					
					Target Data	2010/11	2%	Trajectory	2%	2%	2%	2%	2%	2%		
									2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
NI 169 Non-principal roads where maintenance should be considered		Financial	Percentage	City	Base Data	2007/08	5%	Actual Figures	N/A	N/A	5%					Replaces LTP2 Mandatory Indicator BVPI 224a. Source: SCANNER surveys. Assessment based upon survey of the whole PRN each year, one direction only with the other direction assessed in alternate years, giving 50% coverage in any single year and 100% every two years. City target based on 2007/08 data return using new NI method and weighting set. Retrospective calculation using new weighting method done for 2007/08. Base target set to 2007/08 level and will be reviewed in light of future years data.
					Target Data	2010/11	5%	Trajectory	N/A	N/A	5%	5%	5%	5%		
				County	Base Data			Actual Figures	N/A	6.40%	6.70%					
					Target Data	2010/11		Trajectory	N/A	8.00%	7.00%	6.00%	5.00%	5.00%		
									2005	2006	2007	2008	2009	2010		Notes
NI 175 Access to services and facilities by public transport, walking and cycling		Financial	Percentage	Joint Plan Area	Base Data	2006	93.00%	Actual Figures	N/A	93.00%	94.00%					Replaces LTP2 Mandatory Indicator LTP1. However, the LTP1 definition has been retained as per the NI guidance - 'Accessibility of Town Centres - % of households within 30 minutes travel time of a town centre by bus, train or tram with no more than a 400 metre walk to a stop'. This is a joint authority indicator and target.
					Target Data	2010	93.00%	Trajectory	N/A	93.00%	93.00%	93.00%	93.00%	93.00%		
									2005	2006	2007	2008	2009	2010		Notes
NI 176 Working age people with access to employment by public transport (and other specified modes)		Calendar	Percentage	City	Base Data	2007	90.4%	Actual Figures	N/A	N/A	90.4%					New NI introduced April 2008. Replaces 2005 Accessibility Planning Core Indicator. Forms part of Nottinghamshire County Council LAA. Source: DfT National dataset. Data uses DfT's 'continuous' measure calculation rather than the time thresholds, as for Nottingham City these are already 100%. 2007 data used as baseline and target set to remain at 90% for th remainder of the Plan period.. Although 2005 figures have been released, they are subject to revision due to improvements made to the methodology for assessment. Data is unavailable for 2006.
					Target Data	2010	90.0%	Trajectory	N/A	N/A	90.0%	90.0%	90.0%	90.0%		
				County	Base Data	2007	83.0%	Actual Figures	N/A	N/A	87.0%					
					Target Data	2010		Trajectory	N/A	N/A	83.0%	83.0%	84.0%	85.0%		
									2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
NI 177 Local bus and light rail passenger journeys originating in the authority area		Financial	Total Passenger Journeys	City	Base Data	2007/08	55,960,000	Actual Figures	54,110,000	55,450,000	55,960,000					Replaces LTP2 Mandatory Indicator BVPI 102. Source: Operator returns. Base year set using 2007/08 data, calculated with new NI method of apportioning boardings in City/County authority areas. Targets for 2008/09 - 2010/11 for each authority set based on 1% increase year on year from 2007/08. This is inline with the LTP2 mandatory indicator total patronage targets. Figures related to Countywide patronage levels as reported in the North Nottinghamshire LTP Delivery Report.
					Target Data	2010/11	57,400,000	Trajectory	N/A	N/A	55,960,000	56,500,000	56,900,000	57,400,000		
				County	Base Data	2006/07	34,028,525	Actual Figures	32,559,000	34,028,525	35,135,170					
					Target Data	2010/11	35,410,218	Trajectory	32,559,000	34,028,525	34,368,810	34,712,498	35,059,622	35,410,218		
									2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
NI 178 Bus services running on time	% of non-frequent services on time	Financial	Percentage	City	Base Data	2007/08	84%	Actual Figures	87%	86%	84%					Replaces LTP2 Mandatory Indicator LTP5. Source: Council monitoring and Operators data, collected quarterly. The baselines were derived from data collected in quarters 3 and 4 of 2005/06 only. More detailed data became available through the Punctuality Improvement Plan (PIP) adopted in April 2006. The Traffic Commissioners minimum standards are for 70% of non-frequent services to be within 1 minute early or 5 minutes late of scheduled time. The DfT target is for 90% of services to be within this time frame by 2014 and the authorities trajectories are based on this target. For frequent services the bus operators' current performance is well within the the maximum excess waiting time of 1.25 minutes set by the Traffic Commissioners. As such a minimum target has been set for a year on year increase.
					Target Data	2010/11	87%	Trajectory	N/A	N/A	84%	85%	86%	87%		
		Financial	Percentage	County	Base Data	2007/08	86%	Actual Figures	81%	84%	86%					
					Target Data	2010/11	86%	Trajectory	N/A	N/A	86%	87%	88%	89%		
	Excess waiting time of frequent services	Financial	Minutes	City	Base Data	2007/08	0.61 mins	Actual Figures	0.71 mins	0.59 mins	0.61 mins					
					Target Data	2010/11	0.60 mins	Trajectory	N/A	N/A	0.61 mins	0.60 mins	0.60 mins	0.60 mins		
		Financial	Minutes	County	Base Data	2007/08	0.68 mins	Actual Figures	0.71 mins	0.55 mins	0.68 mins					
					Target Data	2010/11	0.68 mins	Trajectory	N/A	N/A	0.68 mins	0.68 mins	0.68 mins	0.68 mins		
									2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
NI 198 Children travelling to school	Mode of travel usually used:	Financial	Percentage	City	Base Data	2007/08	21.1%	Actual Figures	26.0%	24.5%	21.1%					Replaces LTP2 Mandatory Indicator LTP4. Source: 2005/06 used Hands Up returns. 2006/07 and 2006/07 and 2007/08 returns are based on DfES PLASC data. City target set to 2007/08 PLASC return, with a 1.1% decrease in mode travel to school by car by 2010/11.
					Target Data	2010/11	20.0%	Trajectory	N/A	N/A	21.1%	21.0%	20.0%	20.0%		
	percentage of which Car (including vans and taxis)							Actual Figures	26.0%	20.7%	19.0%					
	percentage of which Car Share							Actual Figures	0.0%	3.8%	2.2%					
	percentage of which Public Transport							Actual Figures	16.0%	11.8%	10.8%					
	percentage of which Walking							Actual Figures	53.0%	62.2%	65.7%					
	percentage of which Cycling							Actual Figures	1.0%	1.4%	1.1%					
	percentage of which Other							Actual Figures	NA	0.7%	1.2%					
	Mode of travel usually used:	Financial	Percentage	County	Base Data	2006/07	25.1%	Actual Figures	NA	25.1%	24.8%					Replaces LTP2 Mandatory Indicator LTP4. Source: 2006/07 return incorporated DfT PLASC data for the first time. Figures reported here are Countywide, which include the County part of the Greater Nottingham Plan area.
					Target Data	2010/11	22.8%	Trajectory	N/A	25.1%	24.5%	24.0%	23.4%	22.8%		
	percentage of which Car (including vans and taxis)							Actual Figures	NA	25.1%	24.8%					
	percentage of which Car Share							Actual Figures	N/A	1.6%	2.2%					
	percentage of which Public Transport							Actual Figures	N/A	11.7%	15.2%					
	percentage of which Walking							Actual Figures	N/A	58.9%	55.8%					
	percentage of which Cycling							Actual Figures	N/A	2.6%	1.7%					
	percentage of which Other							Actual Figures	N/A	0.1%	0.3%					

Table 9.10: Mandatory Indicators Proforma

Legend: Progress against targets	
	Going strongly in the right direction
	No clear trend/slowly going in the right direction
	Going in wrong direction

Core Indicator	Definitions	Year Type	Units	Plan Area		Year	Value		Actual and Trajectory Data								Progress	Notes
Road Condition (% of network in need of immediate attention)	(1) Principal Roads - BVPI223									2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	
		Financial	Percentage	City	Base Data	2005/06	18.00%	Actual Figures		N/A	N/A	**17.00%**	**17.00%**	**14.00%**				Source: SCANNER surveys. Assessment based upon survey of the entire network in one direction. Indicator included as part of new National Indicators for Transport (NI168).
					Target Data	2010/11	18.00%	Trajectory		N/A	N/A	18.00%	18.00%	18.00%	18.00%	18.00%	18.00%	
				County	Base Data	2005/06	2.00%	Actual Figures		N/A	N/A	**2.00%**	**2.00%**					
					Target Data	2010/11	2.00%	Trajectory		N/A	N/A	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	
	(2) Classified, non-principal, roads - BVPI224a									2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
		Financial	Percentage	City	Base Data	2005/06	19.00%	Actual Figures		N/A	N/A	**19.00%**	**17.00%**	**14.00%**				Source: SCANNER surveys. Assessment based upon survey of the entire network in one direction. Indicator included as part of new National Indicators for Transport (NI169).
					Target Data	2010/11	19.00%	Trajectory		N/A	N/A	19.00%	19.00%	19.00%	19.00%	19.00%	19.00%	
				County	Base Data	2005/06	8.00%	Actual Figures		N/A	N/A	**8.00%**	**8.00%**					
					Target Data	2010/11	5.00%	Trajectory		N/A	N/A	8.00%	8.00%	7.00%	6.00%	5.00%	5.00%	
	(3) Unclassified roads - BVPI224b									2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
		Financial	Percentage	City	Base Data	2005/06	16.00%	Actual Figures		N/A	N/A	**6.00%**	**19.20%**	**19.00%**				Source: SCANNER surveys. Assessment based upon survey of the entire network in one direction.
					Target Data	2010/11	13.00%	Trajectory		N/A	N/A	15.00%	15.00%	14.00%	14.00%	13.00%	13.00%	
				County	Base Data	2005/06	18.00%	Actual Figures		N/A	N/A	**14.00%**	**15.00%**					
					Target Data	2010/11	15.00%	Trajectory		N/A	N/A	17.50%	17.00%	16.50%	16.00%	15.50%	15.00%	
Total killed and seriously injured casualties - BVPI99(x)									1994-98	2003	2004	2005	2006	2007	2008	2009	2010	Notes
		Calendar	Casualties	Joint Plan Area	Base Data	1994-98	664	Actual Figures	664	504	453	**434**	**393**	**376**				Source: Police STATS 19 returns The target represents a 52% reduction from the baseline and a 30% reduction from 2004 and as such is a stretched target. Indicator included as part of new National Indicators for Transport (NI147).
					Target Data	2010	317	Trajectory	664	504	453	430	408	385	362	340	317	
Child killed and seriously injured casualties - BVPI99(y)									1994-98	2003	2004	2005	2006	2007	2008	2009	2010	Notes
		Calendar	Casualties	Joint Plan Area	Base Data	1994-98	118	Actual Figures	118	60	66	**56**	**47**	**39**				Source: Police STATS 19 returns The target represents a 61% reduction from the baseline. The figures are calculated as a 3-year rolling average. Indicator included as part of new National Indicators for Transport (NI148).
					Target Data	2010	46	Trajectory	118	97	91	84	76	69	61	53	46	
Total slight casualties - BVPI99(z)									1994-98	2003	2004	2005	2006	2007	2008	2009	2010	Notes
		Calendar	Casualties	Joint Plan Area	Base Data	1994-98	2,805	Actual Figures	2,805	2,575	2,332	**2,333**	**2,442**	**2,330**				Source: Police STATS 19 returns The target represents a 10% reduction from the baseline.
					Target Data	2010	2,524	Trajectory	2,805	2,688	2,665	2,642	2,619	2,596	2,573	2,550	2,524	
Total local public transport patronage in target	Thousands of passenger journeys (i.e. boardings) per year in the authority									2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
		Financial	Thousand passenger journeys	Joint Plan Area	Base Data	2003/04	68,500	Actual Figures		**67,200**	**70,600**	**72,800**	**74,400**	**75,100**				Source: Operators returns The target equates to an 8% increase from the 2003/04 baseline (68,500). The figures from 2003/04 to 2006/07 have been revised from those previously reported. This is due to alterations in the monitoring of patronage which with the introduction of smartcard technology that is now being apportioned between local authority areas on a more reliable basis to comply with DfT requirements. The 2007/08 has been calculated using the new apportioned results. Indicator included as part of new National Indicators for Transport (NI177).
					Target Data	2010/11	73,900	Trajectory		68,500	71,700	72,100	72,500	72,900	73,300	73,600	73,900	
of which number of bus passenger journeys - BVPI102										2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
		Financial	Thousand passenger journeys	Joint Plan Area	Base Data	2003/04	68,000	Actual Figures		**66,800**	**62,100**	**63,000**	**64,300**	**64,900**				Source: Operators returns The decline in bus patronage between 2003/04 and 2004/5 is a result of a planned transfer from bus to tram as a result of the implementation of the tram, which began operating in March 2004. The figures from 2003/04 to 2006/07 have been revised as above.
					Target Data	2010/11	63,700	Trajectory		68,000	63,300	63,300	63,300	63,400	63,500	63,600	63,700	

									2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
Satisfaction with local bus services- BVPI104		Financial	Percentage	City	Base Data	2003/04	64%	Actual Figures	64%	N/A	**N/A**	**74%**	**N/A**	**N/A**		**N/A**		Source: BVPI Tri-Annual Surveys of users Quarterly surveys of 600 bus users at the main travel centre will be used to provide an indication of progress made in interim years between Best Value surveys.
					Target Data	2010/11	75%	Trajectory	64%	N/A	N/A	80%	77%	N/A	75%	N/A		
				County	Base Data	2003/04	64%	Actual Figures	64%	N/A	**N/A**	**68%**	**N/A**	**N/A**		**N/A**		
					Target Data	2010/11	75%	Trajectory	64%	N/A	N/A	69%	N/A	N/A	75%	N/A		
Footway condition - BVPI187	% of the category 1, 1a and 2 footway network where structural maintenance should be considered								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
		Financial	Percentage	City	Base Data	2003/04	26%	Actual Figures	26%	24%	**20%**	**27%**	**18%**					Source: Coarse visual inspection The baseline figures are derived from the 2002/3 and 2003/04 surveys which each assessed 50% of the network. The subsequent trajectories are based upon a 2-year rolling average.
					Target Data	2010/11	16%	Trajectory	26%	24%	22%	21%	20%	19%	18%	16%		
				County	Base Data	2003/04	27%	Actual Figures	27%	19%	**26%**	**26%**	**33%**					
					Target Data	2010/11	18%	Trajectory	27%	23%	22%	21%	20%	19%	18%	17%		
LTP1 - Accessibility of town centres	% of households within 30 minutes travel time of a town centre by bus, train or tram with no more than a 400 metre walk to a stop								2003	2004	2005	2006	2007	2008	2009	2010		Notes
		Calendar	Percentage	Joint Plan Area	Base Data	2006	93.00%	Actual Figures	N/A	N/A	**N/A**	**93.00%**	**94.00%**					Source: Accession software The indicator relates to a total of 36 town centres which have been defined in the Local Plans for Greater Nottingham, and those within 5km of the LTP area. The travel time includes walking links to and from stops and any waiting time incurred en route. Indicator included as part of new National Indicators for Transport (NI75).
					Target Data	2010	93.00%	Trajectory	N/A	N/A	N/A	93.00%	93.00%	93.00%	93.00%	93.00%		
LTP2 - Change in area wide road traffic mileage									2003	2004	2005	2006	2007	2008	2009	2010		Notes
		Calendar	Million Vehicle Kilometres per annum	Joint Plan Area	Base Data	2004	2,933	Actual Figures	2,929	2,933	**2,921**	**2,921**	**2,917**					Source: Council monitoring using DfT National Traffic Census and locally collected data. The target equates to a 6% increase in traffic from the baseline on the local authority managed road network.
					Target Data	2010	3,109	Trajectory	2,929	2,933	2,962	2,992	3,021	3,050	3,079	3,109		
LTP3 - Cycling trips (annualised index)									2003	2004	2005	2006	2007	2008	2009	2010		Notes
		Calendar	Index based on 2003 = 100	Joint Plan Area	Base Data	2003	100	Actual Figures	100	104.7	**105.3**	**103.8**	**94.8**					Source: Council monitoring Surveys are undertaken at 33 points on the Greater Nottingham cycle network, between April and September.. This methodology was established in 2005. The 2003 and 2004 figures are derived from 12 of these points. 2007 data affected by wet weather, particularly in June/July. Monitoring for the first half of 2008 is showing a return to previous cycling levels.
					Target Data	2010	107	Trajectory	100	101	102	103	104	105	106	107		
LTP4 - Mode share of journeys to school	Share of journeys by car (including vans and taxis), excluding car share journeys								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
		Financial	Percentage	Joint Plan Area	Base Data	2004/05	29.00%	Actual Figures	N/A	29.00%	**26.00%**	**23.00%**	**21%**					Source: Council monitoring ('Hands-up' Classroom Surveys) Although there is no requirement to include a trajectory for mode of travel to school, the authorities are confident in the accuracy of current monitoring arrangements and so will continue to use this methodology as a means of monitoring change. The baseline has been set as 2004/05 as complete data was not available for 2003/04. This is based upon a school population of 90,000. Indicator included as part of new National Indicators for Transport (NI198).
					Target Data	2010/11	25.00%	Trajectory	N/A	29.00%	28.00%	28.00%	27.00%	26.00%	26.00%	25.00%		
percentage of which Car								Actual Figures	N/A	29%	**26%**	**22%**	**21%**					
percentage of which Car Share								Actual Figures	N/A	0%	**4%**	**1%**	**2%**					
percentage of which Public Transport								Actual Figures	N/A	16%	**16%**	**13%**	**6%**					
percentage of which Walking								Actual Figures	N/A	53%	**53%**	**60%**	**62%**					
percentage of which Cycling								Actual Figures	N/A	1%	**2%**	**2%**	**2%**					

LTP5 - Bus punctuality indicator	% of buses starting route on time	Financial	Percentage	Joint Plan Area	Base Data	2005/06	92%	Actual Figures		2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
										N/A	N/A	**92%**	**93%**	**94%**					Source: Council monitoring / Operators' data, collected quarterly. The baseline was derived from data collected in the last two quarters of 2005/06 only. More detailed data became available through the Punctuality Improvement Plan (PIP), adopted in April 2006. The Traffic Commissioners minimum standards are for ***95%*** of services to be within 1 minute early or 5 minutes late of scheduled time. The DfT target is for 90% of services to be within this time frame by 2014. As a result of the authorities aiming to achieve this by the end of 2010/11, it is a **Stretched Target.** Indicator included as part of new National Indicators for Transport (NI78).
					Target Data	2010/11	95%	Trajectory		N/A	N/A	92%	92%	93%	93%	94%	95%		
	% of buses on time at intermediate timing points	Financial	Percentage	Joint Plan Area	Base Data	2005/06	77%	Actual Figures		2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
										N/A	N/A	**77%**	**83%**	**82%**					Source: Council monitoring / Operators' data, collected quarterly. The baseline was derived from data collected in the last two quarters of 2005/06 only. More detailed data became available through the Punctuality Improvement Plan (PIP), adopted in April 2006. The Traffic Commissioners minimum standards are for ***70%*** of services to be within 1 minute early or 5 minutes late of scheduled time.The DfT target is for 90% of services to be within this time frame by 2014 and the authorities trajectory is based upon this target. Indicator included as part of new National Indicators for Transport (NI178).
					Target Data	2010/11	82%	Trajectory		N/A	N/A	77%	78%	79%	80%	81%	82%		
	% of buses on time at non-timing points	Financial	Percentage	Joint Plan Area	Base Data	2005/06	N/A	Actual Figures		2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
					Target Data	2010/11	N/A	Trajectory		N/A	N/A	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**		Unmeasureable in Greater Nottingham.
										N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
	Average excess waiting time on frequent service routes	Financial	Minutes	Joint Plan Area	Base Data	2005/06	0.71 mins	Actual Figures		2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
										N/A	N/A	**0.71 mins**	**0.57mins**	**0.63mins**					Source: Council monitoring/Operators' data, collected quarterly. The baseline was derived from data collected in the last two quarters of 2005/06 only. More detailed data became available through the Punctuality Improvement Plan (PIP), adopted in April 2006. The bus operators' current performance is well within the maximum excess waiting time of 1.25 minutes set by the Traffic Commissioners. As such a minimum target has been set for a year on year increase. Indicator included as part of new National Indicators for Transport (NI178).
					Target Data	2010/11	0.66 mins	Trajectory		N/A	N/A	0.71 mins	0.70 mins	0.69 mins	0.68 mins	0.67 mins	0.66 mins		
LTP6 - Changes in peak period traffic flows to urban centres		Calendar	Number of vehicles	Joint Plan Area	Base Data	2003	34,590	Actual Figures		2003	2004	2005	2006	2007	2008	2009	2010		Notes
										34,590	34,000	**33,770**	**33,990**	**34,050**					Source: Council monitoring in October of each year at the Urban Centre cordon. The figure relates to the AM Peak Period (07:00 - 10:00) Mon-Fri average inbound vehicle flow.
					Target Data	2010	34,590	Trajectory		34,590	34,590	34,590	34,590	34,590	34,590	34,590	34,590		
LTP7 - Congestion	Average journey time per person per mile, related to person throughput	Calendar	Seconds	Joint Plan Area	Base Data	2005	228 sec	Actual Figures		2003	2004	2005	2006	2007	2008	2009	2010		Notes
										N/A	N/A	**228 sec**	**231 sec**	**228 sec**					Source: Council monitoring The congestion target for Greater Nottingham is to achieve a no more than 10.5% increase in person journey time per mile in the context of a 4.2% increase in travel (person miles) on the overall key route network. Indicator included as part of new National Indicators for Transport (NI167).
					Target Data	2010	252 sec	Trajectory		N/A	N/A	228 sec	233 sec	238 sec	242 sec	247 sec	252 sec		
LTP8 - Air quality	Concentration of nitrogen dioxide in Air Quality Management Areas (AQMA)	Calendar	Micrograms per metre cubed ($u\,gm^{-3}$)	AQMAs	Base Data	2005	CC = 43 RR = 42	Actual Figures		2003	2004	2005	2006	2007	2008	2009	2010		Notes
										N/A	N/A	**CC = 43 RR = 42**	**CC = 39 RR = 35**	**CC = 42 RR = 34**					Source: Council monitoring CC = City Centre AQMA RR = Ring Road (QMC) AQMA The proposed AQMAs identified in Rushcliffe and Broxtowe will be reported on in subsequent APRs.
					Target Data	2010	CC = 38 RR = 38	Trajectory		N/A	N/A	CC = 43 RR = 42	CC = 41 RR = 41	CC = 40 RR = 40	CC = 39 RR = 39	CC = 38 RR = 38	CC = 38 RR = 38		

Table 9.10: Local Indicators Proforma

Local Indicator	Definitions	Year Type	Units	Plan Area		Year	Value		Actual and Trajectory Data								Progress	
Congestion Indicators																		
L1: Single occupant car journeys to work	% of single occupant car journeys to work for employers with travel plans								2003	2004	2005	2006	2007	2008	2009	2010		Notes
		Calendar	Percentage	Joint Plan Area	Base Data	2005	69%	Actual Figures	N/A	N/A	69%	N/A	N/A					Source: Council monitoring
					Target Data	2010	69%	Trajectory	N/A	N/A	69%	69%	69%	69%	69%	69%		The trajectory has been set in light of anticipated traffic growth of 6% during the course of LTP2 (see indicator *LTP2*). Data has not been collected due to data quality and reliability issues.
L2: Car parking standards	% of new non-residential development complying with car parking standards								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
		Financial	Percentage	City	Base Data	2004/05	100%	Actual Figures	N/A	100%	100%	**100%**	**100%**					Source: Council monitoring.
					Target Data	2010/11	>90%	Trajectory	N/A	>90%	>90%	>90%	>90%	>90%	>90%	>90%		The car parking standards are set out in the Local Development Framework.
L3: Commuter travel plans	% of employees covered by a commuter travel plan								2003	2004	2005	2006	2007	2008	2009	2010		Notes
		Calendar	Percentage	Joint Plan Area	Base Data	2005	15%	Actual Figures	N/A	N/A	15%	**22%**	**36%**					Source: Council monitoring
					Target Data	2010	20%	Trajectory	N/A	N/A	15%	16%	17%	18%	19%	20%		Total number of employees in 2005 = 287,000 Employees covered by a travel plan 2005 = 43,000 Est. total number of employees in 2010 = 294,000 Employees covered by a travel plan 2010 = 59,500
L4: School travel plans	% of schools with an approved travel plan								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
		Financial	Percentage	Joint Plan Area	Base Data	2004/5	15%	Actual Figures	N/A	15%	**36%**	**52%**	**61%**					Source: Council monitoring
					Target Data	2010/11	80%	Trajectory	N/A	15%	26%	37%	47%	58%	69%	80%		The target is based upon 248 schools of the 307 in the Plan area adopting a travel plan. Ongoing work with schools across the conurbation has resulted in significant progress (46%) increase on base year levels.
L5: Bus journey times	Number of services with a reduction in journey times								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
		Financial	Number of routes	Joint Plan Area	Base Data	2005/06	0%	Actual Figures	N/A	N/A	**0**	**0**	**4**					Source: Bus operators' timetables
					Target Data	2010/11	5	Trajectory	N/A	N/A	0	1	2	3	4	5		Based upon a 5% reduction in journey times on five GO2 routes and the main Trent Barton services. In 07/08 5% reduction in journey times has been achieved for the following four high frequency routes: 6, 10, 17 35/36.
L6: Bus reliability	% of scheduled bus services operating								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
		Financial	Percentage	Joint Plan Area	Base Data	2005/06	99.60%	Actual Figures	N/A	N/A	99.60%	**99.70%**	**awaited**					Source: Bus operators
					Target Data	2010/11	99.50%	Trajectory	N/A	N/A	99.50%	99.50%	99.50%	99.50%	99.50%	99.50%		Based upon the reliability of all scheduled services throughout the year. The target corresponds to the national target set by the Traffic Commisioners. The baseline figure has been derived from performance in the last quarter of 2005 only.
Accessibility Indicators																		
L7: Accessibility of healthcare	% of households within 45 minutes of hospital by bus or tram								2003	2004	2005	2006	2007	2008	2009	2010		Notes
		Calendar	Percentage	Joint Plan Area	Base Data	2006	87%	Actual Figures	N/A	N/A	N/A	**87%**	**89%**	**89%**				Source: Accession software
					Target Data	2010	90%	Trajectory	N/A	N/A	N/A	87%	87%	88%	89%	90%		The indicator applies to the two major hospitals in the LTP area, the QMC and City Hospital. The travel time includes walking links to and from bus stops and any waiting time incurred en route.
L8: Accessibility for the elderly	% of eligible population taking up concessionary fares entitlements								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
		Financial	Percentage	Joint Plan Area	Base Data	2004/05	62%	Actual Figures	N/A	N/A	62%	**70%**	**85%**					Source: Council monitoring
					Target Data	2010/11	70%	Trajectory	N/A	N/A	62%	64%	66%	67%	69%	70%		The baseline figure is derived from 83,653 concessionary pass holders aged 60 and over, out of a eligible population of 134,638.
L9: (BV103): Satisfaction with public transport information	% of users satisfied with public transport information								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
		Financial	Percentage	City	Base Data	2003/04	72%	Actual Figures	72%	N/A	N/A	**70%**	**N/A**	**N/A**				Source: BVPI Tri-Annual Surveys of users
					Target Data	2009/10	78%	Trajectory	72%	N/A	N/A	75%	N/A	N/A	78%	N/A		Quarterly surveys of 600 bus users at the main travel centre will be used to provide an indication of progress made in interim years between Best Value surveys.
				County	Base Data	2003/04	52%	Actual Figures	52%	N/A	N/A	**68%**	**N/A**	**N/A**				
					Target Data	2009/10	60%	Trajectory	52%	N/A	N/A	56%	N/A	N/A	60%	N/A		

L10: (BV178a): Rights of way which are easy to use	% of footpaths and other rights of way which are easy to use by the public	Financial	Percentage	Joint Plan Area	Base Data	2003/04	61%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
					Target Data	2010/11	67%	Trajectory	61%	62%	**61%**	**80%**	**77%**					Source: Council monitoring The target is based upon a combined Rights of Way network of 2,646km.The slight drop in the total is attributed to the increase in the total length of the network in the conurbation.
									61%	62%	63%	64%	65%	66%	67%	67%		
L11: Accessible bus services	Number of fully accessible bus services	Financial	Number of services	Joint Plan Area	Base Data	2005/06	2	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
					Target Data	2010/11	7	Trajectory	N/A	N/A	2	**3**	**3**					Source: Council monitoring These are defined as services operated entirely by low-floor, easy access vehicles, where all bus stops have raised kerbs and where bus boarders are provided where parking is likely to inhibit use. 06/07 = 2 services: Citylink 1 and NCT service 11 completed along whole route. 07/08 = service 28 meets full criteria. Further investment has gone in to making other routes accessible but as yet full routes have not been completed.
									N/A	N/A	2	3	4	5	6	7		
L12: (BV165): Disabled facilities at pedestrian crossings	% of crossings with facilities for disabled people	Financial	Percentage	Joint Plan Area	Base Data	2003/04	80%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
					Target Data	2010/11	90%	Trajectory	80%	82%	87%	**26%**	**33%**					Source: Council monitoring The baseline comprises 369 crossings of which 294 have facilities for disabled people, with 201 such crossings in the City and 93 in the County part of the Plan area. Following an external audit of the disabled crossings in the City, it was found that a significant proportion did not meet the required standard in terms of dropped crossings height or pavement gradient. As a result all the crossings will have to be re-surveyed to establish a new baseline position for sites which meet the strict BVPI requirements. Hwever, due to funding constraints it has been decided not to continue with monitoring this indicator.
									80%	82%	84%	85%	86%	87%	88%	90%		
L13: Real time information provision	Number of services where buses are real time enabled	Financial	Number of services	Joint Plan Area	Base Data	2005/06	4	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
					Target Data	2010/11	9	Trajectory	N/A	N/A	4	**9**	**12**					Source: Council monitoring Existing routes with Real Time enabled buses are Rainbow 4, Rainbow 5, SkyLink and Long Eaton Express. 2006/07 routes real time enabled = 28, Skylink, Citylink 1, Unilink 4, Unilink 34 2007/08 routes real time enabled = 36, Medilink, Ecolink 30
									N/A	N/A	4	5	6	7	8	9		
Air Quality Indicators																		
L14: Carbon dioxide emissions	Volume of carbon dioxide emitted by vehicles in Greater Nottingham	Calendar	Tonnes	Joint Plan Area	Base Data	2004	248,000	Actual Figures	2003	2004	2005	2006	2007	2008	2009	2010		Notes
					Target Data	2010	269,000	Trajectory	N/A	248,000	**247,000**	**248,000**	**248,000**					Source: Council monitoring The target equates to an 8% increase and relates to the anticipated 6% increase in traffic on the local authority managed road network and 12% growth on the motorway / trunk road network in the Plan area.
									N/A	248,000	251,500	255,000	258,500	262,000	265,500	269,000		
Regeneration Indicators																		
L15: (BV106): Use of brownfield land for housing	% of residential development on brownfield land	Financial	Percentage	Joint Plan Area	Base Data	2003/04	89%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
					Target Data	2010/11	85%	Trajectory	89%	88%	**97%**	**100%**	**97%**					Source: Council monitoring Baseline comprises 2,039 completions of which 1,818 were on brownfield land. The target reflects that contained within the Nottingham Local Plan.
									85%	85%	85%	85%	85%	85%	85%	85%		
Quality of Life Indicators																		
L16: Perception of safety when using the bus at night	% of users who feel safe when using the bus at night (after 7pm)	Financial	Percentage	Joint Plan Area	Base Data	2005/06	65%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
					Target Data	2010/11	67%	Trajectory	N/A	N/A	65%	**74%**	**74%**					Source: Quarterly survey of 600 bus users at the main travel centre. The indicator is based upon perceived safety of the actual journey, waiting for a bus and accessing the stop itself.
									N/A	N/A	65%	65%	66%	66%	67%	67%		
L17: Level of walking	Pedestrian flow on the Primary Pedestrian Route network	Financial	Index based on 2003/5 = 100	City	Base Data	2005/06	100*	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11		Notes
					Target Data	2010/11	110	Trajectory	N/A	N/A	**100**	**98.6**	**104.4**					Source: Council monitoring The baseline is derived from surveys undertaken between 2003 and 2005 on the five pilot Primary Pedestrian Routes. The index represents the aggregated flow of pedestrians on these routes.
									N/A	N/A	100	102	104	106	108	110		

10 Risk Management

This chapter identifies key risks associated with the delivery against key LTP2 objectives through to the end of the Plan period (March 2011). Any anticipated significant changes to the assumptions or policies on which the Plan was based and/or proposed mitigation measures are identified in the following table.

Table 10.1: Risk assessment table

Key to red, amber and green (RAG) status:

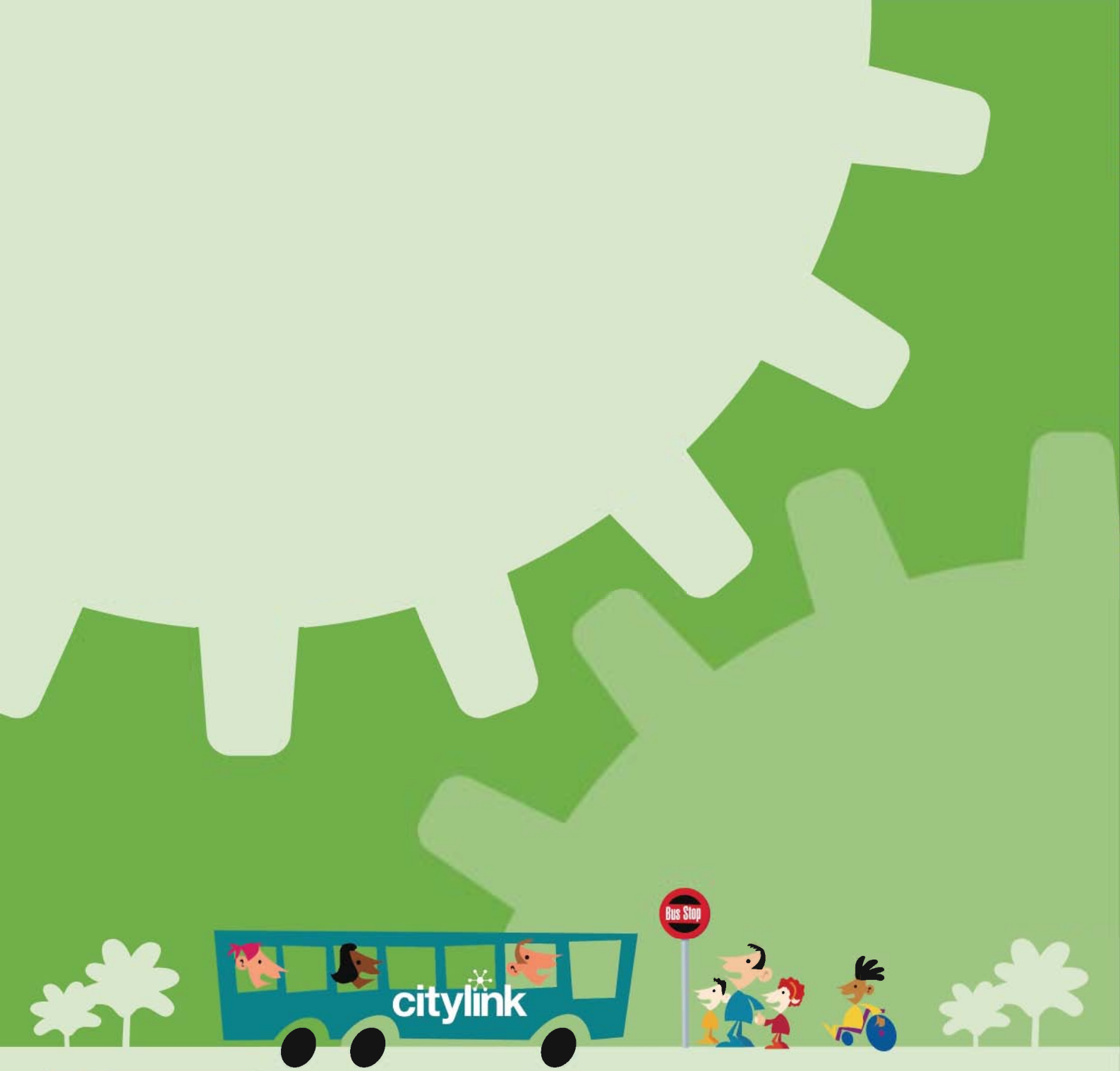
	Major problem requiring a lot of remedial action to get the LTP2 back on track.
	More or different action may need to be taken to build on good progress already made.
	Key outcomes are on track to be delivered in full or exceeded or where not being met mitigation is in place.

Theme	Key Risk Issues	RAG Status	Policy changes/Mitigation in place
Stakeholder involvement	• Major dissatisfaction of local businesses and other key stakeholders in the run up to the introduction of the Workplace Parking Levy scheme		• Workplace Parking Levy communications strategy in place • Big Wheel survey commissioned to gauge satisfaction levels with the delivery of broader LTP measures with an opportunity to put forward favoured transport solutions • Ongoing dialogue via Greater Nottingham Transport Partnership continuing
Contribution to wider objectives	• Effects of increased focus on Local Area Agreement priorities still evolving • Growth Point likely to significantly increase pressures on the existing transport network • Fall-out from decision to not proceed with full Transport Innovation Bid may weaken 6Cs partnership working • Governance/organisational change post Sub-national Review		• New partnership working arrangements being developed • Modelling work has been commissioned to evaluate transport impacts of additional housing requirements and determine new infrastructure requirements • Alternative partnership working opportunities to be agreed by authority leaders • Partner engagement
Tackling congestion	• Fully understanding the impact of LTP measures on the congestion indicator e.g. bus lane enforcement • Poor coordination of street works • Short term impacts of bus priority policies could increase congestion • Workplace Parking Levy scheme not approved or delayed		• Experience being gained through application. Also learning from experiences of other urban authorities. • Included within Network Management Plan • Monitoring impacts of new schemes • Ongoing dialogue with DfT on importance of scheme to transport strategy and for funding of key transport schemes (main impacts beyond LTP2 plan period)

Theme	Key Risk Issues	RAG Status	Policy changes/Mitigation in place
Better accessibility	• Rising tender prices for supported bus services • Organisational changes disrupting partnership working approach • Rising unemployment levels will increase pressure to improve transport links to training and employment opportunities		• LTP funding being utilised for bus purchase to reduce revenue support requirement • Accessibility Planning Partnership Zone established to effectively share information • Link bus network continuing to be expanded to meet demand
Safer roads	• New partnership working opportunities not fully developed • Declining road safety grant allocations		• Being progressed through LAA process • Efficiency savings and alternative funding sources being explored
Better air quality (and environment)	• As monitoring becomes more targeted further changes to Air Quality Management Area boundaries likely to be necessary • Increasing awareness of need to step up actions to reduce CO2 emissions from transport sector as recognised by TASTS etc		• Best practice approaches being shared through Nottinghamshire Environmental Protection Working Group • Development of authority carbon management plans • Higher priority to be given to carbon reducing measures in LTP programme delivery
Local priorities	• Increasing corporate pressure to step up neighbourhood regeneration delivery • PFI will result in a significant change to the way street lighting service is delivered in Nottingham		• Increased focus on measures identified in emerging Strategic Regeneration Frameworks • NET procurement has given the authority some experience of PFI contract management
Asset management	• Highway Asset Management Plans proving to be onerous documents to produce • Some tension between maintaining the strategic highway network and targeting maintenance at community priority areas		• External consultant support has been procured to guide document production • Funding for area based capital programme has been established as a high corporate priority reducing dependence on LTP2
Use and availability of resources	• Funding for major schemes may be delayed due to RFA2 process • Economic downturn resulting in a reduction in developer contributions and asset sale receipts • Increasing pressure on corporate capital programmes resulting in less programme flexibility • Higher than forecast inflation resulting in a reduction in what can be achieved with fixed funding allocations		• Both authorities have high level engagement in the RFA2 process • Alternative funding sources such as via EMDA or ERDF being exploited. • Increased programme management controls have been put in place. New programme/project management system now operational • Exploring efficiency saving opportunities.

Glossary of terms

6Cs	Three Cities and surrounding County authorities partnership
AQMA	Air Quality Management Area
BVPI	Best Value Performance Indicator
CABE	Commission for Architecture and the Built Environment
CDP	Congestion Delivery Plan
CMP	Carbon Management Plan
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EMDA	East Midlands Development Agency
ERDF	European Regional Development Funding
FIG	Food Initiatives Group
GIS	Geographical Information Systems
GNTP	Greater Nottingham Transport Partnership
GOEM	Government Office for the East Midlands
HAMPs	Highway Asset Management Plan
KSI	Killed or Seriously Injured road casualties
LAA	Local Area Agreements
LAAPs	Local Accessibility Action Plans
LEA	Local Education Authority
LIFTCo	Local Improvement Finance Trust Corporation
LSC	Learning and Skills Council
LSP	Local Strategic Partnership
LTP2	Greater Nottingham Local Transport Plan 2006/07 – 2010/11
NI	National Indicators for Transport
NMD	Network Management Duty
NMP	Network Management Plan
NRSI	Neighbourhood Road Safety Initiative
PCT	Primary Care Trust
PFI	Private Finance Initiative
PRoW	Public Rights of Way
RIBA	Royal Institute of British Architects
RFA	Regional Funding Allocations
ROWIP	Rights of Way Improvement Plans
SHLAA	Strategic Housing and Land Allocations Assessment
TAMP	Transport Asset Management Plan
TaSTS	Towards A Sustainable Transport System
TIF	Transport Innovation Fund
WPL	Workplace Parking Levy
WRG	Wider Reference Group for Nottinghamshire Accessibility Partnership



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Beacon Authority 2008-2009 Improving Accessibility

Beacon Authority 2006-2007 Road Safety

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