Nottingham Local Transport Plan 2011 – 2026

Delivery Report April 2014 – March 2015: Year Four























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 fifth edition of the Plan spanned 2015 – 2018.

This document forms the Year Four progress report covering the 2014/15 financial year providing an update on what was delivered and detailing progress against the overall LTP strategy. The document sets out the funded interventions delivered through LTP integrated transport maintenance and capital funding blocks. The report and also sets out details of progress with associated transport funding programmes including major transport schemes, Workplace Parking Levy and the 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 four delivery report and sets out the key policy changes which have taken place during 2014/15.
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 and expenditure for 2014/15 was spent with some example schemes.
Indicators and performance: Identifies progress against key transport performance indicators and satisfaction with local transport results from a number of perception surveys.
Looking ahead: Concluding statement and look ahead to the next challenges and opportunities for local transport provision.

2014/15 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 December 2014, the government announced that further devolution of funding would occur within Greater Manchester (the first area in England to seek devolved powers and funding from Whitehall). The **devolution agenda**, if applied to other areas of the country are likely to have major implications for funding for transport budget devolution. Locally, the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) Local Enterprise Partnership area will continue negotiations with government over possible funding devolution alongside powers across economic development and transport functions.
- Following a consultation in October 2013, the **Highways Agency** has been transformed into a Government owned company, known as **Highways England.** This company covers all motorways and trunk road across England, including the A453 and A52 through Nottingham. This change came into force in April 2015.
- **Integrated Transport Block Allocations** have been agreed for forthcoming years. Funding has been agreed over six years up to 2020/21, for both Integrated Transport measures and Maintenance. These

allocations are based on a “needs” and “incentive” funding formula for each grant type, with a 3-year break in which funding will be redistributed based on revised data.

- The **Nottingham City Aligned Core Strategy** (Local Plan Part 1) was adopted in 2014. This document has been written jointly with other councils in Greater Nottingham and sets out strategic planning policies for the period up to 2028, including proposals for housing growth, employment and policies to address green infrastructure and climate change.
- The **‘Land and Planning Policies Document’** (Local Plan Part 2), will sit underneath the Core Strategy. Once adopted, this document will contain both development management policies and site allocations, including impacts relating to transport infrastructure planning. Representations on the publication version will be invited in early 2016, to leading to public consultation to take place in late 2016.

2. Year Four progress: 2014/15

World-class and sustainable transport system

Nottingham City Deal Creative Quarter Programme

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

The city is borrowing £8m against future business rates income to deliver a programme of improvements to the highway and public realm to improve access and infrastructure to the Creative Quarter area thus supporting growth. The required infrastructure includes the completion of the Connecting Eastside traffic reprioritisation scheme and major site access improvements plus further supporting public realm measures. The funding is split as follows; £3m for public realm and junction improvements and £5m for Connecting Eastside Phase 2.

In December 2013, a bid for European Regional Development Funding (ERDF) was successful, in securing a further £1.550m of funding for public realm improvements. This has allowed for the expansion of the programme of works to include additional schemes on Derby Road, Friar Lane, Carrington Street and Carlton Road to be incorporated into the programme. These schemes need to be completed by the end of 2015.

Progress in 2014/15 saw works completed at Trinity Square, along with works to Heathcoat Street, Bath Street/Southwell Road and Carlton Road underway with completion later in 2015. In March 2015, works on Derby Road had begun. Designs were well advanced for the remaining schemes within the programme, with the schemes intended to be completed by the end of the calendar year.

Further information on the Creative Quarter programme has been published at:
http://transport.nottinghamcity.gov.uk/Projects/Creative-Quarter-programme

Spotlight

Trinity Square

As part of the programme of works, Trinity Square was identified as a location requiring high quality public realm. The area, due to nearby restaurants, bars and nearby Theatre Royal has a high level of footfall. The works saw the creation of a high quality public space which can now be utilised for Creative Quarter related events. The scheme was completed in Summer 2014.

Image: the New Trinity Square

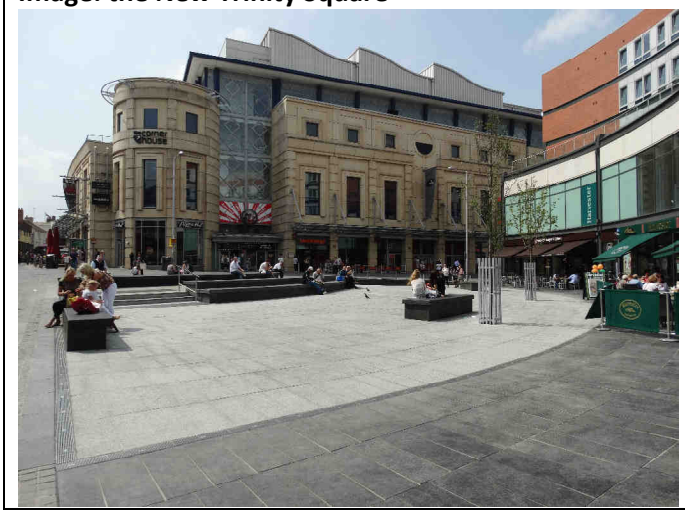
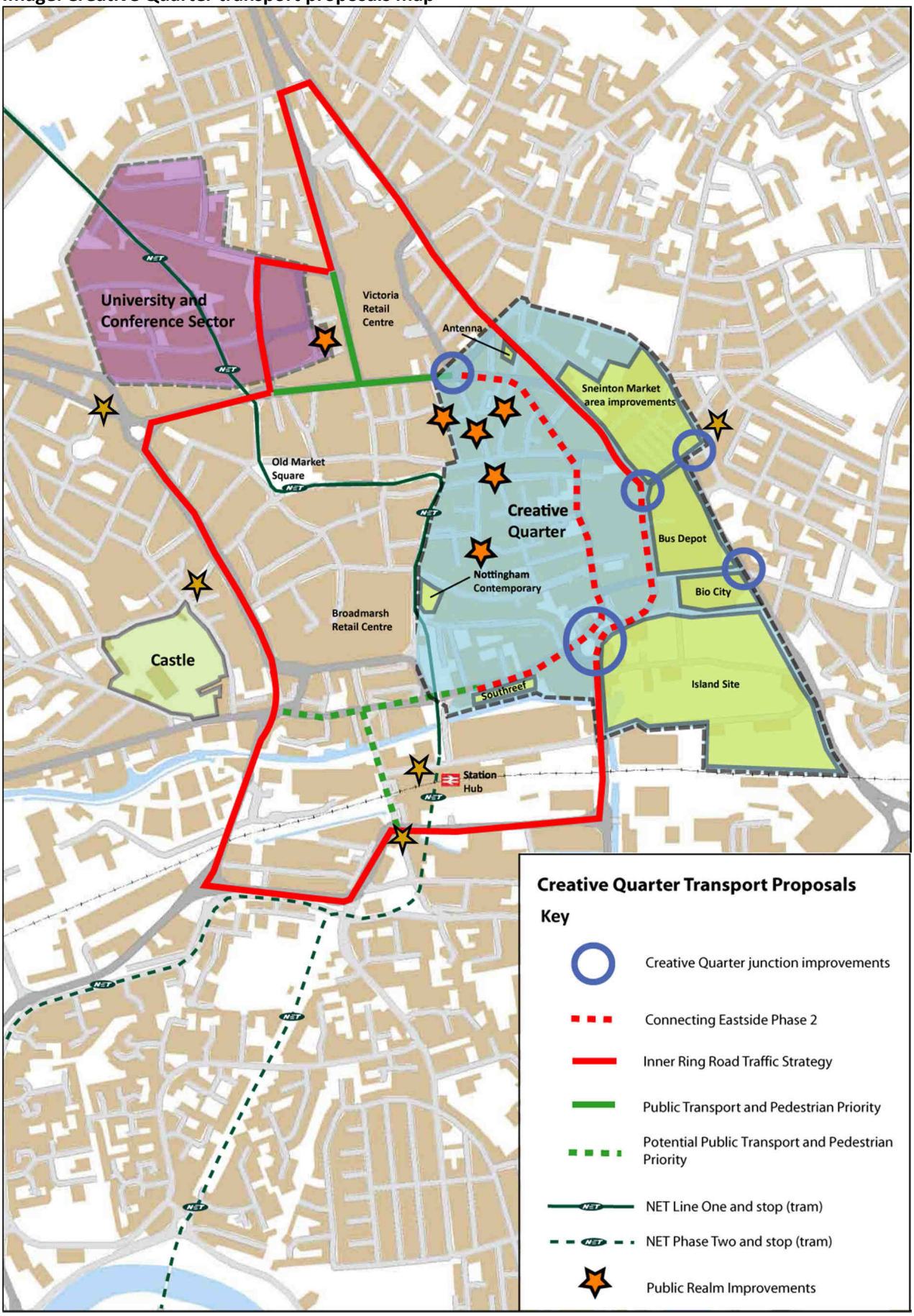


Image: Creative Quarter transport proposals map



D2N2 Growth Deal

After the report "No Stone Unturned" was published in 2013, the government confirmed in summer 2013 of its intention to devolve major transport scheme funding to the Local Enterprise Partnerships (LEPs), alongside Housing and Skills funding. As part of this process, the D2N2 LEP set up a prioritisation exercise in order to assess schemes to take forward as part of the Growth Deal for the Derby, Derbyshire, and Nottingham and Nottinghamshire area. All schemes across the growth deal would be prioritised based on the strength of each individual scheme.

This prioritisation process was completed in February 2014, with revisions and clarifications taking place over March 2014. As part of this process, Nottingham City Council put forward a total of 13 transport proposals for prioritisation by the LEP to assess. In July 2014, the Government announced growth deals for each of the Local Enterprise Partnerships across England. As part of the D2N2 LEP growth deal, the following schemes were programmed to be implemented by March 2018:

- Cycle City Ambition Package: £6.1million.
- Southside Transport Strategy (Broadmarsh): £10.3million.
- Nottingham Enterprise Zone Sustainable Transport Package: £6million.

In addition, the £6.12million Southern Growth Corridor Scheme, prioritised in July 2013 by the Local Transport Body (LTB), was also programmed for March 2018.

The Council is now to develop and implement these projects within the next three years. The Council will also further develop future schemes in anticipation of future growth deal funding.

Major scheme coordination

Since 2013 processes have been in place to manage and coordinate the 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' are working together to:

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

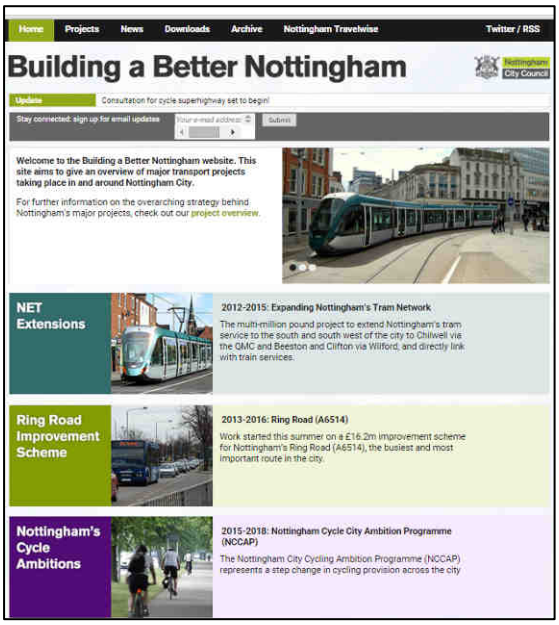
Additional staff members have been appointed to increase capacity to respond. Information strategies have been developed for target audiences. Senior representatives from Tramlink, Network Rail, East Midlands Trains, and Highways England have come together to share programme information and cooperate.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

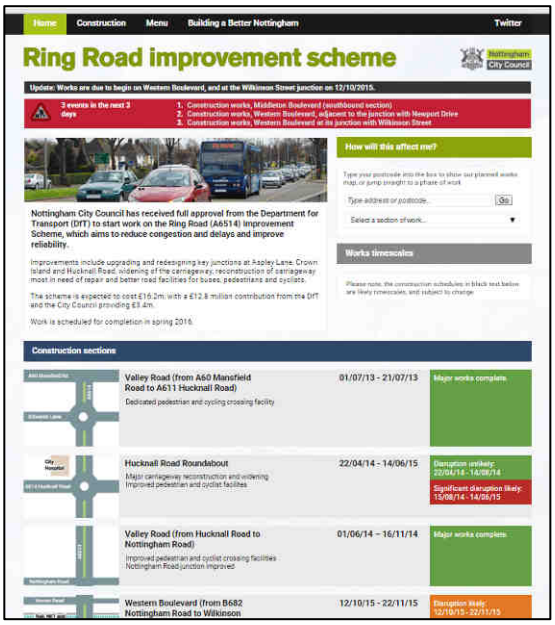
transport.nottinghamcity.gov.uk	Information on Nottingham's major infrastructure projects, updates, maps and downloads.
http://www.nottinghamtravelwise.org.uk/	Live traffic and travel information for Nottingham and Nottinghamshire including planned roadworks.
http://www.nottinghamcity.gov.uk/transportandstreets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

http://www.thebigwheel.org.uk	City Council partner website offering information and support for sustainable travel options.

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

Images: Electronic Communication through websites and social media











Influencing strategic transport

Rail improvements

- Following the Government's High Level Output Statement announcement in July 2012, the Office for Rail Regulation confirmed in October 2013 that Network Rail's funding for 2014-2019 would include a specific allocation for the upgrade and electrification of the Midland Mainline from Bedford to Nottingham and Sheffield which with lighter, low carbon and faster electric trains will connect to London from Nottingham in 90 minutes.
- Following discussions relating to the improved connectivity and reduced journey times between Nottingham, Newark and Lincoln, known locally as the "Castle Line", improvements were secured in September 2014 to increase frequencies and reduce journey times between Nottingham and Lincoln during weekdays. These improvements have improved rail connections to the east of the city. These improvements were implemented from the May 2015 timetable change.

Image: Improved Castle Line (Nottingham and Lincoln) Timetable Launch



High Speed Rail (HS2)

In November 2013, a "Paving Bill" was passed by Central Government regarding phase 1 of HS2. This bill allows for preliminary powers and spending in anticipation of construction along the full route.

In March 2014, Sir David Higgins, Chair of HS2, released the report "HS2 Plus" which proposed accelerating parts of phase 2 of the route between Birmingham to Crewe, and ensure suitable connections at each of the station hubs be provided to maximise benefits.

The routes run from Birmingham northwards to Manchester and Leeds including an East Midlands hub station at Toton sidings on the eastern line. In late 2014, a review was undertaken relating to potential route alterations to the lines north of Birmingham. This included the potential of realigning the route further west of Nottingham, with a proposed station at Breaston instead of Toton. After an assessment was undertaken relating to the potential scheme changes, it was agreed in principal that the station hub should remain at Toton due to better local connectivity.

Going forward, further work will be undertaken to ensure that suitable connectivity by all modes of transport is made to the proposed East Midlands Hub.

A453 widening

The decision in the Chancellor's Autumn Statement on 29th November 2011 to accelerate construction of the Highways England 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 on long awaited major improvements 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 is 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, was opened in July 2015 and is helping 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: Newly completed roundabout at Fabis Drive / Farnborough Road, April 2015



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. This manoeuvre will allow traffic to cut out traversing the full roundabout, reducing congestion.

Both schemes were completed in March 2015. Along with the improvements to the A453. These works have improved access between Nottingham and the South, as well as East Midlands Airport.

Low carbon and resilient transport system

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

Spotlight

Electric buses for Linkbus services

Since 2011 the City Council has benefited from over £3.9m from the Department for Transport through their annual Green Bus Fund programmes (rounds 1 through to 4). The latest award in March 2013 made available £1.4m (through round 4 of the Green Bus Fund). Additional funding was awarded as part of an extended round 4, of which a further £1.4m was secured in May 2013.

Utilising Green Bus Fund round 4 funding together with other contributions from the Workplace Parking Levy, Local Sustainable Transport Fund and LTP, the City Council is purchasing single decker low carbon buses to be used on its Linkbus park and ride services (Citylink lines), Medilink and Locallink services.

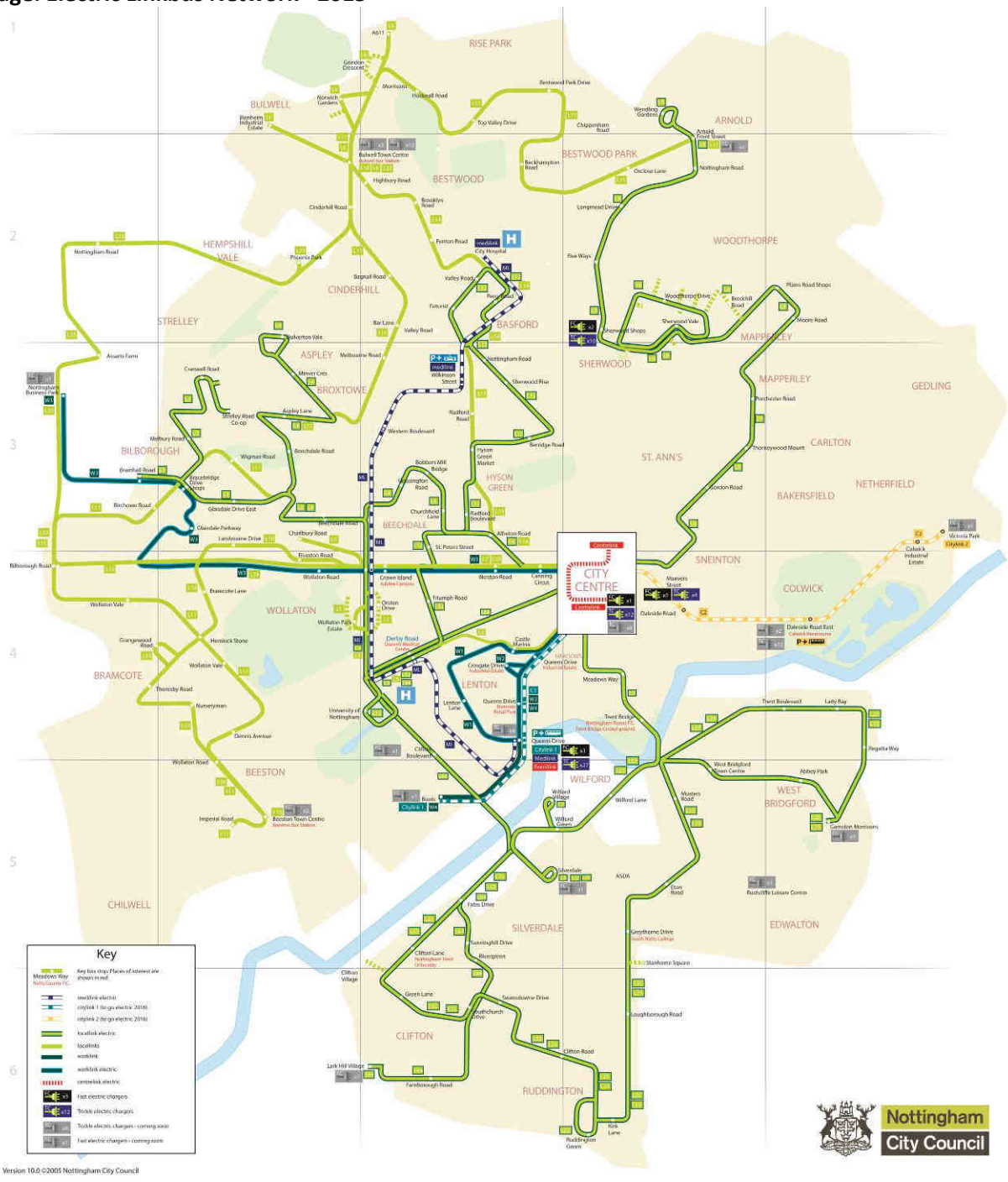
In June 2014, a formal launch of the electric bus fleet took place at Queens Drive Park and Ride site to mark the electric bus network's extension onto the Medilink service and the establishment of the Queens Drive Park and Ride site as a demonstration 'Eco Hub' which will act as a live demonstration site for all forms of integrated sustainable transport

Green buses can produce a 40% carbon saving over conventional diesel buses. The next phase of electric buses will be operation in early 2016. The electric Linkbus network is the largest electric fleet in England.

Image: Electric Bus Launch at Queens Park and Ride



Image: Electric Linkbus Network - 2015



Office of Low Emission Vehicles Bids

In December 2014, the Office for Low Emission Vehicles (OLEV), a cross-Government policy team, announced a £500 million package for 2015 - 2020 to help deliver a step-change in the number of ULEV buses, cars and vans in the UK. The objectives of the package are to deliver significant air quality benefits, reduce carbon emissions and create ULEV-related growth opportunities for car manufacturing and businesses locally and beyond.

The Fund has been split into three complementary strands:

A. **Low Emission Bus Scheme:** A share of £30 million capital is being made available 2015 to 2018 to increase the uptake of low and ultra-low emission buses alongside required infrastructure.

B. **Ultra Low Emission Vehicle Taxi Scheme:** Up to £20 million will be split across authorities to encourage the growth of ULEVs in the Hackney and Private Hire Vehicle sector.
C. **Go Ultra Low City Scheme:** Four winning authorities will benefit from a share of £35 million capital to introduce a broad range of measures to support the uptake of private ULEVs and achieve exemplar status. The Nottingham Bid is one of 11 shortlisted cities invited to submit final proposals.

The City Council submitted a bid into the City scheme in February 2015 and was successfully shortlisted for the final stage of the bid process. A package of measures to support a low carbon transport system, building on the tram and electric bus investment and making links with opportunities through local energy generation and supply is proposed, including:

- A city centre low emission zone for buses and taxis.
- A comprehensive charging network for private vehicles at strategic 'hubs' including Park and Rides and key interchange points.
- A business support programme offering advice, masterclasses, events and try outs of low emission vehicles to encourage uptake. Includes a grants package for electric vehicle charging to complement Workplace Parking Levy business grants.
- A residents support package including the expansion of the City Car Club scheme to include provision of additional hybrid and electric vehicles into the fleet and residents discounts via the Citycard integrated card.
- Conversion of the City Council pool car fleet to ultra low emission vehicles.

The outcome of the City bid will be known late 2015. Bids to the taxi and bus strands will also be progressed in line with Government timescales of taxi bid submission (April 2015) and bus bid submission (October 2015) for funding over the 2015 – 2020 period.

Nottingham Car Club

In May 2014, the Nottingham City Car Club was launched across eight locations within the city centre utilising funding through the Local Sustainable Transport Fund. The Nottingham Car Club provides hourly bookings of a range of vehicles for personal and business travel. The service was introduced to support integration with other sustainable transport options and has evidence of deterring second or third vehicle purchase amongst households. Expansion funding through Car Plus (national charity overseeing car club operations in the UK) of £50,000 was secured to expand the service into four park and ride sites with the inclusion of electric and hybrid vehicles. The project will be implemented in 2015/16.

REMO Urban Lighthouse Project

Nottingham has been awarded Lighthouse City status by the EU for an innovative funding programme secured for smart low carbon transport, energy and ICT projects. The Regeneration Model Urban (REMO Urban) Project will see investment in an electric car club in the Sneinton area of the city with charging infrastructure, electric bikes and the demonstration of a last mile delivery operation. The project includes Nottingham Trent University, the City Council, D2N2 Low Carbon Hub and WEGO carbon neutral couriers.

Quality of life and neighbourhoods

Improving transport infrastructure and provision of services is instrumental in improving the quality of life of our neighbourhoods and citizens. Over the past year, several maintenance funds were made available by Government to deliver improvements to the efficiency of our highway network above the existing maintenance programme. These works have been used to undertake additional work principally on residential carriageways:

Additional Maintenance Funding

An additional £179,000 of funding was allocated in 2014/15 for additional maintenance works. This funding was used for residential carriageway patching works over the course of the year. A total of 56 sites were additionally repaired across the city.

Severe Winter Recovery Scheme

The 2013/14 Winter saw significant infrastructure damage across the country. The Government made available funding available to all local authorities to recover from the damage to infrastructure due to the exceptional weather experienced. In late March 2014, the City Council received £85,470 of capital funding, alongside £147,436 of revenue funding, to help with recovery of the local road network.

Utilising this funding, 118 areas of road patching or resurfacing took place utilising this funding. In line with funding requirements, a list of all roads which these works took place was published on the website www.**nottingham**insight.org.uk/d/105176 . All works were completed by summer 2014.

Pothole Fund

In April 2014, the Government announced a £268 million bidding process for additional maintenance funding specifically to address potholes. After a bid submitted in May 2014, £384,540 capital funding was awarded to the City Council to undertake pothole repair or resurfacing works.

The funding was utilised across an extended programme of residential carriageway works across the city. Quarterly monitoring was undertaken as part of the scheme, in line with the grant conditions.

Across the full programme, a total of 238 patch repairs (average of £60.09 per pothole) was undertaken as part of the Pothole Fund, along with 25,811sqm of microashpalt works (£7.93 per sqm) over a further nineteen sites. In line with funding requirements, a list of all roads which these works took place was published on the website: www.**nottingham**insight.org.uk/d/123254 . All works were completed by March 2015.

Image: "multihog" vehicle undertaking patching repairs



Safe, independent and active healthy lifestyles

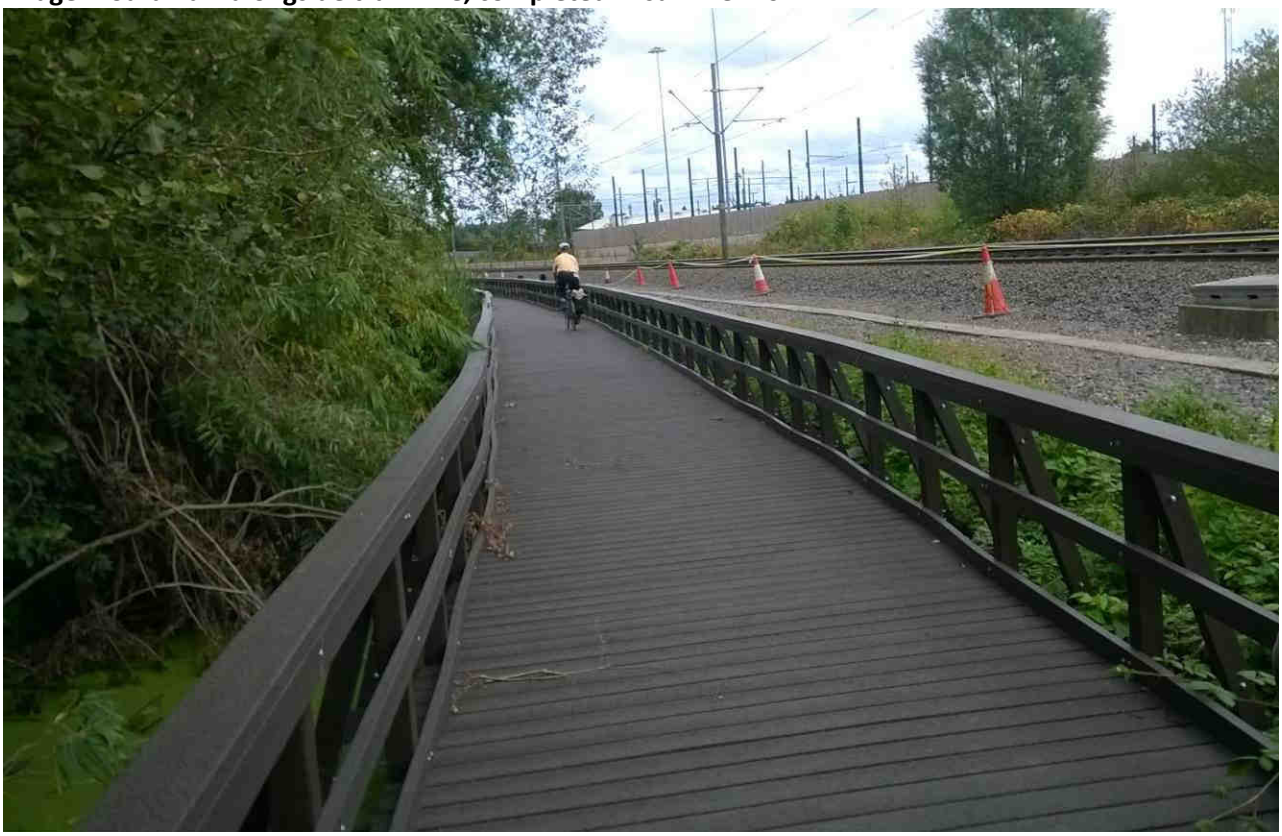
A key barrier facing Nottingham residents is around road safety and personal security whilst travelling or enjoying the city, and night. Our LTP objective is to introduce measures to address air quality and environmental impacts from transport, improve road safety and address health inequalities through provision of walking and cycling infrastructure.

In April 2013, the Government announced a **Cycle City Ambition Grant Fund**. In July 2013, Nottingham submitted a £6.1 million funding bid for a series of cycle corridors within the city. In August 2013, Nottingham was announced as being unsuccessful. The Council revised the proposals for the scheme and resubmitted the proposals as part of the D2N2 Growth Deal, which saw this funding secured in July 2014. Work is now underway to develop the final designs for these proposals, with consultation taking place in Summer 2015 for the first phase.

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 £600,000 has been made available to expand and improve the cycle parking facilities at Nottingham Station. The funding will allow a substantial investment in the cycle parking facility, allowing sustainable commuting to and from the station. The project will be implemented by East Midlands Trains.

Works continued to provide further cycling facilities across the city. Through 2014, works to the River Leen Footpath saw construction of a new footpath between Wilkinson Street and Basford. This saw construction of a footpath alongside the tram line, and the creation of a boardwalk over a section of waterlogged ground. This path provides part of a “missing link” along the River Leen, with the aim to create a full continual path alongside the river a long term aim as part of the **River Leen Access and Biodiversity Study**.

Image: Boardwalk alongside tram line, completed in summer 2014



Spotlight

City-Wide 20mph limits programme

In 2012, the City Council committed to introducing area-wide 20mph speed limits around educational establishments, shopping, residential areas and community facilities. The City was divided into areas to create a rolling programme of 20mph schemes to reduce speeds and encourage walking and cycling, reduce accidents and improve air quality in local areas. These areas were based on the natural intersection of roads and were labelled as Sherwood, Bestwood, Bulwell, Bilborough, Clifton, Dales, Mapperley, Meadows, Radford and Lention, Sherwood, Wilford and Wollaton.

Following the successful implementation of the pilot (Sherwood) area, which saw an increase in walking and cycling and reduction in mean speeds, funding through the Local Sustainable Transport Fund programme was utilised to deliver the remaining areas by March 2015. Research from a number of cities like Portsmouth, Bristol, Oxford, York and Hull where 20mph limits projects show the benefits to our communities include:

- Greater community ownership of streets and parks
- Streets that are more cycle and pedestrian friendly
- Improved air quality
- Reduced traffic noise
- Safer road junctions
- Potential reduction in the severity and number of accidents

The final evaluation of the 20mph programme forming part of the Local Sustainable Transport Fund evaluation activities will be undertaken in 2015/16.

Image: 20mph limits sign



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 2014/15 with the transport programme.

Station redevelopment

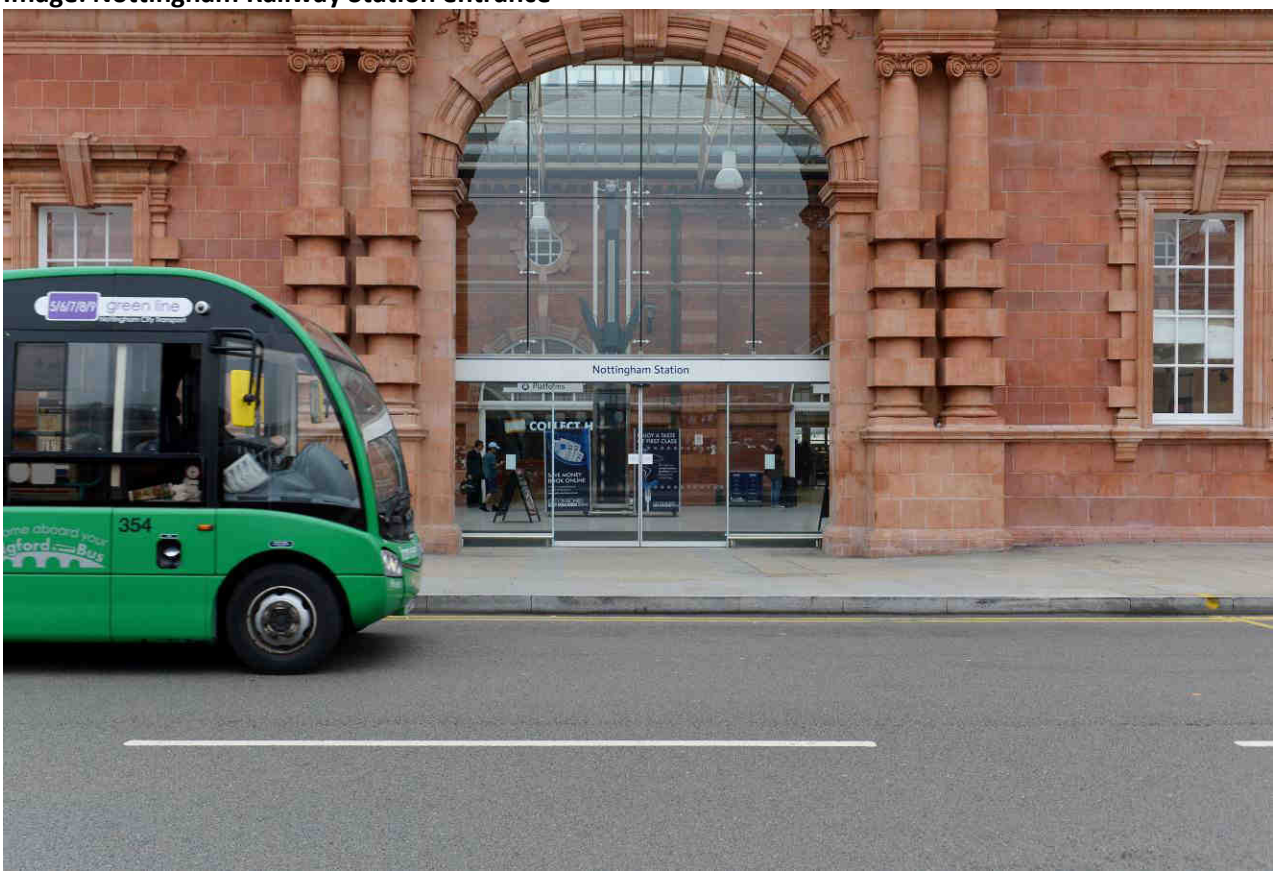
Over the year the City Council has continued working in partnership with Network Rail and East Midlands Trains on the £67m redevelopment of Nottingham Station. The multi-million pound investments in the tram network and redeveloped train station combine to create an integrated transport hub that is giving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

Work has been completed to restore and upgrade the Edwardian Grade II listed building at the front of the station and a new passenger concourse, which links the Queen's Road Multi-Storey Car Park and new tram stop. Platform buildings have been refurbished. The majority of work was completed in summer 2014, with the opening of the Southern concourse and Porte Cohere area opened to passengers.

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

Image: Nottingham Railway Station entrance



NET tram extensions

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

Construction on the multi-million pound project continued during 2014/15 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 with train services. The extension works more than double the size of the tram network with 17.5km of new track and 28 new stops.

The extended tram network consists of 51 tram stops, and link directly with the existing NET line at Nottingham Station. The total tram network is 32km in length, serve seven park and ride sites and doubles 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 Nottingham Station



Progress over 2014/15

Construction works on NET Phase Two are now substantially complete:

- All major infrastructure works, including the tram bridges over Nottingham Rail Station the bridge over the rail line at Lenton Lane and the Bridge over the Ring Road at QMC were put in place.
- Track laying was completed by December 2014. Test running commenced over larger sections of the route.
- Major traffic management changes were introduced on Chilwell Road and Southchurch Drive.
- Further Line One maintenance works took place over the Easter 2015 period in anticipation of full service along the route.
- Conversion to "buy before you board" principles as completed in mid- 2014 with ticket machines and smartcard readers for purchase/validation before boarding a tram.
- All 22 of the new "Citadis" trams delivered and in regular service on Line One for driver and public familiarisation.
- The first tests took place on the new infrastructure in March 2015. More extensive testing across the whole route took place over Spring/Summer before opening to passengers.

The new lines opened for service on 25th August 2015.

Image: Works at Nottingham Station tram stop

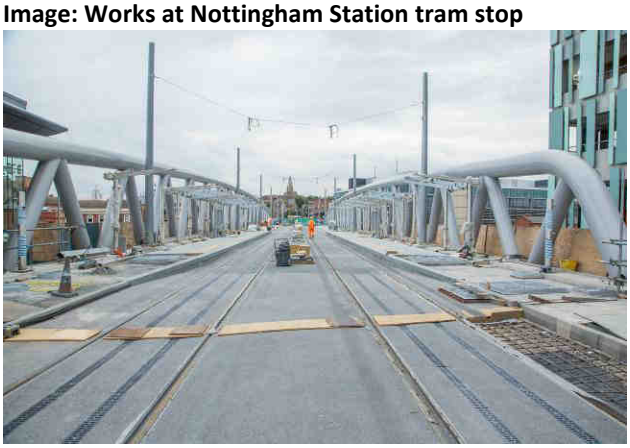
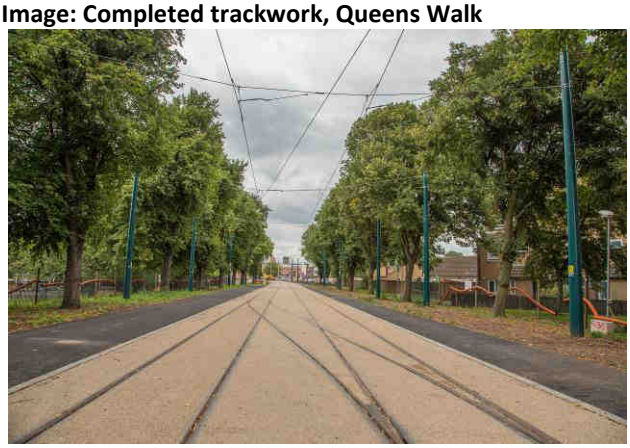


Image: Completed trackwork, Queens Walk



- Updates regarding the tram are published on the **website for NET Phase Two** (www.thetram.net/PhaseTwo). Further details can be found on the website.

Workplace Parking Levy (WPL)

The WPL scheme is a demand management tool which is influencing the travel behaviour of commuters through the introduction of a charge on employers within the City of Nottingham administrative boundary that provide 11 or more liable workplace parking places. The WPL scheme is generating significant revenue which is being invested in improving local transport and is levering in substantial inward investment.

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

In the third year of charging (2014/15) the WPL raised £8.6 million from 489 liable organisations. Enforcement focused on making sure that organisations had licensed the correct number of workplace parking places. High levels of compliance have been achieved, with no criminal or civil prosecutions needing to be made. Business support continued with travel planning, car park management, work with partner organisations and the continuation of small grants of up to £5,000 to provide cycle facilities at business sites.

The fourth full year of operation commenced on 1st April 2015. All large and medium sized organisations, liable for the levy, have renewed their licences. Enforcement continues to focus on licence validation visits which ensure that organisations have correctly licensed the number of workplace parking places they provide.

The Council is working with partner organisations to provide cycle training and has introduced a small grants scheme to encourage the uptake of cycling and to enable companies to put car park management in place.



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.

In July 2013, funding of £12.8million from the Department for Transport was confirmed for the Ring Road Scheme, allowing works to proceed. The total scheme will cost £16.2million, with the remaining £3.4million of funding made from local contributions from the LTP and Section 106 funding. 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 aimed at directly addressing the key problems affecting the Ring Road are based upon making the best use of the existing road network and minimising public expenditure.

Progress during 2014/15:

- Aspley Lane junction works completed.
- Valley Road: Major works complete, with resurfacing completed in 2015.
- Hucknall Road roundabout: Major carriageway works commenced.
- Valley Road: Improved cyclist and pedestrian facilities under construction.
- Western Boulevard / Aspley Lane: Junction converted into a signal junction with crossing facilities, completed.
- Middleton Boulevard: Works to increase southbound carriageway to three lanes.
- Crown Island: Preparatory structural works commenced.

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

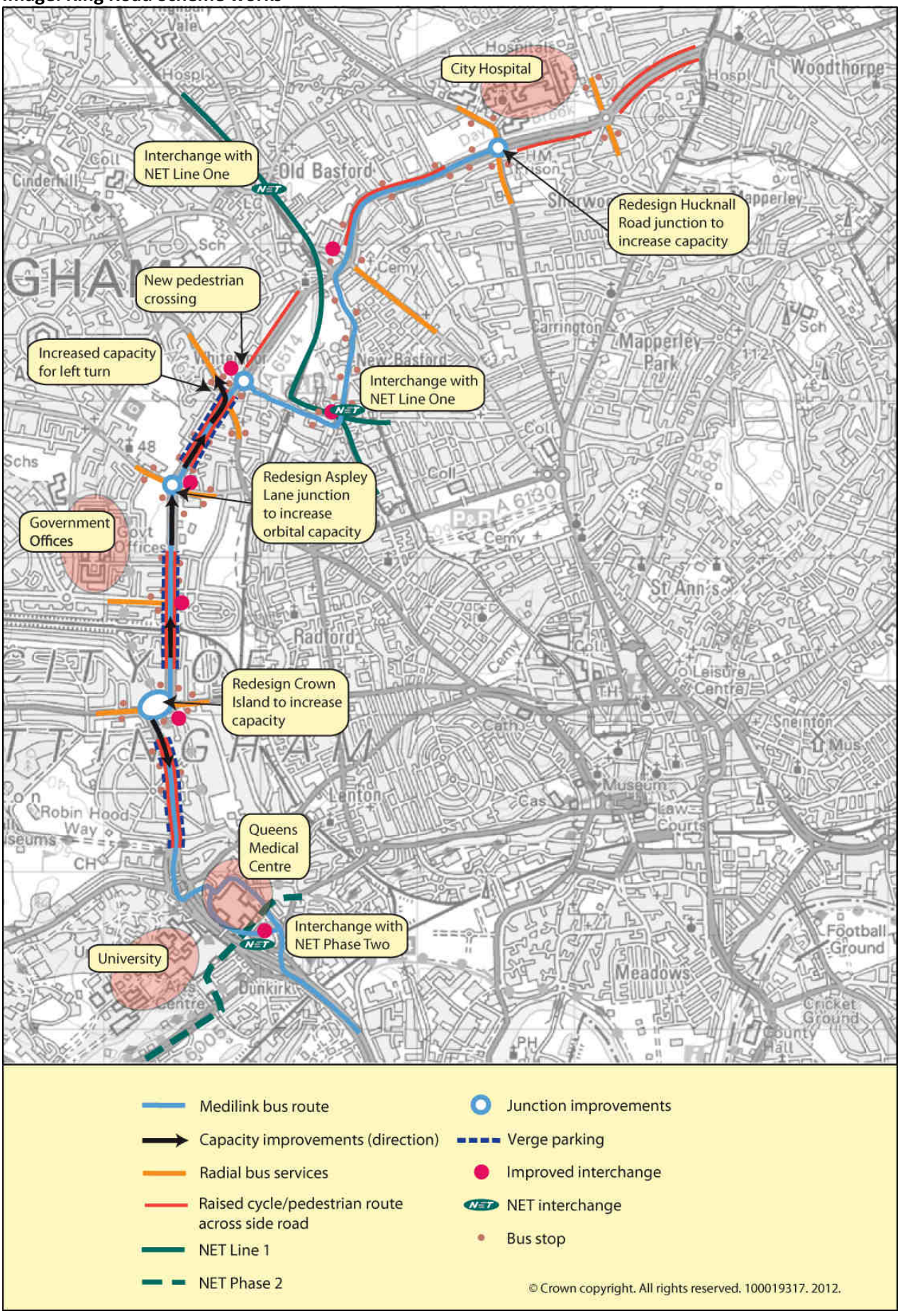
All work along the Ring Road is expected be completed in Spring 2016.

Images: Works at Hucknall Road Roundabout





Image: Ring Road Scheme works



Nottingham Local Sustainable Transport Fund (LSTF)

In January 2011 the Government announced the details of a £560 million Local Sustainable Transport Fund (LSTF) over the four year period 2011/12 to 2014/15. The fund is specifically for packages of transport measures that support economic growth and reduce carbon in local communities.

The City Council led the preparation of the Nottingham Urban Area bid partnership comprising Greater Nottingham Transport Partnership, Sustrans, NHS Nottingham City, Nottinghamshire County Council and Derbyshire County Council.

Bids were submitted in two phases: a Tranche 1 Key Component bid for £4.925m in April 2011 and a further Main Bid for £10.820m which was submitted in December 2011. The Nottingham Urban Area bid successfully received 100% of the key component funding amounting to £4.925 million and in July 2012 the Secretary of State approved £10.320 million for the Main Bid. In April 2015 as part of the final settlement the project was successful in receiving a further £178,825 consisting of £95,654 (revenue) and £83,171 (capital). Including local contributions from matched Nottingham Local Transport Plan capital programme and partner contributions the total LSTF package is worth £34.801 million.

The LSTF programme consists of four main workstrands and progress during 2014/15 is described below:

Smartcard development, integrated ticketing and multi-modal integration

- Citycard smartcard retail network was introduced following extensive negotiation and procurement work with 20 on-street ticketing vending machines allowing card top-up and purchase of 1 day and 10 day Kangaroo tickets. Individuals can also top up at 140 Payzone outlets across Nottingham.
- Following an initial £1 million award from the DfT to carry out a Smartcard Jobseeker Trial for Nottingham Jobseekers in 2013/14, the halfprice travel offer was continued with LSTF funding providing discounted travel for over 3,600 jobseekers in 2014/15.
- Support for students continued in 2014/15 with 3,200 students aged 16-18 provided with free days of travel for those previously in receipt of Educational Maintenance Allowance and those from low income families.
- Citycard Cycles recorded over 5,600 hires during 2014/15 helped by the introduction of a free winter day hire promotion allowing anyone to hire a bike for 24 hours for free.

Community smarter travel hubs and places for people

- Engagement with local communities through the Community Smarter Travel Hub has continued in 2014/15 with Neighbourhood Community Smarter Travel Coordinators reaching over 40,000 residents through activities and events around sustainable transport with over 1,100 people taking part in led cycle rides, almost 2,000 people taking part in led walks, nearly 1,200 residents benefiting from cycle training and personal journey planning support was provided to over 5,000 residents.
- The Jobseeker Citycard was complemented with an employability support package benefiting over 1,015 jobseekers who received either a one month free travel smartcard, free bike hire and accessories and assistance with costs of travel to interviews or training. Area wide 20mph limits scheme was successfully delivered during 2014/15 with 10 defined areas within the City.

Worksmart business support activities and green transport infrastructure

- The Greater Nottingham Transport Partnership (GNTP) Big Wheel business club support provided business travel advice, journey planning and information on services available to 4,000 businesses of which 67 are Workplace Parking Levy (WPL) liable.
- The national ECOStars fleet recognition scheme continued to grow with 73 business/organisations signed up as members and over 4,800 vehicles being provided with a vehicle efficiency rating.
- Nottingham City Car Club launched in May 2014 with 221 members registered who collectively booked 7,649 vehicle hours and drove over 43,300 miles in 2014/15.

Active travel solutions

- The Ucycle project engaged with over 4,460 members of staff and students across the participating organisations (University of Nottingham, Trent University, Nottingham Universities Hospitals Trust, Central College Nottingham, Bilborough College and New College Nottingham). During 2013/14, 359 Ucycle bikes were loaned to staff and students across the University campuses.
- Bikeability, Lifecycle and Sustrans secondary schools programme delivered activities in 61 primary and 6 secondary schools, engaging over 2,649 primary pupils and 6,280 secondary pupils and providing Levels 1 and 2 Bikeability training to 526 pupils
- A series of high profile active travel events took place in summer 2014. Events included Cycle Live, Light Night, The Big Day Out, Tour of Britain (first stage) and European Mobility Week. Collective attendance at the events was over 34,000 attendees, of which 3,100 were actively engaged in meaningful conversations around travel behaviour change and support. This was complemented by a a regular programme of local cycle events including monthly Cycling for All Sundays and weekly Cycle Centres providing expert tuition, free cycle hire, led rides and advice and information at 8 locations across the conurbation.

Further information is available in the annual outputs and outcomes monitoring reports to DfT published on the City Council's Insight website. As part of the national LSTF programme, DfT commissioned a comparative meta-analysis of the 12 large-scale LSTF programmes including the Nottingham urban area which is expected to be published shortly. The City Council has commissioned an independent evaluation of the Nottingham urban area programme which is due to report in January 2016 and will feed into the national programme evaluation work.

LSTF 2015-16 Continuation Funding

The City Council submitted a bid in March 2014 for continuation funding of the LSTF programme for a further year. In July 2014, the government announced that the bid had been successful, with funding of £1.180m being secured for spending over 2015/16, allowing some of the current projects to continue for another year. The project will deliver targeted support for Jobseekers and young people through promoting travel options to individuals and households via personalised journey planning and cycle training to local job seekers; targeted Kangaroo smarter travel support package for low income groups; and a community wide active travel support programme. The Worksmart Business Travel Support Package for employers will promote business growth and sustainable travel via bespoke advice and one-to-one support to businesses complementing the Workplace Parking Levy business support package.

Better Bus Area Funding

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

Applications to the bid were submitted in June 2013. In October 2013, the DfT announced that the bid from Nottingham had been successful, and had received the largest funding award out of the bids that were successful, of £11.3m spread over five years.

Under the bid, Bus Service Operator Grant (BSOG) would be devolved over a four year period from bus operators (with their agreement) to Nottingham City Council. This would be used by the Council, working in partnership with the local bus operators, to implement a programme of measures which would:

- Help to grow bus patronage further;
- Facilitate and accommodate future economic growth in a sustainable way;
- Reduce carbon emissions; and

- Allow bus operators to adjust to and take advantage of the significant changes taking place in Nottingham over the next 5 years.

The proposed programme of measures has four main elements:

- The Southside Bus Priority scheme – this will convert two key arms of the current Broadmarsh gyratory into bus/taxi/cycle only facilities, re-routing car traffic out of the centre (building on enhancements to the city's Southern Relief Route and Ring Road) and completing the loop of clockwise and anticlockwise bus priorities around the central core. This will enable the future development of the south side of the city, expanding and linking the main retail area with the Hub rail/tram station interchange.
- Introduction of signal priority for buses across the City Centre and along all radials – capturing the benefits of recent operator investment in automated vehicle location equipment and giving operators the confidence to make significant route and timetable changes. This will be coupled with introduction of camera-based enforcement of bus lanes and priority measures to reduce delays from traffic infringements and maximise the benefits of these measures.
- Further improvements and roll-out of at-stop and on-bus real time information provision to enable and encourage bus use and integration with the expanding tram network.
- Enhancement of the smartcard ticketing system in the city (currently being introduced) to deliver a widespread smartcard retail network which provides extra convenience and time savings for public transport users.

Spotlight

Real Time Information (RTI) at Bus Stops

In May 2014, the Council and bus operators celebrated the 1,000th Real Time Information (RTI) screens installed at bus stops across the urban area. These screens, also known as Customer Information Screens (CIS) removes the uncertainty a passenger feels when waiting at the bus stop, by providing accurate information about the arrival of services at their stop and providing confidence to passengers to make an informed and smart choice to travel by public transport. The information displayed on the screen works through the use of satellite technology tracking of buses, with calculations utilising travel times to work out the estimated travel time for when the bus arrives. These screens also have the ability to provide additional information regarding delays to routes, or information on future events which may have an impact on citizen's journeys when using the bus.

In addition to these screens at individual bus stops, information is also provided on large multi-line displays at Broadmarsh and Victoria Bus Stations.

The Real Time Information screens have been funded through the Better Bus Area alongside LTP and other sources of funding.

Image: Real Time Information (RTI) Display at a City Centre Bus Stop



4. Investment and delivery

Where did the investment come from?
The City Council was allocated £7.756 million from the Department for Transport (DfT) in 2014/15.

The **integrated transport block** resources of £5.756 million. Allocations for 2015/16 were confirmed in December 2014, resulting in a 41% reduction in funding levels from this year for future years due to the introduction of the local growth fund.

Highway **capital maintenance** resources have previously reduced over several years. However additional funding through the additional maintenance fund, Severe Winter Recovery programme and Pothole Fund grant has been made available to provide "top-up" funding to this programme. The total allocation for 2014/15 including this additional maintenance amounts to £2.385million. Allocations for 2015/16 onwards were confirmed in December 2014, with an initial increase in the "base" funding.

Table 1.1: Total local transport income 2014/15

Funding source	2014/15 allocation (£m)
Integrated transport block	5.756
Highway maintenance	1.736
Additional maintenance	0.179
Severe Winter Weather* (received March 2014)	0.085
Pothole Fund (received June 2014)	0.385
Total	**8.141**

*Capital shown only. £0.147m in revenue funding was also received as part of this settlement. Funding was awarded at end of March 2014 and allocated for spend within the financial year.

Table 1.2: Total external transport income 2014/15

Other funding sources	2014/15 income (£m)
Other funding sources (including Ring Road)	7.466
Amount b/fwd from 2013/14	2.631
Total	**10.097**

The total income received for local transport delivery amounted to £18.238million.

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

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

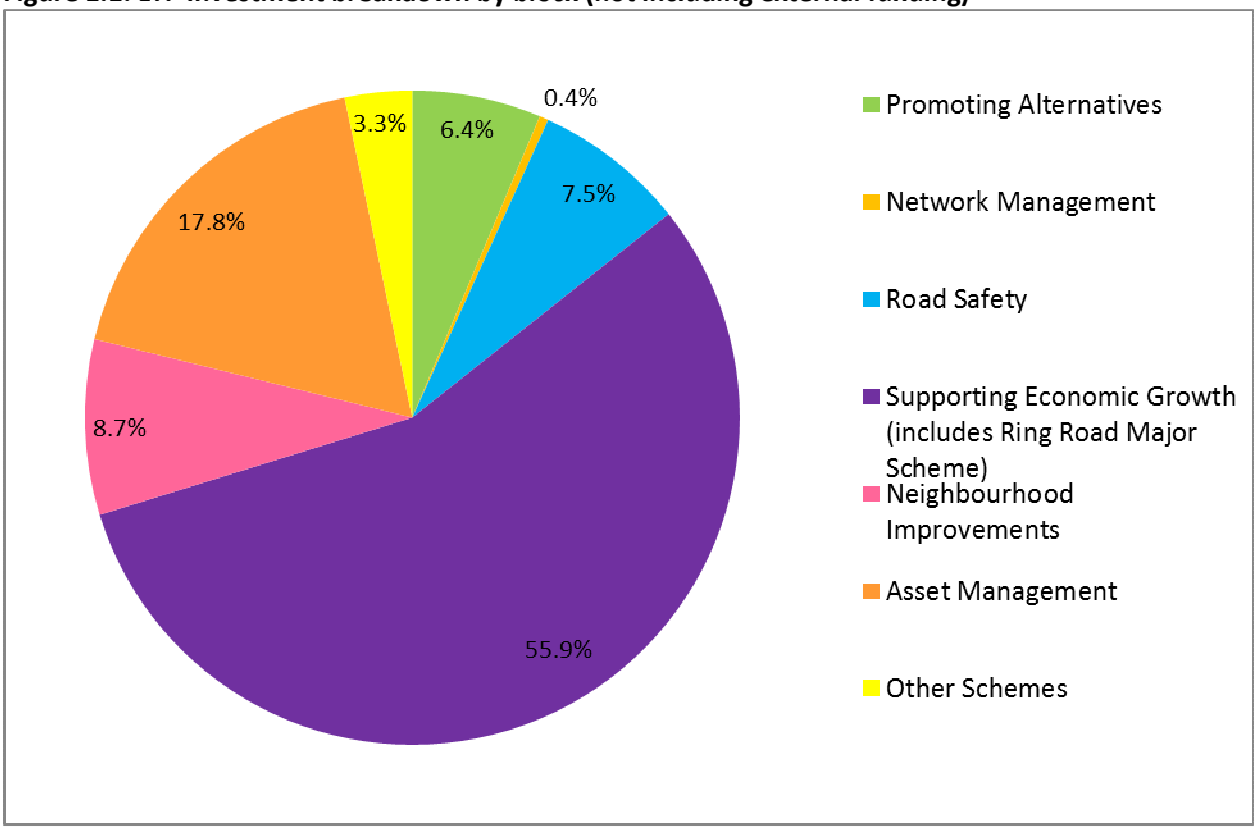
Table 1.3: Total local transport expenditure 2014/15 by block and scheme type

Scheme type	2014/15 spend (£m)
Asset Management	
Maintenance – Streetscape	0.100

Maintenance – Carriageways	1.859
Maintenance – Severe Winter Weather and Pothole Fund	0.470
Maintenance – Bridges	0.143
Neighbourhood improvements	
Neighbourhood improvements	1.250
Supporting economic growth	
Supporting economic growth	8.063
Promoting alternatives	
Bus Infrastructure schemes	0.646
Cycling schemes	0.173
Walking schemes	0.100
Smarter Choices	0.000
Road safety measures	
Local Safety schemes (Inc. LSTF match funding)	1.083
Traffic management	
Network management measures	0.064
Programme management	
Other	0.479
Total	**14.430**

A balance of £3.8 million was carried forward into 2015/16 and will be used support match funding for major schemes, including the Ring Road scheme as well as the forthcoming Local Growth Fund programme.

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



Spotlight

Haydn Road

The road safety scheme on Haydn Road in the Sherwood area of the city was developed both high traffic speeds as well as a lack of cycling infrastructure along the road. The scheme was completed in April 2015.

The design of the scheme led to an innovative design approach through the removal of the centre line and provision of formal parking bays and advisory cycle lane through the scheme. This is based on similar design treatments that have taken place in London which has shown a reduction in traffic speed. The design led to a visual narrowing of the carriageway along the length of the road for traffic.

Monitoring of the scheme has taken place on Haydn Road looking at the average speed of vehicles travelling along the road pre-and post-scheme completion. This has shown that the 85th Percentile speed of traffic along the road has decreased by 5.9mph, indicating that the scheme has led to a reduction of traffic speed through implementation of the scheme.

Image: Haydn Road scheme with advisory cycle lanes and removed centre line.



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 fourth year of the Nottingham LTP monitoring data provides progress during 2014/15 against indicator baselines set using 2010/11 data. Progress is on track for 15 of the 24 indicators. The full list of LTP performance indicators and their trend during 2014/15 is detailed in Table 1.1 in **Appendix A**.

Congestion

Nottingham already has a strong track record of containing congestion levels across the conurbation since 2005 attributed to encouraging sustainable transport use. Limiting traffic growth remains a key priority, supporting economic growth. Monitoring collects journey times per mile (in minutes and seconds) and average speed (mph) data along the 18 main radial routes in Greater Nottingham and the along the Ring Road orbital route.

It should be noted that the data for 2014/15 data is provisional, based on the first 6-months of the data series. This is due to the data still being analysed and verified from the TrafficMaster dataset.

The data up to 2013/14 indicated that there was a decline in average speed, continuing a trend since 2011/12. The provisional data for 2014/15 indicates a continuation of this trend, with traffic moving at 3.85minutes per mile, equating to an average speed on 15.6mph. This is likely to be accounted for by the significant amount of works taking place within the city, such as NET Phase Two and the Ring Road Major scheme which has led to lower traffic speeds. When these schemes are completed it is expected that average speed will recover.

Graph 1: Average Speed and Minutes per mile on key corridors

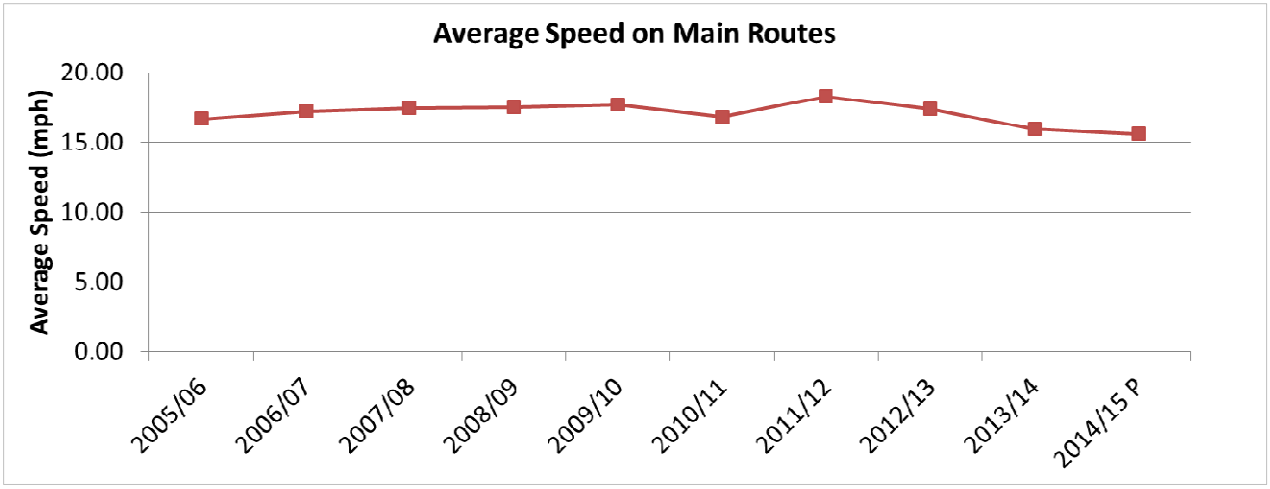
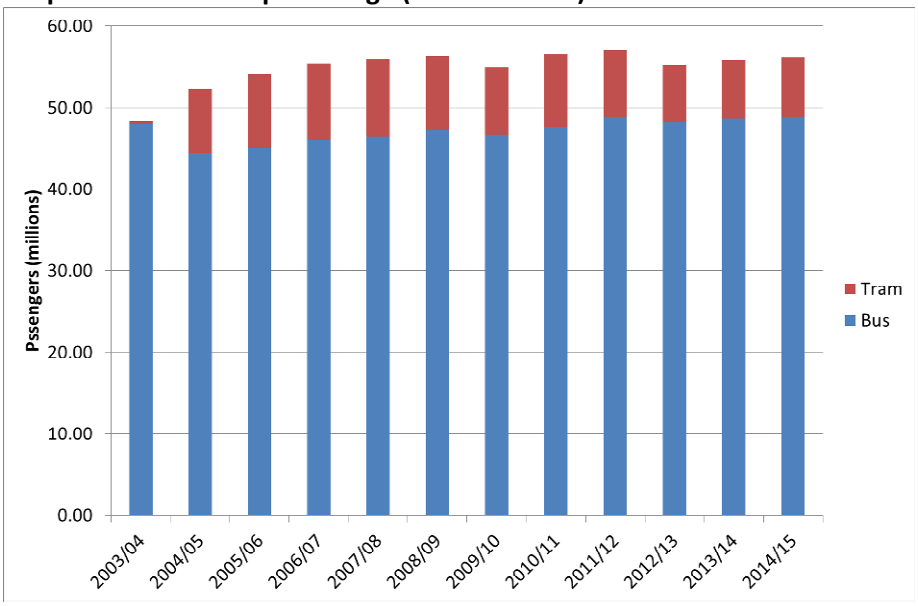


*Figure for 2014/15 is provisional, based on first 6-months of data.

Public transport use

There has been an increase in the number of both bus and tram users over the last year in both the City and Greater Nottingham. This has started to recover the numbers of public transport users after the fall last year. Going forward, these figures are expected to change significantly once NET Phase Two is opened. Mode share has also recovered from the previous year after a small decline, now standing at 38.6% after falling to 37% in 2013/14.

Graph 2: Public Transport Usage (Bus and Tram)



Bus punctuality

Punctuality is monitored according to three measures. Performance for the percentage of buses starting route on time has increased by 0.5% over the past year to 95.3% and is well within the minimum standards of 90% as set by the traffic commissioner. Non-frequent services have also seen a similar improvement with a 1% increase from the 2013/14 figure to 85.5%.

There has been a continued increase in the average excess waiting time on frequent service routes to 0.96minutes (58 seconds). This increase however is well within the Traffic Commissioner performance standards of 1.25 minutes (75 seconds) maximum excess waiting time.

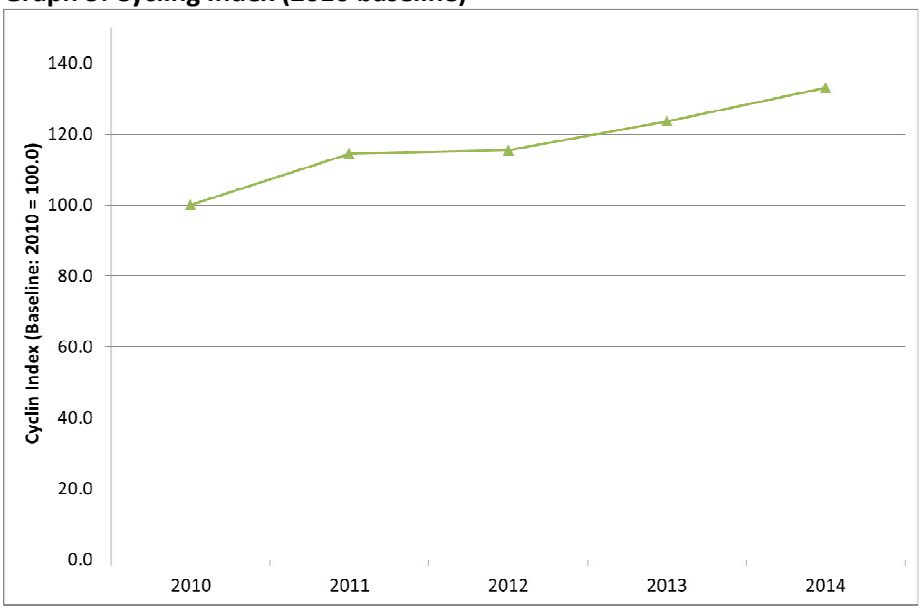
Nottingham City	2010/11	2011/12	2012/13	2013/14	2014/15
Percentage of services starting route on time	94.9%	95.3%	94.9%	95.3%	95.8%
Percentage of non-frequent services on time	82.6%	84.4%	90.8%	84.5%	85.5%
Excess waiting time of frequent services	0.65mins (39secs)	0.68mins (40secs)	0.71mins (42secs)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

Passenger satisfaction is also on the increase with passengers increasingly satisfied with the services (91% 2012/13 compared to 84% 2011/12) and with the provision of transport information (96% 2014/15 compared to 94% 2013/14).

Cycling

After only a small rise in cycle use over 2012/13, a sustained increase has been reported in the number of cycle trips to 133.0 index increase from the 2010 baseline in 2014, a growth in the index of 9.4 from the previous year.

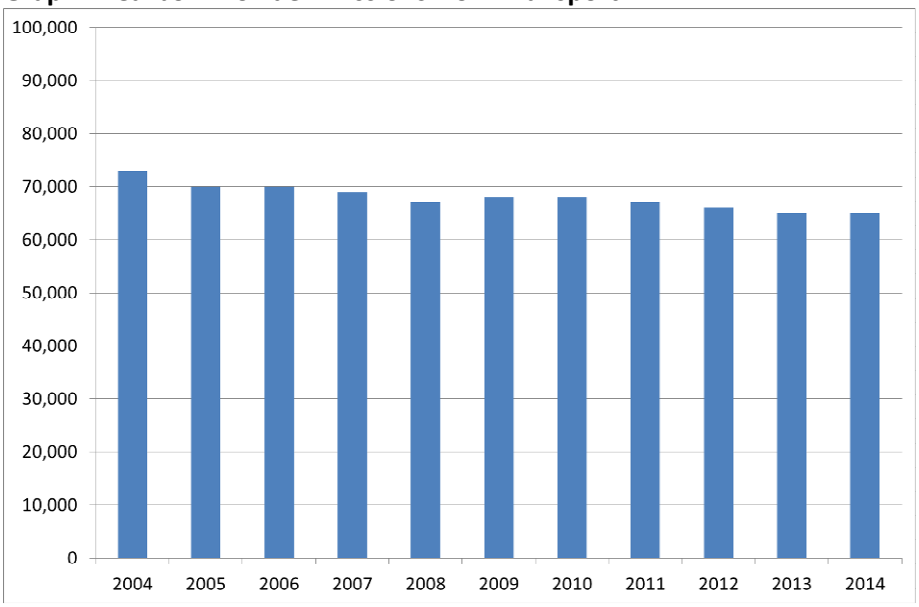
Graph 3: Cycling Index (2010 baseline)



Carbon emissions from transport

2014 data shows the volume of carbon emissions from transport has remained the same as the previous year of 65,000 tonnes of carbon emitted from transport within the city. This is after a continual fall in emission levels over the past five years. According to national Government data Nottingham has one of the lowest levels of carbon emissions from transport of all the Core Cities.

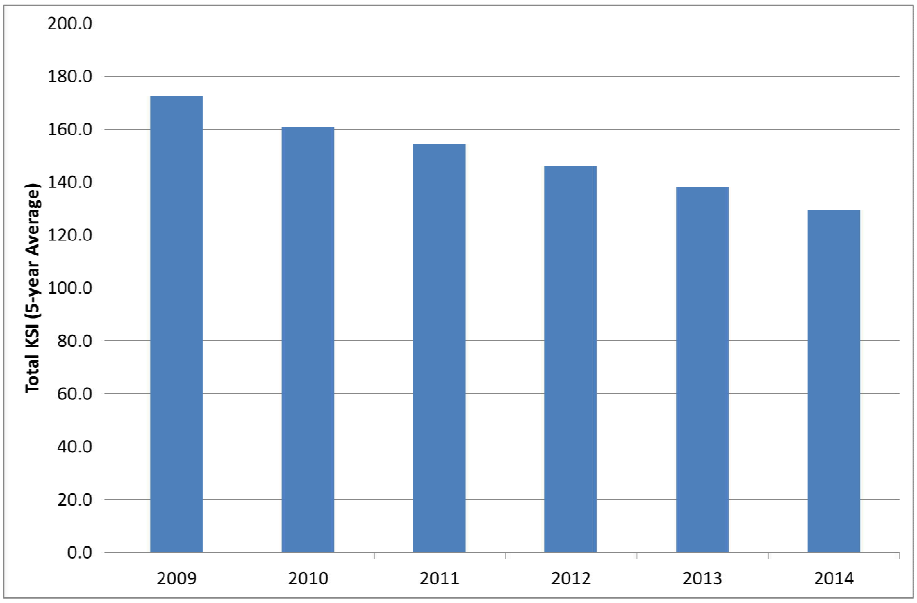
Graph 4: Carbon Dioxide Emissions from Transport



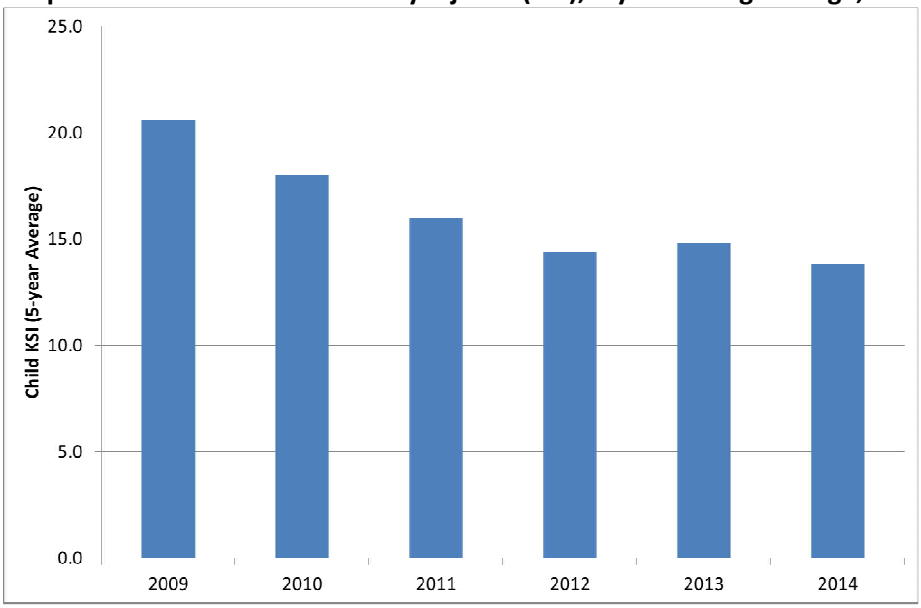
Road safety

All statistics relating to road safety continue to improve. People killed or seriously injured has reduced from 146.0 in 2012 to 129.4 in 2014. Whilst this is not quite reaching the annual target level of 126.0 it still following the overall trend in reduction and represents a 25% decrease from the 2009 baseline figure of 172.6.

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



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



The statistics for children killed or seriously injured have decreased from 14.8 in 2013 to 13.8 in 2014. This is within the annual target of 15.0 for 2014 and represents a 33.0% reduction from the 2009 baseline figure of 20.6.

Total slight injuries, which is recorded as a 5-year rolling average, has seen a fall from 1074 in 2013 to 1064 in 2014, which represents a 4.2% decrease from the baseline figure of 1109 in 2010.

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

Satisfaction with local transport

Citizens Survey 2014

The 2014 Citizens Survey is the fourth 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. 87% of

citizens were satisfied with their local area, a slight decrease compared to the 88% noted in 2013 but still higher than 2012 (84%).

National Highways and Transport Survey 2014

The annual National highways and Transport Survey was conducted in 2014 within Nottingham across a range of indicators at a national level. The areas the surveys cover include:

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

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

Table 1.4: General Scores: Change between 2010 and 2012

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

The scores saw a improvement in performance of +0.9%, 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 1.5: Detailed Key Baseline Indicator (KBI) Performance, 2010 / 2012/ 2014 comparison

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

Across the performance areas, Highways Maintenance and Walking and Cycling scores fell, with Accessibility, Public Transport and Tackling Congestion themes improving. Across the indicators, thirteen indicators improved, five remained static, and six saw a decline in performance since the 2012 survey.

On the 14th October 2014, the City Council was awarded an outstanding performance award compared with other local authorities based on the following indicators through the NHT survey:

- Best overall satisfaction score
- Top overall score for Public Transport
- Within the top five overall scores for Accessibility, Tacking Congestion and Road Safety

The next survey for Nottingham will be undertaken in 2016. This will provide a continuation of monitoring of performance against other local authorities across these performance areas.

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 2015 and is available to view at: www.nottinghamcity.gov.uk/transportstrategies

The plan details the approved programme of schemes to be delivered from 2015 to 2018. 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 (2015/16) the City Council will continue to work closely with partners to coordinate transport projects which will see progress continuing to minimise disruption and ensure long term gains.

Appendix A

Table 1.1: 2013/14 progress against LTP indicators baseline

Trend	Baseline	2014/15 Actual	Performance indicator
↗	55.96m (2007/08)	56.18m	Local bus and tram passenger journeys (millions)
↘	3.6mins per mile; 16.6mph (2010/11)	3.84mins per mile; 15.6mph (Provisional)	Journey time per mile (minutes and seconds) Average speed (mph)
↗	592 (2010)	560	Change in area wide traffic mileage (million vehicle miles per annum) across the city area
↗	100.0 (2010)	133.0	Increase in cycling trips compared to 2010 base year (index)
↓	61.112m (2010)	60.047m	City centre pedestrian flow (millions) – camera sites
↗	257 (2010)	605	Number of pupils Bikeability trained
↗	94.9% (2010/11)	95.8%	Percentage of bus services starting on route on time
↗	82.6% (2010/11)	85.5%	Percentage of non-frequent services on time
↓	0.65mins (39secs) (2010/11)	0.96mins (57secs)	Excess waiting time of frequent bus services
↗	37.9% (2010/11)	38.6%	Mode share of public transport
↘	173 (2005-2009 average)	129.4	People killed or seriously injured (5-year rolling average)
↗	21 (2005-2009 average)	13.8	Children killed or seriously injured (5-year rolling average)
↗	1110 (2005-2009 average)	1064	Total slight injuries (5-year rolling average)
↓	94.21% (2010)	94.01%	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)	38ugm-3	Annual mean nitrogen dioxide levels at Northern site (city centre air quality management area)
↗	43ugm-3 (2010)	39ugm-3	Annual mean nitrogen dioxide levels at Central site (city centre air quality management area)
↗	41ugm-3 (2010)	37ugm-3	Annual mean nitrogen dioxide levels at Dunkirk site (Ring road air quality management area)
↓	10% (2010)	18% (2013)	Principal roads in need of maintenance
↓	5% (2010)	9% (2013)	Non-principal roads in need of maintenance
↓	16% (2010)	29% (2013)	Unclassified roads in need of maintenance
↗	81% (2010)	96%	Percentage of local residents satisfied with local public transport information
↗	88% (2010)	91%	Percentage of local residents satisfied with local bus services
↗	68,000 (2010)	65,000 tonnes	Volume of carbon dioxide emitted by road transport (tonnes per annum) in the city
	24% (2009/10)	No data	Percentage of footways in need of maintenance

Trend key:

↗ On track and heading in right direction

↘ Progress slightly below desired levels

↓ Performance not in desired direction