Nottingham Local Transport Plan 2011 – 2026

Delivery Report April 2012 – March 2013: Year Two



Nottingham City Council

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1. Introduction

The Nottingham Local Transport Plan (LTP) was adopted as City Council policy in April 2011. The LTP covers the City Council's administrative area serving a population of 308,700.

The LTP comprises of two separate documents:

- **LTP Strategy 2011 – 2026** which sets out the Council's long term transport strategy;
- **LTP Implementation Plan** which sets out the programme of improvements to be delivered over a three year rolling period. The first edition of the Plan spanned 2011 – 2014 with the second edition adopted in April 2012 running until March 2015.

There documents are available from: www.nottinghamcity.gov.uk/transportstrategies .

This document forms the Year Two progress report covering the 2012/13 financial year providing an update on what was delivered and detailing progress against the overall LTP strategy. The document sets out the funded interventions delivered through LTP integrated transport and maintenance capital funding blocks. The report also sets out details of progress with associated transport funding programmes including major transport schemes, Workplace Parking Levy, Nottingham Local Sustainable Transport Fund, Green Bus Funds and Better Bus Areas programmes.

These progress reports are produced annually and made available alongside other information online.

Structure of this document

Introduction: This section introduces the year two delivery report and sets out the key policy changes which have taken place during 2012/13.
Progressing the strategy: Sets out the progress being made against each of the five Local Transport Plan objectives including how the City Council is influencing strategic transport to support the local economy.
Transport programme delivery: Details progress with the associated transport funded programmes including the current major schemes, Workplace Parking Levy scheme, Nottingham Local Sustainable Transport Fund, Green Bus Fund and Better Bus Areas programmes.
Investment and delivery: Explains how the LTP capital and external funding resources expenditure for 2012/13 with some example schemes.
Indicators and performance: Identifies progress against key transport performance indicators and satisfaction with local transport results from a number of perception surveys.
Looking ahead: Concluding statement and look ahead to the challenges and opportunities for local transport provision.

Policy changes at a glance

Since the LTP was published various changes have taken place to influence the strategic policy framework at the local and national level. This is having an influence on local transport delivery:

- In November 2012 the Government published a **local framework for funding major transport schemes** from 2015/16 which set out the Department for Transport's intention to devolve funding for local major transport schemes from 2015 onwards.
- The "**Green Light for Better Buses"** policy document was published by the Department for Transport which set out a series of reforms to improve local bus subsidy and regulation in England.
- The Core Strategy (**Part 1 Local Plan**) is currently at an advanced stage and undergoing independent examination. The report on this examination is expected in spring 2014. The second round of consultation is to be carried out on the site allocations and development management policies for the Land and Planning Policies Development Plan Document (**Part 2 Local Plan**) over 2013. The responses to these consultations will then undergo analysis and the Publication Version finalised.

2. Year two progress: 2012/13

World-class and sustainable transport system

The total transport network is vital to supporting Nottingham's economic profile and has a significant role in supporting business competitiveness and growth. Our investment will tackle some of the key barriers to growth – congestion and capacity – through travel demand management and encouraging sustainable alternatives.

Nottingham City Deal

The City Deal for Nottingham was concluded in July 2012 with central government. The 'Deal', which is an overall £60m investment package, will help deliver Nottingham's key Economic Growth Plan objectives including transport infrastructure.

The council is borrowing £8m against future business rates income to deliver a programme of improvements to the highway and public realm to improve access and infrastructure to the Creative Quarter.

The Creative Quarter

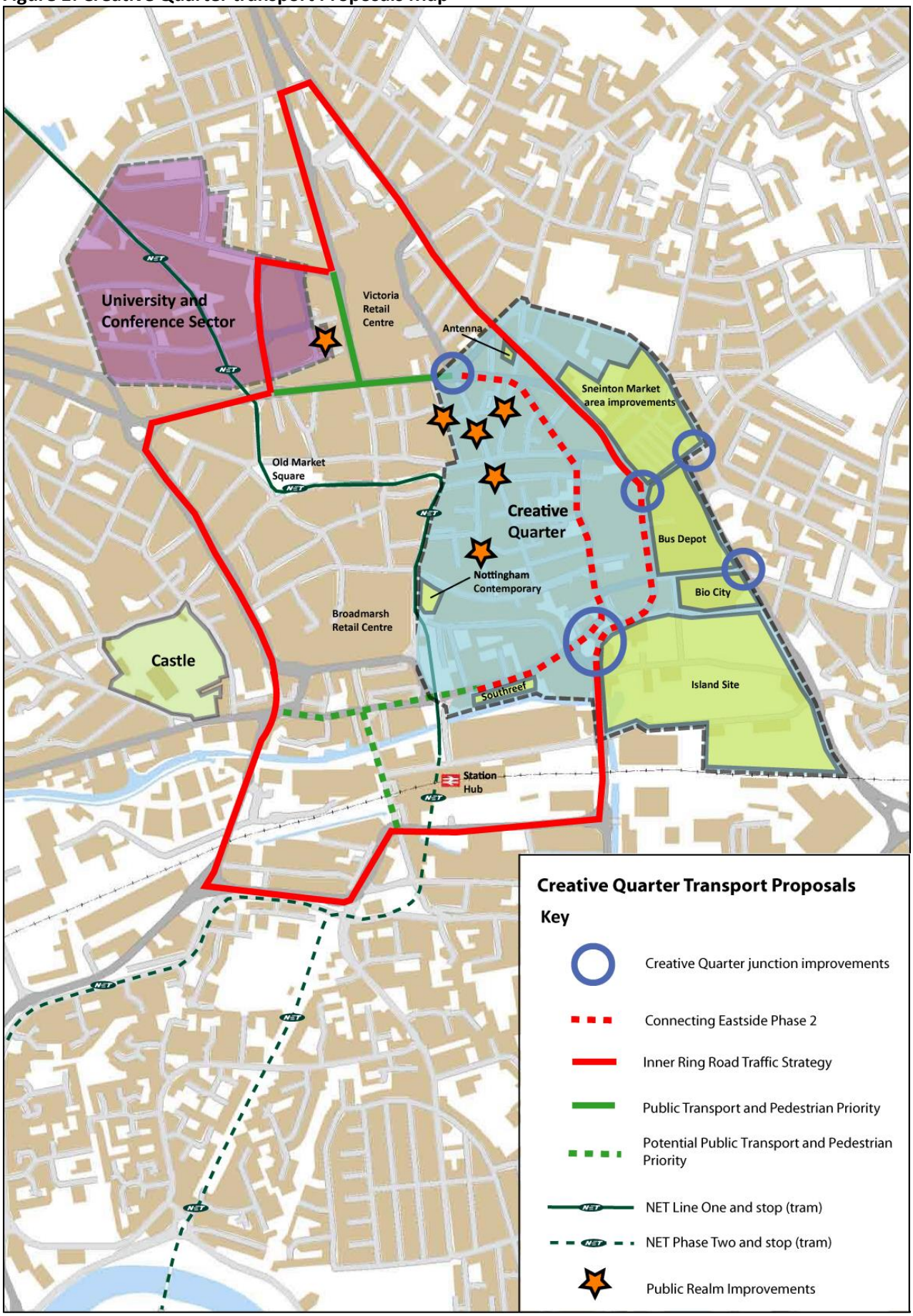
The Creative Quarter is Nottingham's flagship economic growth and enterprise project. The CQ is centred on the Lace Market and Hockley areas and also includes BioCity and Sneinton Market. The area is home to leading incubators and a cluster of technology based companies across the cities growth sectors of life sciences, digital content and clean technologies. It is also a hotbed of culture, independent retailer's eateries small creative companies and artists. Investment in the CQ is intended to support increased entrepreneurship and innovation.

Infrastructure investment includes the completion of the Connecting Eastside traffic reprioritisation scheme and major site access improvements plus further supporting public realm measures. It is anticipated that the funding will be split as follows; £3m for public realm and junction improvements and £5m for Connecting Eastside Phase 2. The Creative Quarter transport proposals are set out in figure 1.

A bid for funding to the European Regional Development Funding (ERDF) is being developed to expand the scope of the Creative Quarter schemes. This would allow for schemes on Derby Road, Friar Lane, Carrington Street and Carlton Road to be incorporated into the programme. This bid will be developed over 2013.

Designs for the first public realm improvements within the Creative Quarter are now advancing, with completion of schemes at St. Mays Gate and George Street in early 2013. At an advanced design stage are Stoney Street/Warser Gate Junction works, with the works expected to start shortly. Further public realm schemes within the creative quarter area will be progressed over the coming year.

Figure 1: Creative Quarter transport Proposals Map



Local Transport Bodies

In November 2012 local authorities within the D2N2 (Derby, Derbyshire, Nottingham, Nottinghamshire) Local Enterprise Partnership was issued with guidance from Government on establishing Local Transport Bodies to respond to the administration of devolved local major transport schemes funding from 2015.

In response to the devolving of major transport schemes, governance arrangements for the D2N2 Local Transport Board (D2N2 LTB) have been developed over the past year in advance of a major scheme prioritisation process scheduled to take place in summer 2013. The assurance framework detailing governance arrangements of the LTB was submitted to DfT in February 2013. The City Council is looking at taking forward several schemes which it is developing to take through to prioritisation for funding:

- **Southern Growth Corridor**: Public transport corridor enhancements along Daleside Road and Queens Drive, linking key employment and regeneration sites
- **Ring Road Phase Two**: A further phase of the proposed ring road works to increase capacity at Basford Bridge.
- **City Centre North Placemaking**: Proposed improvements to the public realm in the north of the City Centre, around the Nottingham Trent University City Centre Campus and Conference Centre.

Projects put forward will be assessed alongside other transport schemes put forward by Nottinghamshire, Derbyshire and Derby City Councils'. Depending on prioritisation, schemes will be taken forward and developed further over the forthcoming year, with implementation dependent on funding being provided from 2015 onwards for the schemes prioritised.

Major scheme coordination

Over the year processes have been in place to manage and coordinate an unprecedented amount of transport construction works taking place in the Greater Nottingham area. The investment in expanding the tram system, station redevelopment, A453 widening and other projects will help to drive the local economy, increase local employment, attract inward investment and help to regenerate key areas of the city.

The City Council has been working with neighbouring authorities and key delivery partners to develop plans to minimise disruption through the construction period as much as possible. To keep Nottingham 'Open for Business' the Councils', strategic bodies (Highways Agency and Network Rail) and local transport operators have been working together to:

- Coordinate the work programmes of the various organisations involved to avoid conflicts wherever possible
- Inform in advance when disruption is most likely to occur
- Ensure alternative travel options are available and promoted
- Ensure contact details are available to report any problems.

Additional staff members have been appointed to increase capacity to respond. Information strategies have been developed for target audiences. Senior representatives from Tramlink, Network Rail, East Midlands Trains, Highways Agency have come together to share programme information and cooperate. Communication channels including website information, coordinated printed material and social media are being developed to keep people informed.

http://transport.nottinghamcity.giv.uk	Information on Nottingham's major infrastructure projects, updates, maps and downloads.
http://www.nottinghamtravelwise.org.uk/	Live traffic and travel information for Nottingham and Nottinghamshire including planned roadworks.
http://www.nottinghamcity.gov.uk/transportandstreets	City Council web content across all functions and services of transport, parking and streets.
http://www.thebigwheel.org.uk	City Council partner website offering information and support for sustainable travel options.

The City Council, Transport Nottingham, and Big Wheel social media (Twitter, Facebook, LinkedIN) accounts have also been posting information and updates for Nottingham's transport projects and services.

Influencing strategic transport

Rail improvements

- The Government published its High Level Output Statement announcement in July 2012, stating its priorities for investment by Network Rail for 2014-19. This includes the upgrade and electrification of the Midland Mainline between Bedford to Nottingham and Sheffield. Lighter, low carbon and faster electric trains will help reduce journey times between London to Nottingham to 90 minutes.
- The signalling system and track layout in the Nottingham Station area is programmed to take place over the summer 2013. This will allow for an increase in capacity and more efficient operation of rail services into and out of Nottingham Station. Contingency plans regarding these works are being put into place, in order to minimise disruption to passengers over the proposed six-week closure for these works to take place.

High Speed Rail
In January 2013 the Government announced the preferred route for the next phase for the HS2 High Speed Rail network. A "Paving Bill" is expected to pass through parliament in late 2013.

The routes run from Birmingham northwards to Manchester and Leeds including an East Midlands hub station at Toton sidings on the Leeds line. Consultation is due to conclude by the end of 2014, with work expected to begin in 2017 on the first phase to Birmingham. The full proposed network is expected to complete by 2032.

A453 widening

The decision in the Chancellor's Autumn Statement on 29th November 2011 to accelerate construction of the Highway Agency A453 widening scheme was welcomed by both businesses and commuters locally.

The A453, east of the M1, is the major route between Nottingham, the M1 and Nottingham East Midlands Airport. It carries up to 30,000 vehicles a day and is crucial to unlocking economic growth for the area.

Work to widen a seven mile stretch of the A453 between M1 Junction 24 and the A52 Nottingham Ring Road started in January 2013 with advanced site clearance and accommodation works ahead of the main civil engineering works. The improvement work includes widening the 1.5 mile urban section through Clifton from a two-lane single carriageway to a four-lane single carriageway (two lanes in each direction) with signalisation of the existing Crusader Roundabout and new signalised roundabout junctions at Green Lane and Farnborough Road.

A new roundabout at Mill Hill will be sited to the west of the Nottingham City Council and Nottinghamshire County Council boundary, and will provide a connection to the existing A453, Fox Covert Lane and Clifton Lane via a new link road. This road will provide a link to the new Nottingham Express Transit (NET) 1,000-space park and ride, transporting people directly from Clifton into the centre of Nottingham by tram.

This £150 million scheme, partly funded by Nottinghamshire County Council and with a small contribution from Rushcliffe Borough Council, will help to reduce congestion and make the route safer.

Key benefits:

- Improved road capacity for motorists and businesses
- Reduced traffic congestion
- Improved safety
- A boost to the regional economy estimated at £540m.

Image: Construction works commence along the A453



Strategic Pinch Point Programme

As part of the Highways Agency Pinch Point Programme, two variable message signs (VMS) and CCTV cameras are to be installed along the A453 in addition to the above works, costing an additional £1.05m. These signs will inform drivers of delays and provide alternative routes in times of disruption. The signs will be installed on the approach to the M1 motorway junction.

At J24 of the M1 (Kegworth Interchange) a further successful Pinch Point Scheme has been built, costing £5.6m. This has provided a new direct link from the A50 southbound approach to the A453 southbound, along with changes to traffic signals. The link will allow traffic to cut out traversing the full roundabout, reducing congestion.

Low carbon and resilient transport system

Efforts to reduce the impact of the transport network on the environment continued during the year as the Council worked to support targets set in the Nottingham Climate Change Strategy, including a 20% cut in carbon dioxide emissions by 2020. Improvements through technology advancements and cleaner vehicles coupled with an integrated approach to support sustainable travel behaviour are helping to reduce carbon emissions from transport. Nottingham already has the lowest carbon emission levels of all the core cities.

Spotlight

Electric Buses for Linkbus services

Since 2011 the City Council has benefited from over £3.9 million from the Department for Transport through their annual Green Bus Fund programmes (rounds 1 through to 3), with round 3 funding awarded in December 2011. The Government has made these resources available for local authorities and bus companies in England to bid for funding to procure new low carbon emission buses.

Since April 2012, 553,852 passenger trips have been recorded on the Centrelink and since its creation (in 2009) 1.6 million passenger journeys have taken place. In September 2012, three electric vehicles were introduced on the route.

Using the round 3 Green Bus Fund award of £1.7 million and contributions from other sources the City Council has created a £3.4 million funding package to purchase 19 electric buses for use on the Linkbus services such as the Localink and Medilink services. The 19 midi buses will replace some of the oldest Council-owned buses, saving around £130,000 a year in fuel costs and reducing maintenance costs. Green buses can produce a 40% carbon saving over conventional diesel buses.

A further innovative funding package utilising Green Bus Fund round 4 funding (of £1.3m) together with other contributions has been put forward. An announcement is expected in the summer.

Images: Centrelink Electric Bus service, launched September 2012





Part funded by WPL the Workplace Parking Levy

Electric vehicle charging infrastructure is also being introduced to support aims to kick start the creation of charging infrastructure in locations where it will best support owners of electric vehicles, such as on-street and public and private car parks. The City Council is a member of the Midlands EXTENSION CABLE project which has successfully received funding through the Plugged in Places fund and will benefit from electric vehicle charging infrastructure and posts at key locations. Tendering for the posts is underway which will initially be introduced at the Council offices, Loxley House and park and ride sites over the coming year.

Access to Key Services

Nottingham has one of the best public transport networks in the country. The number of people travelling by bus and tram has grown by 11% in the past 10 years. Progress has continued through 2012/13 to deliver reliable services which give passengers confidence in making journeys by public transport.

- LTP funding was used to purchase new buses for the Locallink services operating in Bulwell and Clifton.
- Taking effect from January 2013, a new Ticketing and Smartcard Strategy was published setting out a broad range of plans to improve the ticketing and smartcard offer to help promote public transport use and develop targeted discounts for key groups and developing an integrated smartcard platform.

Many of these improvements are being funded through the complementary Nottingham Local Sustainable Transport Fund (see section 3).

"Pies and Pledges" Youth Council event

In May 2012, City Council and Sustrans staff were invited to "Pies and Pledges" a sustainable transport themed Nottingham City Youth Council event. The event aimed to raise awareness of sustainable travel and promote discussions on the various barriers to walking and cycling that the Youth Council had identified through consultation with young residents. A key improvement that was brought to life from suggestions at the event was the introduction of free mobile cycle repair services and maintenance classes. In the following months free access to Dr Bike services was rolled out across Ucycle college campuses showing a clear response to the needs raised by the Youth Council.

Quality of life and neighbourhoods

Efforts relating to maintaining and improving neighbourhoods continued through the year with residential carriageway maintenance and local transport enhancements through the Area Capital Fund.

The purpose of the Area Capital Fund (ACF), established in 2006, has been to secure neighbourhood public realm improvements with a particular focus on improving footways. Due to the programme's success it was extended to include small-scale schemes to address local parking and traffic management issues within neighbourhoods. The LTP programme allows for a further continuation of the transport component of this programme, at a level of £1.25m.

Certain elements of the programme require local input to determine final priorities for scheme delivery, including footway renewals, parking and traffic management improvements, residential road maintenance and elements of the road safety programme. This input is achieved through ongoing consultation with ward councillors, neighbourhood managers, Area Committees, residents and other local stakeholders.

Valued at £1.5 billion, the highway infrastructure is certainly our most valuable transport asset and the Council has a legal responsibility for the highway network in terms of keeping the routes available and safe for passage of all road users. Carriageway maintenance within neighbourhoods includes both residential carriageway improvements for local residential roads, and on main classified roads. For 2012/13, a total of £500,000 was allocated to residential roads, and £789,000 on main classified roads. Works consisted of resurfacing, large scale patching and preventative maintenance.

In December 2012, the Government announced additional funding for maintenance of the highway network. This confirmed additional maintenance allocations of £345,000 for 2013/14, and a further £179,000 in 2014/15 financial years. This funding will be used for additional resurfacing works as part of the residential roads programme.

Safe, independent and active healthy lifestyles

The **Cycle Action Plan 2012 – 2015** was published in October 2012 setting the vision for creating a cycle friendly city. The plan set out what work was planned between 2012 and 2015 to improve cycling conditions and increase cycling numbers including improvements to the cycle infrastructure, enhanced communications and better integration with the sustainable transport network.

Image: Tour of Britain on Friar Lane, September 2012



Nottingham hosted the start of Stage 2 of the Tour of Britain ride in September 2012. The start of the stage in Nottingham led to a high level of interest the public in cycling, alongside the 2012 London Olympics.

Nottingham successfully received **cycle funding** during 2012/13 to improve local cycling through a range of Department for Transport funds:

- Nationally £7.5 million was made available through a **Cycle-Rail Integration Fund** with the specific purpose of improving cycle facilities at rail stations. In total £700,000 has been made available to expand and improve the cycle parking facilities at Nottingham Station. The funding will allow a substantial investment in the parking facility, allowing it to be enlarged and enhanced. This will also raise the profile of the Citycard accessed parking area. Works will be carried out during 2013/14.
- £15 million was made available through a **Cycle Safety Fund** with the specific purpose of improving cycle safety at road junctions. Nottingham was successfully awarded £300,000 through the fund to upgrade the cycle facilities around the Dunkirk roundabout and Mansfield Road, Forest Road, Mapperley Road junction improvements.
- A bid to the **Linking Places Fund** was made for the construction of a section of multi-user path alongside the River Leen between Church Street and Wilkinson Street. In total £150,000 has been made available supported by £100,000 match funding from the Local Sustainable Transport Fund. The route also crosses an area of marshy ground. This will provide an interesting opportunity to trial a product, which will allow a section of the track to float when water levels are high.

3. Transport programme delivery

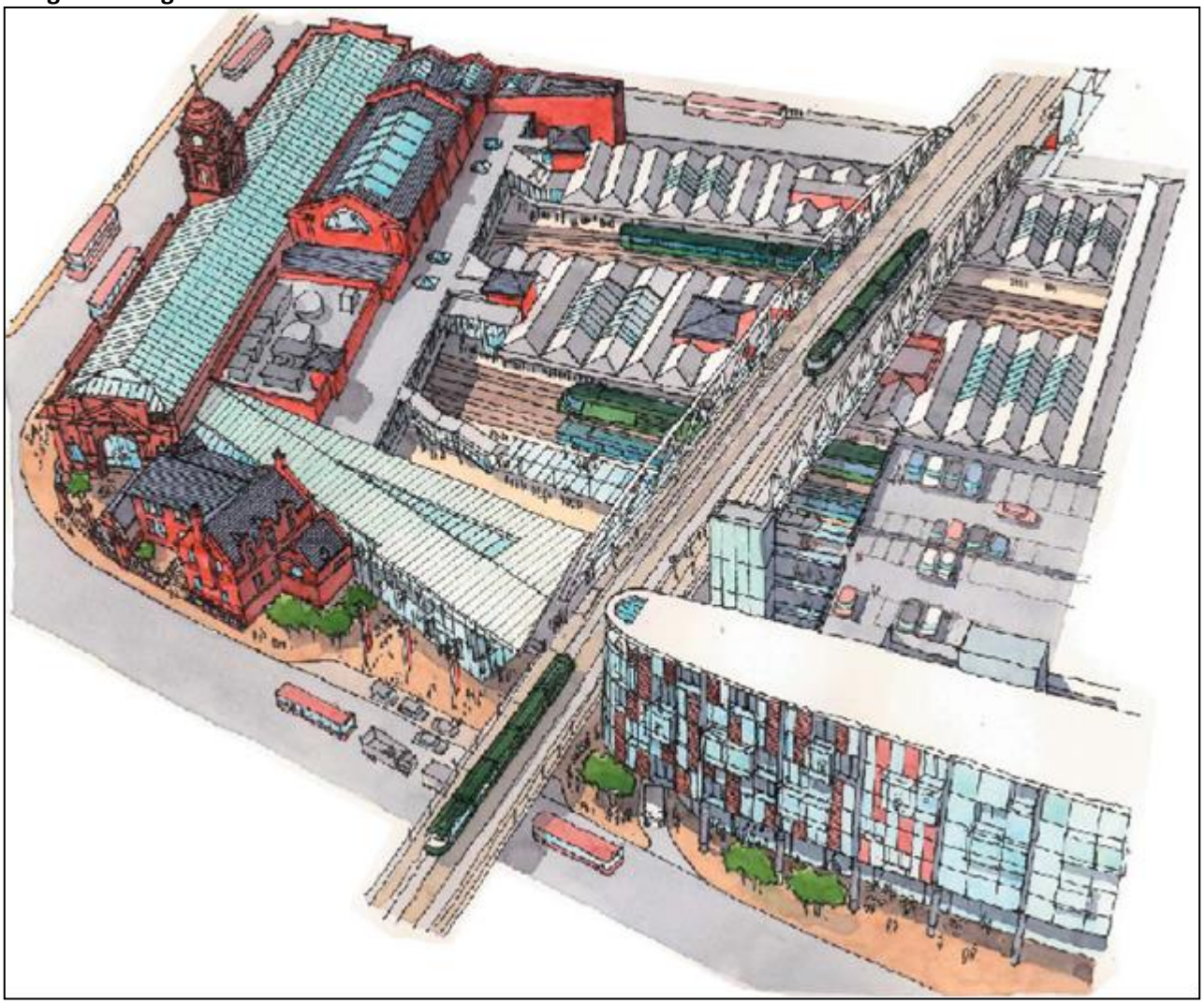
The City Council is working with key delivery partners on four major schemes: Station redevelopment, NET tram expansion, Ring Road improvements scheme and Workplace Parking Levy project. This section details progress over 2012/13 with the transport programme. In addition the City Council is leading the implementation of measures funded through the Local Sustainable Transport Fund (LSTF) and Better Bus Area (BBA) programmes.

Station redevelopment

Over the year the City Council has continued working in partnership with Network Rail and East Midlands Trains on the £67m redevelopment of Nottingham Station. The multi-million pound investments in the tram network and redeveloped train station combines to create an unrivalled transport network that will give the city a significant advantage over many other destinations in the UK.

Work continues to restore and upgrade the Edwardian Grade II listed building at the front of the station and a new passenger concourse, which link the Queen's Road Multi-Storey Car Park and new tram stop. Platform buildings are also being refurbished. Work will be complete in 2014.

Image: Nottingham Hub Scheme Elements



Key benefits:

- A world-class travel interchange at the heart of the city
- Improved travel times and better reliability
- Improved passenger and operator facilities
- A new attractive Southern Concourse, connecting trains, trams and the multi-storey car park.

NET tram extensions

NET Phase Two is one of the region's biggest construction projects and builds on the success of Nottingham Express Transit's (NET) Line One from Hucknall and Phoenix Park into the city centre.

Construction on the multi-million pound project continued during 2012/13 to extend Nottingham's tram service to the south and south west of the city to Chilwell via the QMC, Beeston and Clifton via Wilford and directly link suburban and national rail services. The extension will more than double the size of the tram network, with 17.5km of new track and 28 new stops.

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

Key benefits:

- 16 services per hour in each direction on the city centre section
- Almost 30% of the population of Greater Nottingham and 20 of the 30 largest employers in the city will be within 800 metres of a tram stop
- Up to £300 million boost to the local economy
- Up to 8,000 jobs created locally
- Improved integration with road, rail and bus networks
- New areas of open space for the public to enjoy
- 5,400 tram-based parking spaces at seven park and ride sites
- Up to three million car journeys taken off the road, reducing congestion
- New ticket machines at tram stops and new state-of-the-art trams
- A first-class transport interchange at the redeveloped Nottingham Station, allowing people to transfer directly to trains and buses.

Progress during 2012/13:

- January 2013 saw the unveiling of **artists impressions of the expanded tram network** which displayed five new images showing key areas of the City including the QMC, Wilford toll bridge, Clifton centre, Beeston centre and Chilwell Road tram stop in Beeston. The images portrayed the future changes to the areas showcasing how the tram extensions will regenerate the areas.

Image: Artists impression of the new tram line in Beeston



- Nottingham's expanding tram network were **joint Light Rail Project winners at the Light Rail Awards 2012.** This prestigious industry award recognises the projects' innovative approach to funding of the £570 million development scheme which includes the use of the local Workplace Parking Levy, along with its unique commitment to delivering widespread benefits, including job opportunities for local people and supporting businesses.
- During late 2012 and early 2013 a series of **drop in sessions for local communities** were held updating people on the project with information on the works planned in their area.
- Major progress has been made with the main structures needed on the new routes. The central section of the new iconic 100 metre long bridge over Nottingham Station, to be known as the **Karlshruhe Friendship Bridge**, was launched into place over several weeks in early 2013 while the station below operated as normal. In February 2013 the **Lenton Lane Tram Bridge** measuring 46 metres and weighing 640 tonnes was installed using four 40-wheel vehicles that lifted up the steel structure onto concrete supports. This was the second of five major construction milestones for the NET extension.
- **73 jobs (mainly construction)** were advertised through the City Council's Employer Hub during 2012/13 alongside Apprenticeship placements which were made available in partnership with the Prince's Trust "Get into Construction scheme" providing work placements for 16-25 year olds not in employment, education or training. In March 2013, 6 apprentices were in post being provided with hands on work experience and an NVQ Level One in Groundwork.
- A **new operating website for NET Phase Two** has been launched (www.thetram.net/PhaseTwo) and further work is underway to build an interactive section to help communicate the construction of Phase Two. A number of drop-in sessions will take place in late February and in March at which an invitation to community groups to help establish neighbourhood liaison groups will go out.

Image: Construction of tram bridge over Nottingham Station



Workplace Parking Levy (WPL)

Nottingham is the first local authority in the UK to introduce a Workplace Parking Levy (WPL) scheme. On 1st April 2012, all employers within the city boundary were legally required to licence their total workplace parking places and those providing 11 or more to pay a charge equating to 288 per liable place.

The WPL scheme is a demand management tool which is influencing the travel behaviour of commuters, generating significant revenue which is helping to lever in substantial inward investment to improve local transport. The revenue generated is ring fenced to contribute towards:

- Nottingham Express Transit Phase Two expansion
- Nottingham Station redevelopment
- Supporting the continuation of the Linkbus network
- Business support to assist employers to better manage commuter travel and parking management

The levy generated £7.4 million in its first year of operation (2012/13) and is expected to generate in excess of £8m in the 2013/14 financial year. The WPL team's focus on engaging with and supporting employers is proving successful, with 100% of all liable employers successfully licensed without the need for enforcement sanctions. Work is being done to ensure employers are correctly licensed in terms of the number of liable workplace parking places provided.

Business support has been provided to over 250 companies which has included running workshops, hosting on-site events to share sustainable transport advice and information to staff, providing travel planning support, presentations to staff and personal journey planning. The City Council is working with local service providers Ridewise to offer cycle training and Dr Bike services to staff. Further support is provided to companies relocating within the city and to those moving to the city.

In 2012/13 the Council also launched a small grants scheme to encourage the uptake of cycling and to enable companies to put car park management in place.



Nottingham Ring Road improvement project

The Ring Road is one of the city's busiest and most important routes, and is currently used by up to 50,000 vehicles per day. It provides connections to strategic destinations and major employers in and around the city centre, as well as linking with three junctions of the M1 to the west of Nottingham and the A46 / A1 to the east. However, the way that the road is currently laid out means it struggles to cope with the volume of traffic, leading to congestion.

A package of improvements to the Ring Road costing £16.2 million has received "programme entry" approval for the scheme. Subject to final approval, £12.8 million would be provided by DfT and £3.4 million from local contributions including LTP and Section 106 contributions to implement the scheme. Improvement works include the upgrading and redesign of key junctions, including Aspley Lane, Crown Island and Hucknall Road, widening of the carriageway, reconstruction of carriageway most in need of repair and better road facilities for buses, pedestrians and cyclists. This package of measures are aimed at directly addressing the key problems affecting the Ring Road, based upon making the best use of the existing road network and minimising public expenditure.

Progress during 2012/13:

- Following "programme entry" in March 2012 the City Council moved ahead with preparations for a Full Approval bid to Government which was submitted in summer 2013.
- A series of drop in sessions were held for local residents and businesses in the autumn to view plans for the scheme and give more information on the constructions works programmed.
- Detailed designs were drawn up for the scheme in preparation for the construction phase which pending final approval, see start of construction later in the year.

Key benefits:

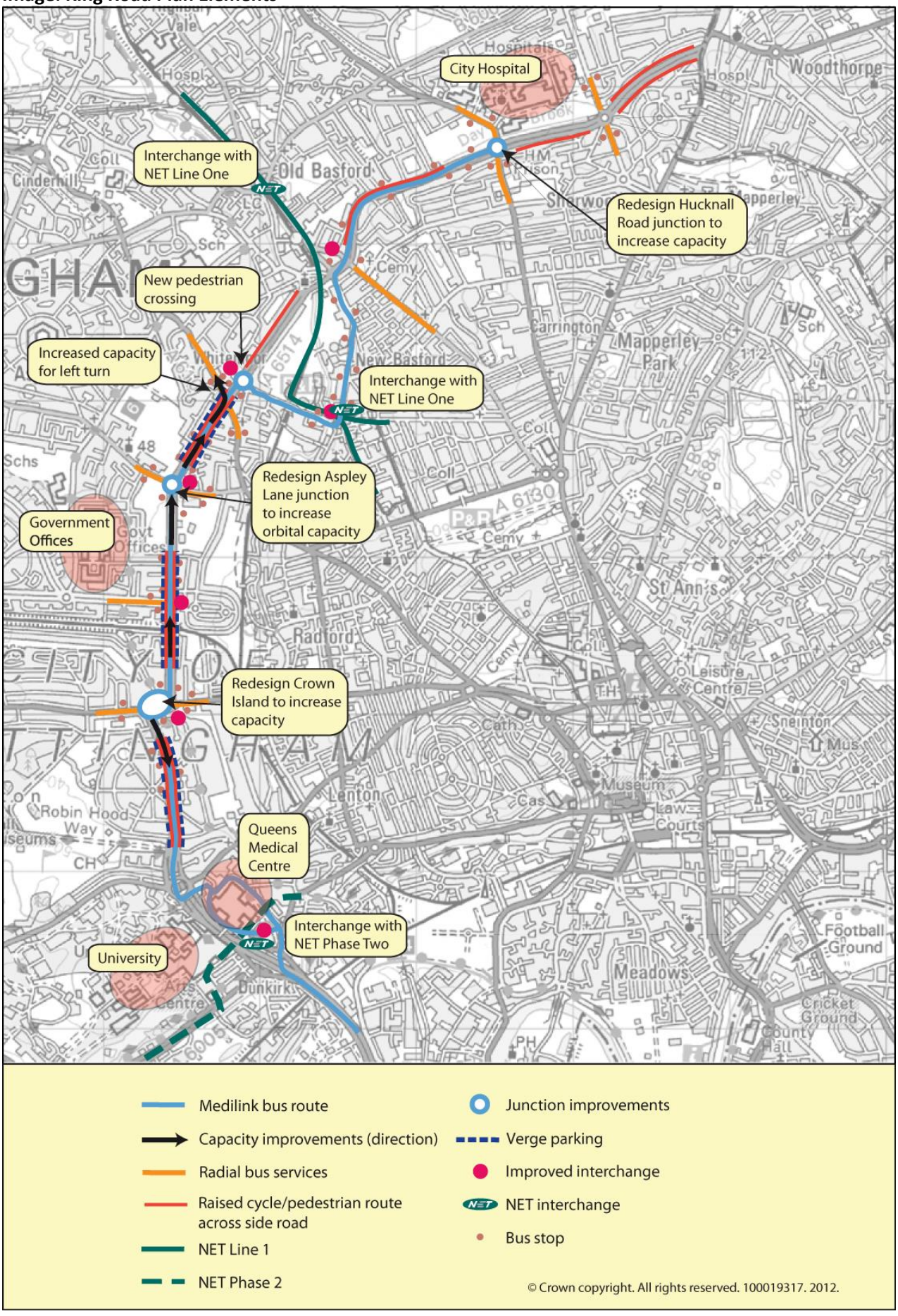
- Reduced traffic congestion and improved traffic flow through junction and link road improvements
- Improved cross-city travel times
- New and upgraded facilities for pedestrians and cyclists, including crossings and improved street lighting
- Improved bus service reliability and connections with Nottingham Express Transit (NET)
- Improved highway drainage

All work along the Ring Road is expected be completed in Spring 2016.

Image: Artists Impression of Aspley Lane Junction



Image: Ring Road Plan Elements



Nottingham Local Sustainable Transport Fund (LSTF)

Following the announcement in January 2011 of Government's £560 million Local Sustainable Transport Fund (LSTF), Nottingham was successful in receiving £4.925m Key Component funding in summer 2011 and a further £10.320m Main Bid funding in summer 2012. Including local contributions from matched Nottingham Local Transport Plan capital programme and partner contributions, the total LSTF package is worth £34.801m.

Since summer 2011/12 activity has been focused on programme initiation and delivery of the key elements of the programme. With the additional funding settlement in summer 2012, commissioning and delivery of a single programme commenced. The LSTF programme consists of five main workstrands and progress during 2012/13 is described below:

Smartcard development, integrated ticketing and multi-modal integration

- The existing Kangaroo Citycard ticket was developed into a multi-operator season ticket allowing individuals to travel across either, bus, tram or train (and access the cycle hubs) on any operator.
- Support for students was introduced to provide free days of travel for those previously in receipt of Educational Maintenance allowance and those from low income families; in 2012/13 1,500 students benefited from the scheme.
- Nottingham's innovative bike hire "Citycard Cycles" scheme was introduced for short and long term hire.

Community smarter travel hubs and places for people

- Engagement with local communities through the Community Smarter Travel Hub continued in 2012/13 with a Neighbourhood Community Smarter Travel Coordinator being recruited to work with local residents to create activities and events around sustainable transport covering the north locality of the city. Activity is being delivered by Ridewise Ltd.
- Plans to roll out 20mph limits across the city are being prepared utilising LTP and LSTF funding.

Worksmart business support activities and green transport infrastructure

- The first electric powered bus was introduced in 2012 being operated on the Centrelink bus service which connects citizens to key locations across the city centre.
- A Greater Nottingham Transport Partnership (GNTP) Big Wheel business club support package was developed utilising LSTF funding. The Club provides businesses with travel advice, journey planning and information on services available and complements the WPL business support activities.
- The national ECO Stars fleet recognition scheme was launched across the Nottingham urban area to offer businesses advice on effective fleet management and operations to save costs and reduce their carbon emissions.

Active travel solutions

- LSTF funding has supported the expansion of Nottingham's successful Ucycle project (in place at the University of Nottingham, Nottingham Trent University and Nottingham University Hospitals Trust) to further education sites across the city. The Ucycle team have loaned out 460 bikes to staff and students and regularly undertake activities and events to raise awareness of cycling across campus alongside providing infrastructure improvements.
- A series of active travel events have been undertaken in summer 2012. Events have included Cycle Live, Light Night, The Big Day Out, Tour of Britain (first stage) and Green Spaces European Mobility Week reaching over 12,000 individuals.

The fund aims to support economic growth and reduce carbon in local communities. The Nottingham LSTF programme has received widespread national coverage with a feature article in the October 2012 issue of the Local Transport Today: Rebooting Smarter Travel supplement and a Green Traveller Social Media event on creating behavioural change through smarter travel held in Nottingham in April 2013.

Spotlight

Nottingham: A Better Bus Area

Better Bus Areas 1

The £50 million Better Bus Area Fund was introduced in December 2011 to provide grants of up to £5m to a minimum of 10 local authorities working in partnership with local bus operators for 2012/13. The aim of the fund is to increase bus patronage in busy urban areas, and contribute to the DfT's aims of creating growth and cutting carbon. The City Council was successful in a £4.908 million bid (£3.080m Capital and £1.828m Revenue) to create a network of ten premium bus corridors in Nottingham through a substantive package of partnership improvements, already proved to work locally:

- A609 Ilkeston Rd /Beechdale Rd towards Beechdale, Bilborough, Wollaton and Ilkeston
- A610 Alfreton Rd/ Aspley Lane to Aspley and Cinderhill
- B682 Nottingham Rd to Bulwell
- A611 Hucknall Rd towards City Hospital and Bulwell
- A60 Mansfield Rd to Sherwood and Rise Park
- B684 Woodborough Rd / Wells Rd to St Anns and Mapperley
- B686 Carlton Rd/Sneinton Dale to Sneinton and Carlton
- A612 Daleside Rd/ Colwick Rd industrial corridor to Netherfield
- A453 Queens Dr/Clifton Lane industrial corridor to Clifton
- A60 Meadows Way /Wilford Gr to Trent Bridge, West Bridgford and Ruddington

The scheme will upgrade bus stops with improved facilities and real-time information and provide ANPR bus lane enforcement at various locations. This will provide improved facilities for passengers increasing bus usage and help improve reliability along the corridor.

Images: Bus Lane Infrastructure on one of the corridors and RTI screens





Better Bus Areas 2

In February 2013 a further bidding process for designation of a second Better Bus Areas round was announced. This fund was set up in light of the Government's report "Green Light for Better Buses", which intended to reform the way in which the bus market was supported though the Bus Service Operators Grant (BSOG). This included the setting up of Better Bus Areas where BSOG for services run commercially would be gradually devolved to local authorities, supplemented by a top-up fund worth 20%. This funding would allow the local transport authorities to tackle local infrastructure problems that are holding back the bus market.

Nottingham is submitting a bid to this fund, which will need to be finalised in June 2013. This will contain a package of infrastructure measures to support bus operations within the city including works to support the Southside Transport Strategy, Smartcard Ticketing and further Retail Time Information at bus stops. A decision will be made by Government confirming which schemes are successful in late 2013.

4. Investment and delivery

Where did the investment come from?
The City Council was allocated £6.2 million from the Department for Transport (DfT) in 2012/13.

The **integrated transport block** resources of £4.1 million represented a 46% reduction in funding awarded to the Council compared to the 2010/11 year base figure.

Highway **capital maintenance** resources have also been lower than in previous years. The 2012/13 allocation equates to a 24% cut in the base 2010/11 resource level. A contributor to the reduction in the highway maintenance allocation has been changes to the formula which now places greater emphasis on network length rather than condition.

Table 1: Total local transport income 2012/13

Funding source	**2012/13 allocation (£m)**
Integrated transport block	4.093
Highway maintenance	2.058
Total	**6.151**

Table 2: Total external transport income 2012/13

Other funding sources	**2012/13 income (£m)**
Other local authorities and partners	0.070
Other funding sources	0.387
Amount b/fwd from 2011/12	1.542
Total	**1.999**

The total income available for local transport delivery amounted to £8.150 million.

How was that money spent?
Schemes delivered during the course of the year were grouped in 'theme blocks' of:

Asset management: maintenance of carriageways and bridges
Neighbourhood improvements: footway, parking and accessibility improvements
Supporting economic growth: public realm improvements
Promoting alternatives: bus infrastructure, cycling, walking and smarter choices
Road safety measures: local safety schemes, education and enforcement measures
Traffic management: residents parking, junction and signal improvements
Programme management: coordination, modelling and performance indicator monitoring

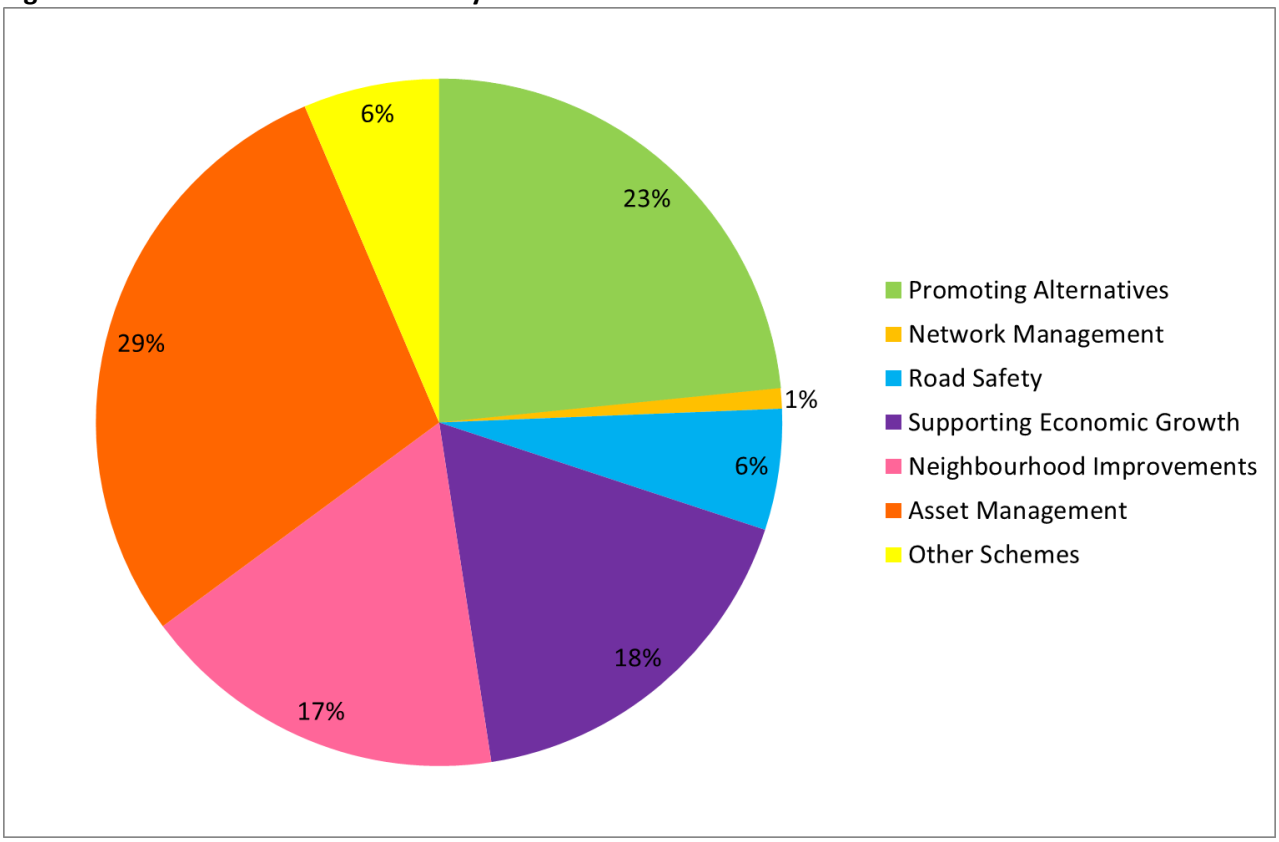
Table 3: Total local transport expenditure 2012/13 by block and scheme type

Scheme type	**2012/13 spend (£m)**
Asset Management	
Maintenance – Streetscape	0.166
Maintenance – Carriageways	1.743
Maintenance – Bridges	0.161
Neighbourhood improvements	
Neighbourhood improvements	1.250
Supporting economic growth	
Supporting economic growth	1.263
Promoting alternatives	

Bus Infrastructure schemes	1.333
Cycling schemes	0.300
Walking schemes	0.055
Smarter Choices	0.000
Road safety measures	
Local Safety schemes	0.411
Traffic management	
Network management measures	0.069
Programme management	
Other	0.462
Total	**7.213**

The remaining balance of £0.937 million was carried forward into 2013/14.

Figure 2: LTP investment breakdown by block



Spotlight

Daleside Road Cycling Improvements

Daleside Road is a commuter cycle corridor identified within Nottingham's Cycle Action Plan. It is a key cycle route into and out of the city centre for people living to the east of Nottingham.

In 2012/13 £150,000 was invested into 2km of route to bring the shared paths up to a standard that can be used for commuter cycling. It was decided that cycling along this route should be on a shared path, which in many places is wider than 3 metres, as the speed limit on the carriageway is 60mph in places.

The City Council is looking to upgrade, brand, sign and line a programme of cycle corridors across the city. This will be done in a way that clearly identifies the facilities for the use of cyclists, with a particular brand identity for Nottingham. Daleside Road will be the first corridor to receive this overhaul on the back on the recent infrastructure works.

Following the infrastructure improvements cycle counts on the route in 2013 were 9% higher than 2012.

Image: Daleside Road Improvements



Spotlight

Hucknall Road Walking and Cycling Improvements

This off-road linear walking and cycling route now offers citizens alternative to Hucknall Road and the opportunity to explore one of Nottingham's Local Nature Reserves. This contributes to Nottingham's sustainable transport system and will help the Council deliver its priorities for a *Healthy*, *Safer*, *Neighbourhood* Nottingham. In consultation with the Councils Parks and Open Spaces team, the following improvements have been carried out:

- Concentrating on the muddy / boggy sections first, approximately 1200 metres of path has been resurfaced using a natural granite chip surface material wherever possible.
- On the steeper gradients, a sealed tarmac surface has been used which reduces surface erosion during heavy rain and therefore reduces ongoing maintenance costs.
- Along parts of the railway embankment, recycled railway sleepers have been used as "revetments" to trap materials washed from the embankment onto the path during heavy rain.
- Section of the route between Cairns Close and the underpass improved by surfacing and widening.
- All entrance points have been clearly signed giving users and potential user's confidence to use it.
- Where physically possible all sections and entrance points have been widened making the route more attractive and accessible.
- Where the problem has been identified, "control" barriers have been used to reduce access to motorcycles and quad bikes while allowing the safe passage of legitimate users.
- To improve safety, the old rotten "wooden steps" adjacent to Andover Road have been replaced with steel galvanised steps with hand rails.
- To improve safety and access to public transport a set of steel galvanised steps with hand rails and a set of wooden steps with hand rails have been installed down the embankment linking Little Oakwood Drive to Bestwood Road.
- To provide continuity (i.e. so users didn't have to transfer from the off-road route onto Hucknall Road then back again) an agreement was made with Tesco which resulted in the supermarket "dedicating" part of the route (which they own in front of their store) as a public right of way.
- Near the junction of Hucknall Road and Bestwood Road, working with Ashfield District Council, improvements were made to the link with NCN6, including resurfacing, widening and signing..

Image: Tarmac surfacing on steep section of path

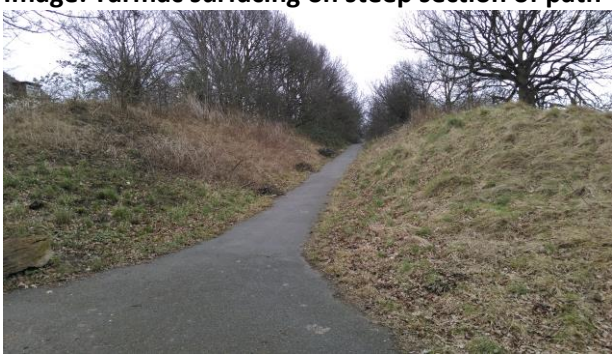
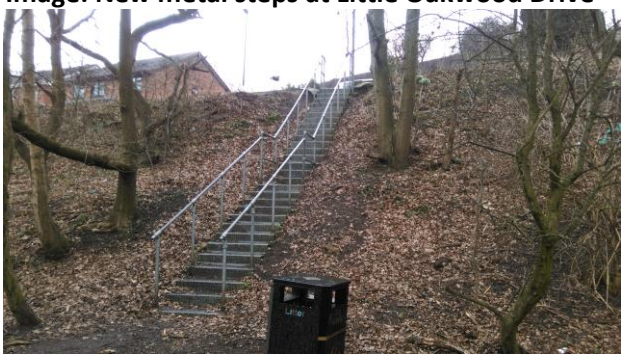


Image: New metal steps at Little Oakwood Drive



Spotlight

Cinderhill Road Integrated Transport Scheme

The Cinderhill Road Safety and Maintenance Scheme formed part of a length treatment which aimed to tackle road traffic accidents following previous works to implement remedial measures on neighbouring road Hucknall Lane during 2011/12.

Statistics showed that between 2005 and 2010 there were a reported 162 accidents reported along a 2.3 mile length of road from Cinderhill Island to the County boundary on Hucknall Lane, with one of the accidents resulting in a fatality and 15 others seriously injured.

In response to these figures, Speed/Flow surveys were carried out at 7 locations along the length with results showing the average 85th percentile speed was 33mph. Local consultations were also undertaken to gain the views of local residents to the possible improvements to the area.

Following data collection, the City Council's Road Safety Team put forward a range of proposals which included the implementation of 'slow' markings on approaches, providing waiting restrictions in certain locations, the replacement of a central refuge with a zebra crossing and the relocation of certain bus stops along the road to improve safety.

In total the scheme including all works to the length cost £148,000.

Image: Completed scheme at Bagnall Road / Cinderhill Road Junction



5. Indicators and performance

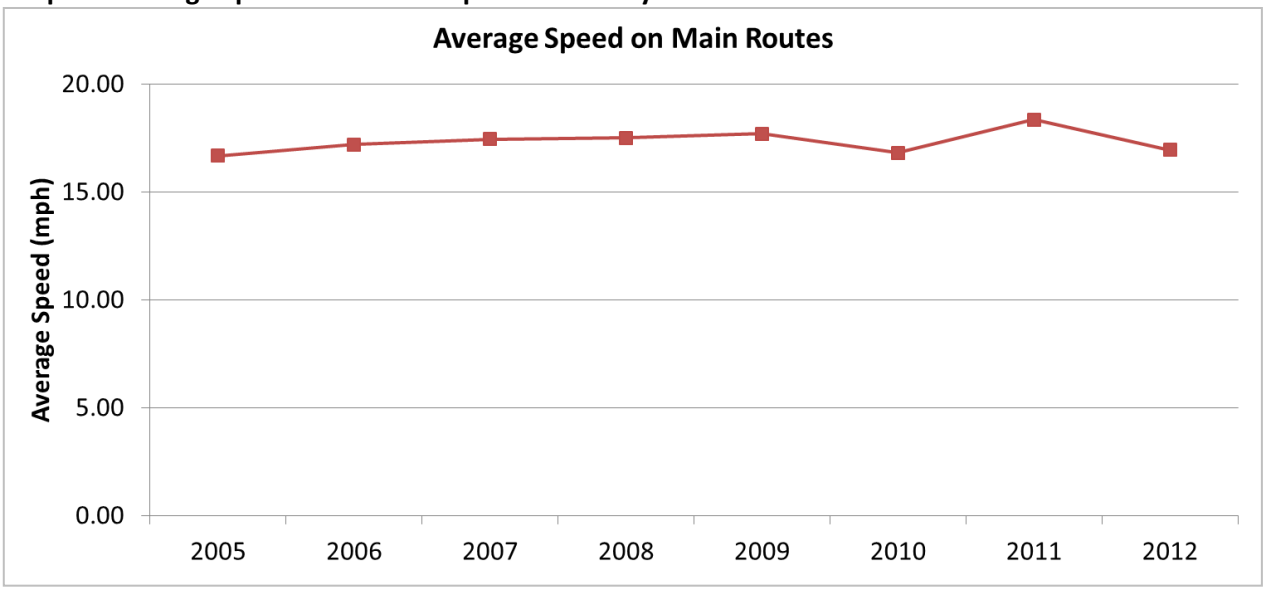
A range of performance indicators form part of the Nottingham LTP performance monitoring framework covering key themes of congestion, accessibility, sustainable transport use, road safety and condition of the highway.

The second year of the Nottingham LTP monitoring data provides progress during 2012/13 against indicator baselines set using 2010/11 data. Progress is on track for 19 of the 24 indicators. The full list of LTP performance indicators and their trend during 2012/13 is detailed in Table 1.1 in **Appendix A**.

Congestion

Nottingham already has a strong track record of containing congestion levels across the conurbation since 2005 attributed to encouraging sustainable transport use. Limiting traffic growth remains a key priority to supporting economic growth. A new method of monitoring collects journey times per mile (in minutes and seconds) and average speed (mph) data along the 18 main radial routes in Greater Nottingham and the along the Ring Road orbital route. Over the past year journey times per mile have increased slightly from 3.2 minutes per mile to 3.5 minutes per mile in 2012, whilst still remaining an improvement on the baseline 2010 data of 3.6 minutes a mile. This is correlated with the average speed on the network, with a decrease of speed to 16.9mph in 2012 – a slight increase on the 2010 baseline of 16.8mph.

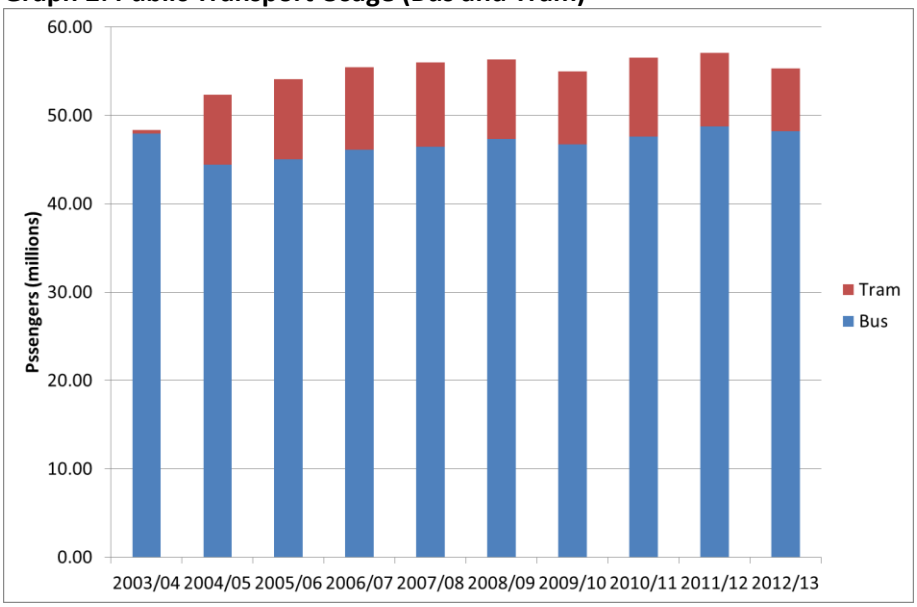
Graph 1: Average Speed and Minutes per mile on Key Corridors



Public transport use

There has been a decrease in the number of bus and tram users over the last year after a period of growth since 2009/10. For the City, public transport now stands at 55.31million passengers. This is largely due to changes in ticketing enforced by Government legislation. Reflecting this drop in public transport patronage the public transport mode share also decreased in 2012/13 from 38.8% to 38.4% but is still higher than the 2010/11 baseline figure of 37.9%

Graph 2: Public Transport Usage (Bus and Tram)



There are several reasons why this fall has occurred. There were issues with the Nottingham City Transport readers, which led to them being switched off during the 2012/13 winter period. This has led to some under reporting of figures. In addition, there were changes to integrated ticketing arrangements and eligibility criteria for mobility passes which affected tram patronage in particular. It is expected that this underreporting of figures will recover in forthcoming years.

Bus punctuality

Punctuality is monitored according to three measures. Performance for the percentage of buses starting route on time has decreased by 0.4% to the level of 2010/11 at 94.9%, but this is still well within minimum standards of 90%. Non-frequent services on time at timing points however have dramatically improved by 6.4% to 90.8%, whilst there has been a slight increase in the average excess waiting time on frequent service routes of two seconds. This minor dip is well within the Traffic Commissioner performance standards of 1.25 minutes (1 minute 15 seconds) maximum excess waiting time.

Table 3: Bus Punctuality Figures, Nottingham City

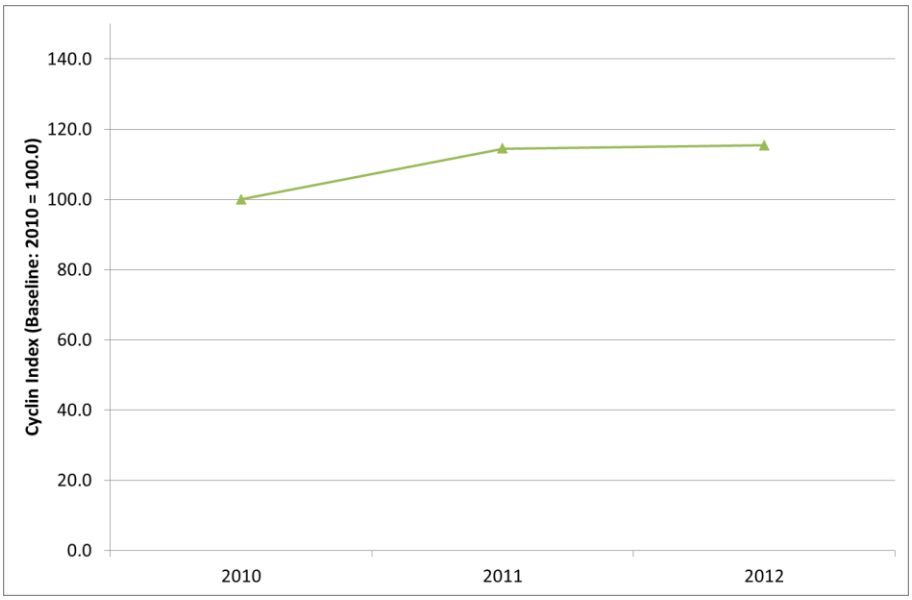
Nottingham City	2010/11	2011/12	2012/13
Percentage of services starting route on time	94.9%	95.3%	94.9%
Percentage of non-frequent services on time	82.6%	84.4%	90.8%
Excess waiting time of frequent services	0.65mins (39secs)	0.68mins (41secs)	0.71mins (43secs)

Passenger satisfaction is also on the increase with passengers increasingly satisfied with the services (90% in 2012/13 compared to 84% in 2011/12) and with the provision of transport information (90% in 2012/13 compared to 87% in 2011/12).

Cycling

After a 14% rise between 2010 and 2011, increases have continued in 2012 albeit at a reduced rate with a slight increase in cycle journeys taking place over the past year leading to the cycling index reaching 115.4.

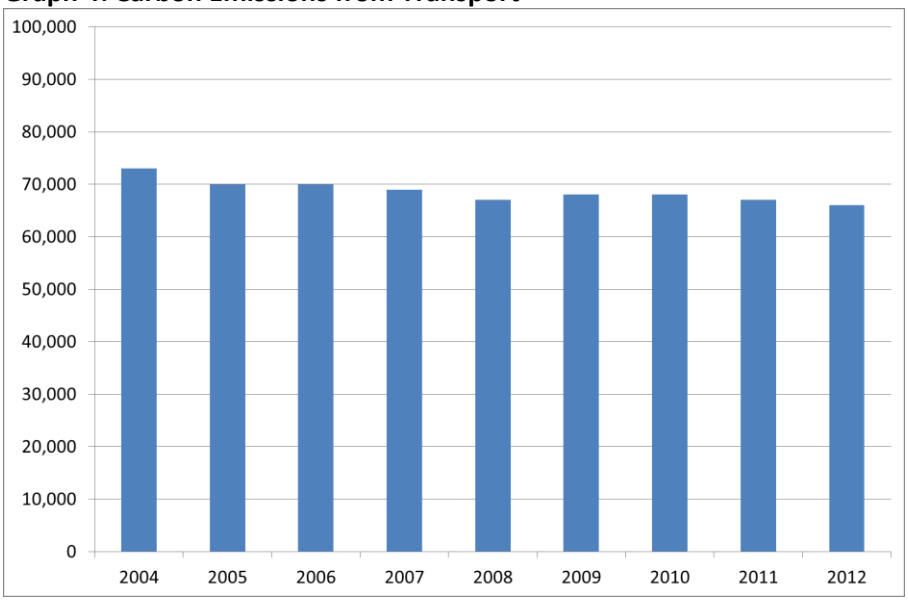
Graph 3: Cycling Index (2010 Baseline)



Carbon emissions from transport

2012 data shows the volume of carbon emissions from transport return to similar levels seen five years ago – 66,000 tonnes of carbon emitted from transport within the city. Since 2004 this has reduced by 9.6% and according to national Government data, Nottingham has one of the lowest levels of carbon emissions from transport of all the Core Cities.

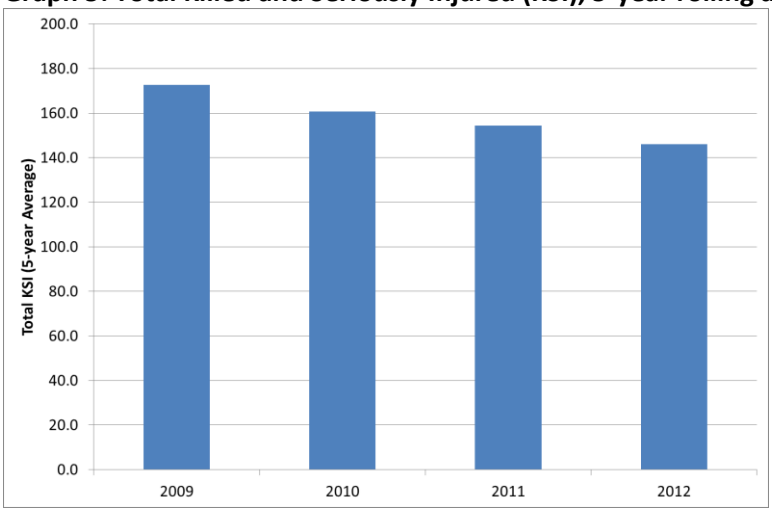
Graph 4: Carbon Emissions from Transport



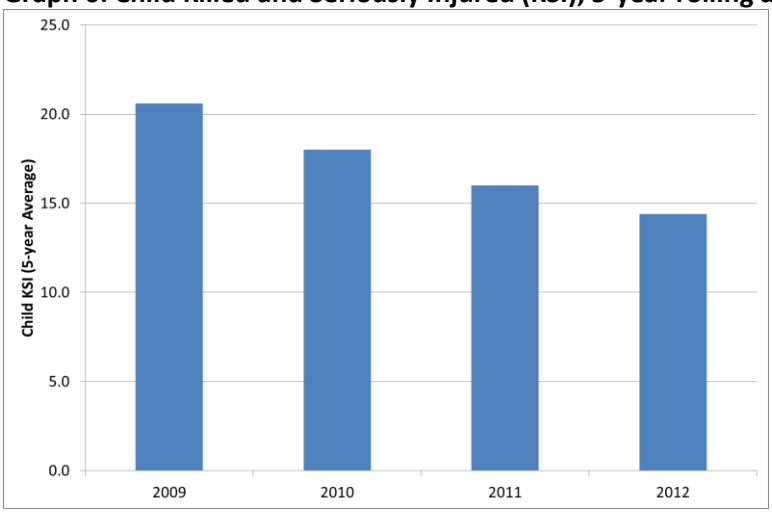
Road safety

Each of these figures are based on a 5-year rolling average, starting from a baseline of 2005-2009. All statistics relating to road safety are continuing to improve. People killed or seriously injured reduced from 154.4 in 2011 to 146.0 in 2012. This represents a decrease of 5.7% from the previous year, and a 15.4% decrease from the baseline figure of 172.6 in 2009.

Graph 5: Total Killed and Seriously Injured (KSI), 5-year rolling average, 2009 baseline



Graph 6: Child Killed and Seriously Injured (KSI), 5-year rolling average, 2009 baseline



Similarly, children killed and seriously injured have fallen from 16.0 in 2011 to 14.4 in 2012 which is performing well against the target of 17.1 for 2012 and from a baseline of 20.6 in 2009, there has been a 30.1% drop in this indicator.

Total slight injuries, which is also recorded as a 5 year rolling average, has seen a fall from 1101 in 2011/12 to 1084 in 2012/13. This is better than the target of 1088 and represents a 2.3% decrease from the baseline figure of 1109 in 2009.

Satisfaction with local transport

Citizens Survey 2012

The 2012 Citizens Survey is the third to be conducted jointly by the City Council and NHS Nottingham City. The survey gathers citizens' perceptions on a variety of subjects including quality of life, health and wellbeing, community cohesion, feelings about Nottingham and satisfaction with the Council. Key outcomes for transport were:

- 84% of citizens were satisfied with their local area, a slight drop compared to the 85% noted in 2011.
- Public transport was the 4th top rated factor in making somewhere a good place to live with a percentage of 33.9%. (Top three were: Clean Streets, Level of Crime and Health Services)
- Public transport was ranked 13th in the issues that needed improvement - in 2011 Transport scored a percentage of 10.9% whereas in 2012 Transport scored 9.9%, demonstrating a marginal shift.

- Road and pavement repairs and levels of traffic congestion both appear to have become more important since 2011. 18.8% of respondents felt that levels of congestion were in most need of improvement bringing it into the top 5 for the first time since the survey began. This may be attributed to the considerable highway works underway in 2012/13.

Passenger Focus Bus Satisfaction Survey 2012
The survey, published in March 2013 conducted by Passenger Focus reported positive satisfaction ratings for local bus services:

- 92% of city respondents were very or fairly satisfied with their bus journeys the highest percentage of satisfaction when compared to all other unitary authorities.
- Levels of satisfaction with bus journeys were the highest with free pass holders, commuting passengers and those who considered themselves to have a disability.
- 70% of city respondents were very or fairly satisfied with the value for money of bus services compared with an average of 53% for all other unitary authorities.
- Bus punctuality also scored high with 83% of respondents being very or fairly satisfied.

National Highways and Transport Survey 2012
The annual National Highways and Transport Survey was conducted in Nottingham across a range of indicators at a national level. The areas the survey covered satisfaction across:

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

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

Table 4: Nottingham General Scores: Change between 2010 and 2012

Details	2010	2012
Overall (Local)	61.9	62.1
Overall (National)	61.7	61.9

The scores saw a very small improvement in performance of +0.2%, indicating a maintaining of current performance. It should be noted that the scores for Nottingham is one of the higher performing authorities within the survey.

Table 5: Detailed Key Baseline Indicator (KBI) Performance, 2010 to 2012 comparison

Indicator	Topic	2010	2012	Change
Ease of Access (All)	Accessibility	80	79.2	↓
Ease of Access (Disabilities)	Accessibility	76	72.4	↓
Ease of Access (No car)	Accessibility	81.2	75.1	↓
Local Bus Services	Public Transport	75.1	77.7	↑
Local Bus Services (BVPI 104)	Public Transport	76.7	83.9	↑
Public Transport info (BVPI 103)	Public Transport	70.5	74.5	↑
Taxi / mini cab services	Public Transport	73.6	73.4	→
Community Transport	Public Transport	60.5	61.4	↑
Pavements and Footpaths	Walking / Cycling	61.4	63.9	↑
Pavemens and Footpaths (aspects)	Walking / Cycling	59.4	59	→
Cycle routes and facilities	Walking / Cycling	54.9	56.7	↑
Cycle routes and facilities (aspects)	Walking / Cycling	52.4	53.2	↑
Rights of Way	Walking / Cycling	62.1	60.7	↓
Satisfaction Rights of Way (aspects)	Walking / Cycling	58	56.2	↓
Traffic levels and congestion	Tackling Congestion	50.1	50.4	→
Management of roadworks	Tackling Congestion	54.3	54.2	→
Traffic management	Tackling Congestion	62.9	63.7	↑
Road safety locally	Road Safety	64.1	65.2	↑
Road safety environment	Road Safety	57.8	58.2	→
Road safety education	Road Safety	52.8	50	↓
Condition of highways	Highways Maintenance/Enforcement	49.4	48.7	↓
Highway maintenance	Highways Maintenance/Enforcement	54.9	53.2	↓
Street lighting	Highways Maintenance/Enforcement	69.4	70.9	↑
Highway enforcement / obstructions	Highways Maintenance/Enforcement	56.4	53.5	↓

Across the performance areas, Accessibility and Highways Maintenance scores fell, with Walking and Cycling remaining static and all other themes improved slightly. Across the indicators, ten indicators improved, five remained static, and nine saw a decline in performance.

The next survey for Nottingham will be undertaken in 2014. This will give a better assessment regarding overall trends in performance when this is undertaken.

Further information regarding this dataset can be found at the following:
http://nhtsurvey.econtrack.co.uk/

6. Looking ahead

The City Council is making great headway towards delivering a truly world-class integrated transport system to drive the city's growth, attract inward investment, increase local employment opportunities and regenerate key areas of the city. A new three-year LTP Implementation Plan forming the delivery programme for how Nottingham's transport vision will be realised was published in April 2013. The plan details the approved programme of schemes to be delivered from 2013 to 2016. During this timeframe Nottingham will be undergoing a significant transformation following a major transport infrastructure construction programme underway to build a better Nottingham.

Over the coming year (2013/14) the City Council will continue to work closely with partners to coordinate transport projects which will see progress continuing to minimise disruption and ensure long term gains.



Excellence in local transport

- Local Transport Authority of the Year and City of the Year, National Transport Awards 2012
- Light Rail Project, National Light Rail Awards 2012
- Partnership Award for East Midlands Trains and Nottingham, Derby and Leicester City Councils, Cycle Rail Awards 2012
- Local Authority Project of the Year (Statutory Quality Partnership Scheme), UK Bus Awards 2012

Appendix A

Table 6: 2012/13 progress against LTP indicators baseline

Trend	Baseline	2012/13 Actual	Performance indicator
↓	55.96m (2010/11)	55.31m	Local bus and tram passenger journeys (millions)
↗	3.6mins per mile; 16.6mph (2010)	3.5mins per mile; 16.9mph	Journey time per mile (minutes and seconds) Average speed (mph)
↗	592 (2010)	575	Change in area wide traffic mileage (million vehicle miles per annum) across the city area
↗	100.0 (2010)	115.4	Increase in cycling trips compared to 2010 base year (index)
↗	61.112m (2010)	62.589m	City centre pedestrian flow (millions) – camera sites
↗	257 (2010)	275	Number of pupils Bikeability trained
↗	94.9% (2010/11)	94.9%	Percentage of bus services starting on route on time
↗	82.6% (2010/11)	90.8%	Percentage of non-frequent services on time
↓	0.65mins (2010/11)	0.71mins	Excess waiting time of frequent bus services
↗	37.9% (2010/11)	38.4%	Mode share of public transport
↗	173 (2005-2009 average)	146.0 (2008 – 2012 average)	People killed or seriously injured (5-year rolling average)
↗	21 (2005-2009 average)	14.4 (2008 – 2012 average)	Children killed or seriously injured (5-year rolling average)
↗	1110 (2005-2009 average)	1084 (2008 – 2012 average)	Total slight injuries (5-year rolling average)
↗	94% (2010)	94.7%	Percentage of households within 30 minutes travel time to a town centre with no more than a 400m walk to a stop
↗	47ugm-3 (2010)	44ugm-3	Annual mean nitrogen dioxide levels at Northern site (city centre air quality management area)
↗	43ugm-3 (2010)	42ugm-3	Annual mean nitrogen dioxide levels at Central site (city centre air quality management area)
↗	41ugm-3 (2010)	40ugm-3	Annual mean nitrogen dioxide levels at Dunkirk site (Ring road air quality management area)
↓	10% (2010)	14%	Principal roads in need of maintenance
↓	5% (2010)	8%	Non-principal roads in need of maintenance
↓	16% (2010)	25%	Unclassified roads in need of maintenance
↗	81% (2010)	90%	Percentage of local residents satisfied with local public transport information
↗	88% (2010)	90%	Percentage of local residents satisfied with local bus services
↗	68,000 (2010)	66,000 tonnes	Volume of carbon dioxide emitted by road transport (tonnes per annum) in the city
↗	24% (2009/10)	18%	Percentage of footways in need of maintenance

Trend key:

↗ On track and heading in right direction

↘ Progress slightly below desired levels

↓ Performance not in desired direction