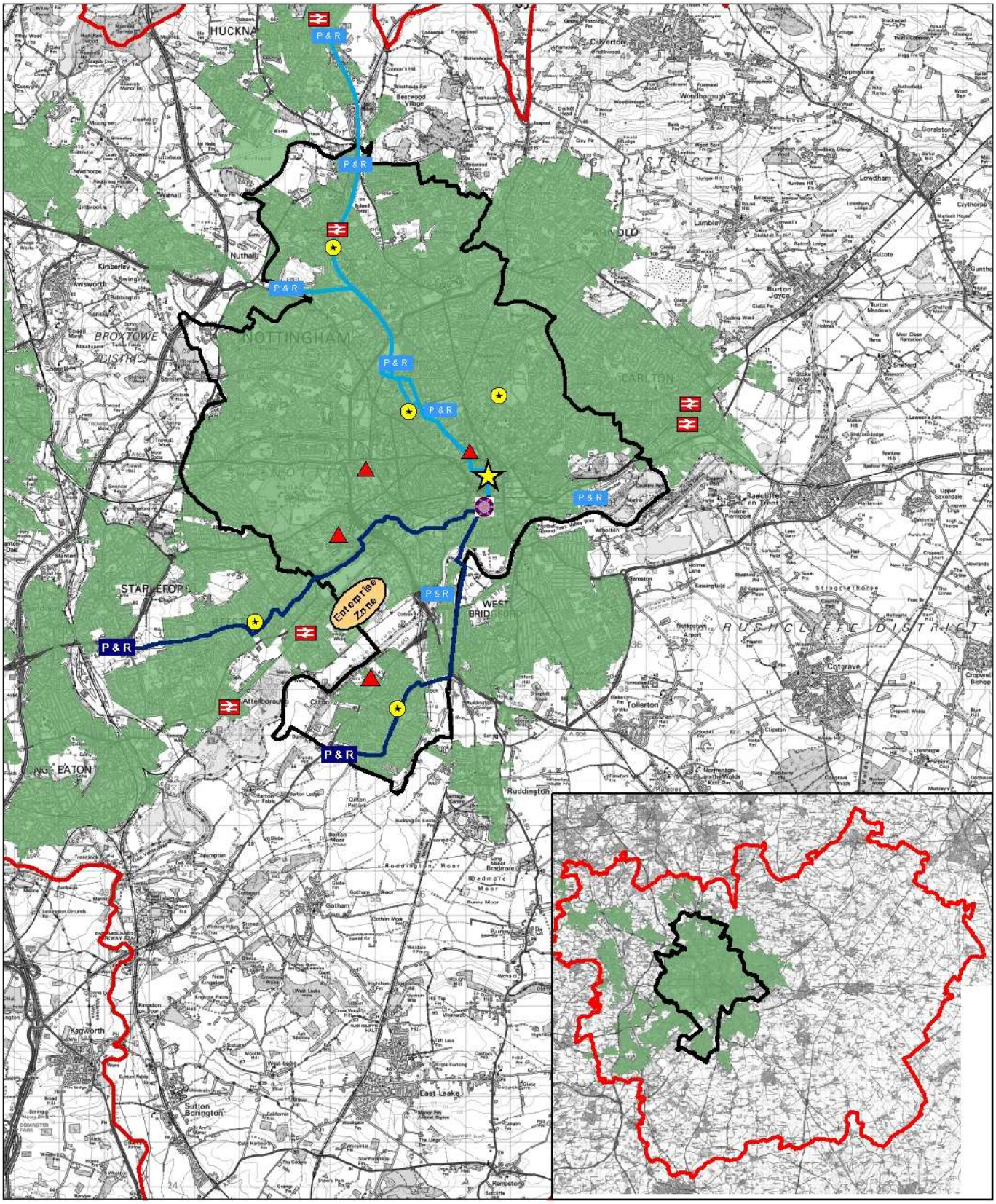
Appendix A:

Map of the Nottingham Urban Area

Appendix A: Nottingham Urban Area



City centre hub
Station hub
Potential community hub
P&R Existing P&R
P&R Proposed P&R
University hub
NET line 1
NET lines 2 & 3
Rail station
Travel to work area
City Boundary
Urban area

Scale: 1:121,763

0 1,050 2,100 4,200 6,300 8,400 Meters

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Nottingham City Council

Appendix B:

Detailed funding profiles:

1. **Summary of funding for Key Component and Large Project EOI**
2. **Key Component funding profile**
3. **Large Project EOI funding profile**

APPENDIX B
LSTF NOTTINGHAM URBAN AREA OVERALL BID SUMMARY

KEY COMPONENT BID - see page 2 for detailed breakdown

£000s	2011/12		2012/13		2013/14		2014/15		Total		
Measure	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	
Work Package A: Smartcard development and integrated ticketing offer											
Bid	805	225	840	475	215	100	215	100	**2,075**	**900**	
Local contribution	100	550	100	750	100	0	100	0	**400**	**1,300**	
Work Package B: Establish pilot community travel hub											
Bid	30	0	140	0	190	0	190	0	**550**	**0**	
Local contribution	280	400	70	130	70	130	0	130	**420**	**790**	
Work Package C: Worksmart											
Bid	50	0	110	0	110	0	110	0	**380**	**0**	
Local contribution	100	60	200	60	200	65	200	0	**700**	**185**	
Work Package D: Maintaining active travel partnership working											
Bid	90	25	225	50	225	50	225	50	**765**	**175**	
Local contribution	40	170	40	235	40	235	40	135	**160**	**775**	
Work Package D: Programme monitoring											
Bid	20	0	20	0	20	0	20	0	**80**	**0**	
Local contribution	0	40	0	15	0	15	0	15	**0**	**85**	
TOTAL LSTF KEY COMPONENT BID	**995**	**250**	**1,335**	**525**	**760**	**150**	**760**	**150**	**3,850**	**1,075**	**4,925**
TOTAL LOCAL CONTRIBUTION TO KC BID	**520**	**1,220**	**410**	**1,190**	**410**	**445**	**340**	**280**	**1,680**	**3,135**	**4,815**
TOTAL VALUE OF OVERALL KC PACKAGE	1,515	1,470	1,745	1,715	1,170	595	1,100	430	**5,530**	**4,210**	**9,740**

LSTF Nottingham Urban Area MAIN Bid - see pp 3 - 4 for detailed breakdown

£000s	2011/12 *		2012/13		2013/14		2014/15		Total		
Measure	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	
Work Package A: Developing the smartcard integrated ticketing offer											
Bid			200	0	200	0	200	0	**600**	**0**	
Local contribution	800	0	800	50	800	50	800	50	**2400**	**150**	
Work Package B: Establish network of Community Travel Hubs											
Bid			125	50	1,050	0	1,050	0	**2,225**	**50**	
Local contribution	0	24	155	650	155	650	35	650	**345**	**1950**	
Work Package C: Liveable Neighbourhoods											
Bid			100	400	175	800	175	800	**450**	**2000**	
Local contribution	0	0	34	1500	34	900	34	900	**102**	**3300**	
Work Package D: Active Travel Solutions											
Bid			350	165	570	200	570	200	**1,490**	**565**	
Local contribution	136	0	10	158	5	200	5	200	**23**	**555**	
Work Package E: Low Carbon Transport Network											
Bid			180	760	360	340	360	340	**900**	**1,440**	
Local contribution	0	0	930	650	1360	290	1360	290	**3650**	**1230**	
Work Package F: Personalised Travel Planning Solutions											
Bid			250	55	295	15	295	15	**840**	**85**	
Local contribution	50	0	35	80	35	80	35	80	**105**	**240**	
Work Package G: LSTF Programme Management											
Bid			35	0	70	0	70	0	**175**	**0**	
Local contribution	0	0	0	75	0	75	0	75	**0**	**225**	
TOTAL LSTF MAIN BID			**1,240**	**1,430**	**2,720**	**1,355**	**2,720**	**1,355**	**6,680**	**4,140**	**10,820**
TOTAL LOCAL CONTRIBUTION TO MAIN BID * Total excludes 2011/12 contributions	986	24	**1,964**	**3,160**	**2,392**	**2,245**	**2,269**	**2,245**	**6,625**	**7,650**	**14,275**
TOTAL VALUE OF OVERALL MAIN PACKAGE			3,204	4,590	5,112	3,600	4,989	3,600	**13,305**	**11,790**	**25,095**

COMBINED FUNDING PROFILE

£000s	2011/12 *		2012/13		2013/14		2014/15		Total		
	Rev	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	
GRAND TOTAL LSTF FUNDING BIDS	995	250	2,575	1,955	3,480	1,505	3,480	1,505	**10,530**	**5,215**	**15,745**
GRAND TOTAL LOCAL FUNDING CONTRIBUTIONS * excludes 11/12 contributions against Main Bid	1,506	1,244	2,374	4,350	2,802	2,690	2,609	2,525	**8,305**	**10,785**	**19,090**
OVERALL PACKAGE VALUE	**1,515**	**1,470**	**4,949**	**6,305**	**6,282**	**4,195**	**6,089**	**4,030**	**18,835**	**16,000**	**34,835**

Note: The LSTF Main funding bid for 2012/13 - 2014/15 is an extension of the Key Component bid for 2011/12 - 2014/15. Therefore for complementary partner projects which have secured investment in 2011/12 and which we will build on or develop in future years through the LSTF we have shown the 2011/12 funding as an indicative contribution towards this bid. However this contribution has not been included in the total amounts for the funding contribution or overall package presented in the Sections A5, A7, A8.

APPENDIX B
LSTF - Nottingham Urban Area KEY COMPONENT BID updated 01.06.11

£000s	2011/12		2012/13		2013/14		2014/15		Total	
Measure	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**
Work Package A: Smartcard development and integrated ticketing offer										
- Project management/promotion	40		65		65		65		**235**	**0**
- Infrastructure and back office (33% contribution)		125		375					**0**	**500**
- ITSO implementation/compliance	140		125						**265**	**0**
- Smartcard issue/distribution	500		500						**1,000**	**0**
- Targeted travel support	25		50		50		50		**175**	**0**
- Multi-modal integration	100	100	100	100	100	100	100	100	**400**	**400**
Sub total	805	225	840	475	215	100	215	100	**2,075**	**900**
Local contribution										
- Operator infrastructure contributions		250		750					**0**	**1,000**
- LTP smartcard		80							**0**	**80**
- DfT smartcard programme year 3 funding		220							**0**	**220**
- Concessionary fares smartcard issue	100		100		100		100		**400**	**0**
Sub total	100	550	100	750	100	0	100	0	**400**	**1,300**
Work Package B: Establish pilot community travel hub										
- Pilot community travel hub	30		40		40		40		**150**	**0**
- Commissioned community travel services			100		150		150		**400**	**0**
Sub total	30	0	140	0	190	0	190	0	**550**	**0**
Local contribution										
- LTP3 Area Capital (One third contribution)		400		130		130		130	**0**	**790**
- NHS Nottingham City	280		70		70				**420**	**0**
Sub total	280	400	70	130	70	130	0	130	**420**	**790**
Work Package C: Worksmart Phase A										
- GNTP Business Forums/Business Club	50		110		110		110		**380**	**0**
Sub total	50	0	110	0	110	0	110	0	**380**	**0**
Local contribution										
- WPL business support/parking management	100		200		200		200		**700**	**0**
- LTP behaviour change		60		60		65			**0**	**185**
Sub total	100	60	200	60	200	65	200	0	**700**	**185**
Work Package D: Maintaining active travel partnership working										
- UCycle Universities/Further Education sites sustainable travel promotion	90		225		225		225		**765**	**0**
- Infrastructure contribution		25		50		50		50	**0**	**175**
Sub total	90	25	225	50	225	50	225	50	**765**	**175**
Local contribution										
- Universities	40	135	40	135	40	135	40	135	**160**	**540**
- LTP cycle integrated transport programme		35		100		100			**0**	**235**
Sub total	40	170	40	235	40	235	40	135	**160**	**775**
Work Package D: Programme monitoring										
- Programme monitoring contribution	20		20		20		20		**80**	**0**
Sub total	20	0	20	0	20	0	20	0	**80**	**0**
Local contribution										
- LTP indicators monitoring		40		15		15		15	**0**	**85**
Sub total	0	40	0	15	0	15	0	15	**0**	**85**
GRAND TOTAL LSTF BID	**995**	**250**	**1,335**	**525**	**760**	**150**	**760**	**150**	**3,850**	**1,075**	**4,925**
GRAND TOTAL LOCAL CONTRIBUTION	**520**	**1,220**	**410**	**1,190**	**410**	**445**	**340**	**280**	**1,680**	**3,135**	**4,815**
TOTAL VALUE OF OVERALL PACKAGE	1,515	1,470	1,745	1,715	1,170	595	1,100	430	**5,530**	**4,210**	**9,740**

Note 1: The highlighted cells indicate funding contributions which have been apportioned between the Key Component Bid (1/3 contribution) and the Main Bid (2/3 contribution) for 2012/13, 2013/14 and 2014/15 following advice in an e-mail from Tricia Allen received on 31st May. This has reduced the total contribution available towards the Key Componenet Bid by £575k of which £240k is from external partners. If only one bid is successful the total contributions from these sources would be available against that bid. The funding table for the Key Component bid has been adjusted accordingly as above.

APPENDIX B
LSTF Nottingham Urban Area MAIN Bid

£000s	2011/12 *		2012/13		2013/14		2014/15		Total	
Measure	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**
Work Package A: Developing the smartcard integrated ticketing offer										
Smartcard targetted support offer			200		200		200		**600**	**0**
Sub total			200	0	200	0	200	0	**600**	**0**
Local contribution										
Nottingham City Transport 60% discount on costs of day travel for eligible 16-19 students	600		600		600		600		**1800**	**0**
FE establishments contribution to travel costs (in negotiation)	200		200		200		200		**600**	**0**
LTP3 City smartcard				50		50		50	**0**	**150**
Sub total	800	0	800	50	800	50	800	50	**2400**	**150**
Work Package B: Establish network of Community Travel Hubs										
Set up 4 Community Smarter Travel Hubs			100	50	200		200		**500**	**50**
Commissioned community smarter travel services					800		800		**1600**	**0**
Development of Smarter Travel Champions volunteer network			25		50		50		**125**	
Sub total			125	50	1,050	0	1,050	0	**2,225**	**50**
Local contribution										
LTP3 Nottingham City area capital programme				270		270		270	**0**	**810**
Local Improvement Schemes Nottinghamshire			35	380	35	380	35	380	**105**	**1140**
NHS Nottingham City			120		120				**240**	**0**
GNLiftCo capital investment in access and travel measures for Joint Service Centres		24								
Sub total	0	24	155	650	155	650	35	650	**345**	**1950**
Work Package C: Liveable Neighbourhoods										
Places for People demonstration projects			50	250	100	500	100	500	**250**	**1250**
Cycle infrastructure development and associated promotion			50	150	75	300	75	300	**200**	**750**
Sub total			100	400	175	800	175	800	**450**	**2000**
Local contribution										
Nottngham City developer contributions				180					**0**	**180**
Nottingham City Growth Point ped/cycle schemes				420					**0**	**420**
LTP3 Nottingham City ped/cycle improvements				550		550		550	**0**	**1650**
LTP3 Nottinghamshire ped/cycle improvements			25	350	25	350	25	350	**75**	**1050**
Derbyshire Greenways development			9		9		9		**27**	**0**
Sub total	0	0	34	1500	34	900	34	900	**102**	**3300**
Work Package D: Active Travel Solutions										
Sustainable travel incentives for schools			10	100	10	200	10	200	**30**	**500**
Co-ordinated cycle training package for schools and families (BikeIt/LifeCycle, Bikeability, Active Families)			100		200		200		**500**	**0**
Pool cycles for delivery of BikeIt/LifeCycle, Bikeability, Active Families and Mobile Cycle Hire Service			20	65	20		20		**60**	**65**
Co-ordinated community cycling promotion programme: Training, buddying, route finding services; cycle maintenance training; mobile cycle hire; continue bike recycing scheme and foster community bike recycling model at a Community Travel Hub.			120		110		110		**340**	**0**
Active travel events package			100		230		230		**560**	**0**
Sub total			350	165	570	200	570	200	**1,490**	**565**
Local contribution										
LTP3 Nottingham City Safer Routes programme				155		200		200	**0**	**555**
GNTP secured funding for 2011/12	75									
Active Families delivery of cycling component in 2011/12 and continued in-kind support to cordinate a cycling element within Active Families or other appropriate leisure programmes	10		5		5		5		**15**	**0**
RideWise Big Lottery Transition funding award	50								**0**	**0**
British Cycling - investment in Nottingham area to deliver Breeze programme to increase uptake in women's cycling including developing cycling champions network running from January 2012 - December 2013	1		5		3				**8**	**0**
Sub total	136	0	10	155	8	200	5	200	**23**	**555**

£000s Measure	2011/12 * Rev	 Cap	2012/13 Rev	 Cap	2013/14 Rev	 Cap	2014/15 Rev	 Cap	Total Rev	 Cap
Work Package E: Low Carbon Transport Network										
Provision of electric vehicles and infrastructure for Medilink and locallink buses.			120	600	240	240	240	240	**600**	**1080**
Provision of EV charging and trial lease of electric vehicles at employment hubs and community venues				160		100		100		**360**
Establish City Car Club			25		50		50		**125**	
Energy efficient driving business support package			35		70		70		**175**	
Sub total			180	760	360	340	360	340	**900**	**1,440**
Local contribution										
NUHT Medilink contribution			500		500		500		**1500**	**0**
NCC Linkbus support			430		860		860		**2150**	**0**
WPL Linkbus network bus purchase				600		240		240	**0**	**1080**
LTP3 Nottingham City Support for green vehicle technologies				50		50		50	**0**	**150**
Sub total	0	0	930	650	1360	290	1360	290	**3650**	**1230**
Work Package F: Personalised Travel Planning Solutions										
Supporting access to work and training			105	55	160	15	160	15	**425**	**85**
Year 6 transitional travel training			40		15		15		**70**	**0**
Homemovers personalised journey planning package			70		70		70		**210**	**0**
Inclusive Accessibility travel training and support package including development of @ccessadvsr initiative.			35		50		50		**135**	**0**
Sub total			250	55	295	15	295	15	**840**	**85**
Local contribution										
ITP @ccessadvsr project - Seed funding through Geovation competition and staff time	50								**0**	**0**
LTP3 Smarter Choices Nottingham City				30		30		30	**0**	**90**
LTP3 Smarter Choices Nottinghamshire				50		50		50	**0**	**150**
Travel plan support - Derbyshire			35		35		35		**105**	**0**
Sub total	50	0	35	80	35	80	35	80	**105**	**240**
Work Package G: LSTF Programme Management										
LSTF Programme Co-ordinator			25		50		50		**125**	**0**
Programme monitoring contribution			10		20		20		**50**	**0**
Sub total			35	0	70	0	70	0	**175**	**0**
Local contribution										
LTP3 Nottingham City indicators monitoring				25		25		25	**0**	**75**
LTP3 Nottinghamshire indicators monitoring				50		50		50	**0**	**150**
Sub total	0	0	0	75	0	75	0	75	**0**	**225**
GRAND TOTAL LSTF BID			**1,240**	**1,430**	**2,720**	**1,355**	**2,720**	**1,355**	**6,680**	**4,140**	**10,820**
GRAND TOTAL LOCAL CONTRIBUTION * Total excludes 2011/12 contributions	**986**	**24**	**1,964**	**3,160**	**2,392**	**2,245**	**2,269**	**2,245**	**6,625**	**7,650**	**14,275**
TOTAL VALUE OF OVERALL PACKAGE			3,204	4,590	5,112	3,600	4,989	3,600	**13,305**	**11,790**	**25,095**

Note 1: This LSTF funding bid for 2012/13 - 2014/15 is an extension of the Key Component bid for 2011/12 - 2014/15. Therefore for complementary partner projects which have secured investment in 2011/12 and which we will build on or develop in future years through the LSTF we have shown the 2011/12 funding as an indicative contribution towards this bid. However this contribution has not been included in the total amounts for the funding contribution or overall package presented in the Sections A5, A7, A8.

Note 2: The highlighted cells indicate funding contributions which were previously allocated towards the Key Component bid in 2012/13, 2013/14 and 2014/15. These have now have been apportioned between the Key Component Bid (1/3 contribution) and the Main Bid (2/3 contribution) following advice in an e-mail from Tricia Allen received on 31st May. If only one bid is successful the total contributions would be available against that bid. The funding table for the Key Component bid has been adjusted accordingly.

Appendix C:

Letters of Support:

1. Nottinghamshire County Council
2. Derbyshire County Council
3. Sustrans
4. Greater Nottingham Transport Partnership
5. NHS Nottingham City
6. Nottinghamshire City & County Employment and Skills Board
7. Green Nottingham Partnership
8. Tramlink
9. Alliance Boots
10. E.ON UK
11. Capital Shopping
12. ITP Consultants
13. RideWise
14. Rural Community Action Nottinghamshire
15. British Cycling
16. GNLIFTCo
17. Framework Housing Trust
18. Nottingham City Council Active Families
19. Nottingham University Hospital Trust

Your ref
Our ref
Tel : 0115 9772970
e-mail : kevin.sharman@nottscc.gov.uk

Date : 2nd June 2011

Nottinghamshire County Council

Jennie Maybury
Nottingham City Council
Loxley House
Station Street
Nottingham
NG2 3NG

Dear Jennie,

Ref: Nottingham Urban Area LSTF bid

Nottinghamshire County Council is pleased to be working as a supporting partner for the Nottingham Urban Area bid, covering the entire built-up urban area and including parts of Broxtowe, Gedling, Rushcliffe and the Hucknall part of Ashfield. This bid complements the bid submitted by Nottinghamshire County Council for the market towns in the north of the county.

Nottinghamshire has a long history of joint working with Nottingham City Council and this bid is entirely in keeping with the Memorandum of Understanding as agreed between the two authorities as part of the LTP process. The County has been fully involved in the bid preparation and will work closely with the City to ensure efficient delivery of the measures contained within the bid. Particular areas of interest for delivery within the County include work packages B, C, D and F (aswell as E2). The whole package will benefit residents of the urban area covered by this bid. To recognise the key areas the County will provide match funding from both its Local Transport Plan capital budgets (pedestrian, cycle and public transport improvements) as well as its County Capital Local Improvement Schemes – highway / environmental improvements block. These funds will provide additional capital allocations to support and complement the revenue funds requested through the bid process for travel planning, active travel solutions, behavioural change and sustainable local centres.

Yours sincerely,

Kevin Sharman

Transport Plans and Programmes Team Manager
Nottinghamshire County Council

DERBYSHIRE County Council

Improving life for local people

Ian Stephenson
Strategic Director

Environmental Services Department
County Hall
Matlock
Derbyshire DE4 3AG

Minicom:

Telephone: 01629 538557
Ask for: Jim Seymour
Our ref:
Your ref:
Date: 27 May 2011

David Bishop
Corporate Director - Development
Nottingham City Council
Floor 4
Loxley House
Nottingham
NG2 3NG

Dear David,

Local Sustainable Transport Fund – Nottingham Urban Area

I am writing further to my letter of 15 April 2011 addressed to Jennifer Dearing regarding the Key Component bid to the Local Sustainable Transport Fund (LSTF) for the Nottingham Urban Area. I would like to reiterate Derbyshire County Council's support for the project and to identify those areas of the full proposal which have the potential to benefit Derbyshire and in which the County Council would hope to be engaged as the project proceeds.

As my letter of 15 April made clear, the County Council does not wish to seek any direct funding through the Nottingham Urban Area bid, having made two applications for small projects in the first tranche of submissions. However, the project has the potential to be greatly beneficial to Derbyshire residents and businesses because of the significant interaction which occurs across the area, irrespective of administrative boundaries.

The existence of Community Travel Hubs supported by Neighbourhood Smarter Travel Coordinators has the potential to carry direct influence on travel behaviour across the whole of the urban area. I will be very interested in the detailed organisation of these elements, particularly the Beeston Travel Hub, so that we can ensure alignment with the work in the area of the County Council's sustainable transport staff on travel planning with schools and businesses. There is no reason why the proposed network of volunteer Smarter Travel Champions can not be extended into Derbyshire. With regard to business travel it would also be sensible for us to look at the possibilities for area-wide coverage of the low-carbon travel initiative.

The programme of active travel events such as community cycle rides and the Festival of Cycling would inevitably come to the attention of Derbyshire residents through their marketing in local media. I would like to ensure that we maximise their take-up through using the County Council's own communication channels, so would be keen to ensure that there is close dialogue over timing and content. It is worth noting that the County Council has identified the Long Eaton area as its next priority for the further development of urban strategic cycling networks.

The provision of charging points for electric vehicles is another programme element for which the County Council would be interested in close cooperation. The Authority has premises in the area which could potentially be considered as locations, and it will sensible for us to consider these (as well as those of Erewash and Amber Valley Borough Councils) in providing the optimum coverage across the urban area.

These projects have the potential to add significant value to the County Council's own work in the area, and I very much hope that we are given the opportunity to develop them and put in place the significant benefits they would offer.

Yours sincerely,



Jim Seymour
Principal Transportation Strategy Manager

sustrans
JOIN THE MOVEMENT

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Sustrans
2 Cathedral Square
College Green
Bristol BS1 5DD
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Information: 0845 113 00 65
www.sustrans.org.uk

Chris Carter
Transport Strategy Manager
Development
Nottingham City Council 4th Floor
Loxley House
Station Street
Nottingham
NG2 3NG

27 May 2011

Dear Chris

Local Sustainable Transport Fund

Sustrans is pleased to support Nottingham City Council's full bid to the Local Sustainable Transport Fund, which we are certain meets all the criteria for the fund, will exceed the funds aims and is in line with what the fund is seeking to help Local Authorities achieve. We have a track record of successful partnership working with the Council, including supporting improvements to routes to school and more recently in joint delivery of the Ucycle project. We are seeking to bring our Bike It delivery model to Nottingham which we know is highly successful elsewhere. We will deliver Bike It as part of a sustained broader programme of activities aimed at enabling and supporting young people to cycle.

We have supported Nottingham City Council in the preparation of this bid, and are committed to supporting the bid's delivery in terms of providing Bike It and supporting the planning and delivery of other components in line with our areas of expertise.

Sustrans will ensure the successful delivery of all aspects of it's work funded or part funded through the LSTF and can confirm that we will also be investigating other sources of funding and other means of sustaining the projects we are involved in. Sustrans will be looking to see how its other activities and programmes can complement and support the projects and interventions funded through Nottingham's Local Sustainable Transport Fund bid.

We look forward to working in partnership with Nottingham City council and other partners to support the delivery of the work outlined in the bid.

Yours sincerely,

Matthew Easter
Regional Director, East Midlands

To:
Jennie Maybury
Transport Policy Department
Nottingham City Council
Loxley House
Nottingham
NG2 3GN

From:
The Lenton Centre
Willoughby Street,
Lenton
Nottingham
NG7 1RQ

25th May 2011

Dear Jennie

Local Sustainable Transport Fund
Many thanks for the high level of involvement GNTP have had in developing the Nottingham Urban Area bids.

I am pleased to confirm that the Greater Nottingham Transport Partnership will be an active partner in the LSTF bid by leading on business engagement, marketing support and events. Our public and private sector partnership has been in place for 10 years and has a wide reach and representation from major employers in the Nottingham Urban Area, from business representative organisations such as the Federation of Small Businesses and the Derbyshire and Nottinghamshire Chamber of Commerce and from local transport operators. The partnership has helped to shape each of the LTPs, has led major cross conurbation projects and manages the BigWheel integrated transport marketing programme.

With a long track record of partnership across the whole of the private and public sectors in the City and the surrounding area we are admirably placed to continue in the partnering which has been such a strong part of Nottingham's success in transport delivery. In addition our formal position within the 3rd sector offers an equally effective link into the community and voluntary sector - indeed our host organisation runs many cycling training and active travel projects for health and access with schools and community groups through a network of staff, casual workers and most importantly volunteers.

The continuity provided by continuing the GNTP's branded BigWheel integrated and sustainable travel marketing programme is also an innovative but practical aspect of the bid. The well recognised brand and the City's consistent approach to marketing has proven to help change people's travel behaviour and continues to show dividends. By the GNTP delivering this part of the programme we can ensure that local authorities, operators and businesses are working as one whilst ensuing private sector marketing approaches are used and campaigns can be planned and delivered in a cohesive way across the whole of the sector.

Our sustainable transport marketing programme and the BigWheel branding will be at the fore of the Nottingham Urban Area LSTF proposal and so we are pleased to put our funding into the partnership budget in order to deliver better performance overall on the marketing and promotional activities, especially those outlined in measure D3 of the programme.

Funding for 2011/12 is not fully secured, however this is the present situation:-
1. £75,000 secured
2. £15,000 potential payment from Sustrans's UCycle Project
3. £15,000 potential grant from Nottinghamshire County Council
4. £18,000 potential donation from public sector regeneration company in voluntary liquidation

There is a high probability that the majority of the potential funds will be secured.

Yours Faithfully

Gary Smerdon-White, Chair of Greater Nottingham Transport Partnership

NHS
Nottingham City

Health Equality
NHS Nottingham City
Based at Nottingham City Council
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Jennie Maybury
Principal Transport Planner
Transport Strategy Team
Nottingham City Council
4th Floor
Loxley House
Station Street
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NG2 3NG

8th April 2011

Dear Jennie,

Re: LSTF programme bid

I am writing to offer the support of NHS Nottingham City to your LSTF programme bid. This is a strong proposal building on the Council's excellent track record in transport planning. We are delighted to support this bid which not only focuses on congestion and carbon reduction but picks up the wider impact that improving the transport infrastructure and information can have on promoting a healthier environment.

Nottingham City is the 20th most deprived local authority area within England, experiencing higher than average levels of poor health, premature mortality and health inequalities. NHS Nottingham City therefore faces particular challenges to commission health improvement interventions to improve health across the city.

The main strategic driver to improve health in the city is the Nottingham Plan (the local Sustainable Community Strategy). One of the 6 priority areas identified within the plan is Healthy Nottingham, with the objectives by 2020 that:

- People will be healthier, happier and live longer, and will feel able to achieve their potential and make a positive contribution to city life; and
- Health inequalities between areas and social groups will be significantly reduced

In order to achieve these objectives and the 6 headline targets which underpin them, NHS Nottingham City has been running the Decade of Better Health programme since January 2010. To achieve the challenging targets, it was acknowledged that there was a requirement to scale up activity and co-ordination of effort across the public, voluntary, community and private sectors. Decade of Better Health adopts a social marketing approach to bring together a wide range of behaviour change interventions, targeting a number of key priority groups.

There is clearly a strong fit between your proposal and the strategic direction to improve health in Nottingham outlined by NHS Nottingham City, and a successful outcome from the application process will provide further opportunities to target some of the most vulnerable

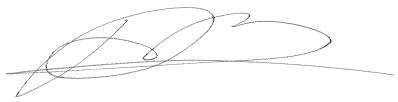
groups with the highest health needs within Nottingham. It also provides another opportunity to scale-up existing efforts required to make a difference in improving health across Nottingham.

The proposal has a particularly strong asset-based, capacity-building and community engagement approach. NHS Nottingham City recognizes the benefits of such approaches and already leads the evidence based Healthy Communities Collaborative model locally branded as Change Makers. Local people are recruited and trained as volunteers to target the two largest contributors to premature mortality in Nottingham, namely cancer and cardiovascular disease. The project targets vulnerable and marginalized groups in the most deprived communities in the city in order to raise awareness of lifestyle risk factors and also signs and symptoms of the diseases and promote early presentation to improve health outcomes. A team of volunteers from diverse local communities support involvement, engagement and empowerment for individuals to take control to make changes to their lifestyles and local service provision to improve their health.

We therefore have an operating model in place which is consistent with your proposed community delivery model for travel behaviour change. I am pleased to offer the support of NHS Nottingham City to your bid to the value of £280k in 2011/12 and then £190k for the subsequent two years.

I wish you well in the application process and look forward to working together on this project.

Yours sincerely,



Andrew Hall
Acting Director of Health and Wellbeing Transition

NOTTINGHAMSHIRE: CITY & COUNTY EMPLOYMENT AND SKILLS BOARD

Department for Transport
Local Sustainable Transport Fund

14th April 2011

To Whom It May Concern

Local Sustainable Transport Fund (LSTF)- Nottingham City Council

This is a letter in support of Nottingham City Council's application for the Local Sustainable Transport Fund.

As Chair of the Nottinghamshire: City & County Employment and Skills Board (ESB), which is an employer led partnership with a vision to support sustainable employment across Nottingham and Nottinghamshire, I am keen to support the LSTF application. Our partnership regards transport and accessibility as important drivers for a strong local labour market. We feel that Nottingham City Council have provided an excellent, comprehensive application to strengthen the provision and access of quality transport solutions across the Nottingham Urban Area.

The ESB is a public, private and third sector partnership existing to improve the skills and open up access to the labour market in the Nottinghamshire area with membership from City and County Councils, Jobcentre Plus, major employers and providers- including FE colleges and voluntary sector training and skills networks. We will be in a good position to add value to the application by developing the linkages to provider and mainstream employment and training activities. This in turn will help support the economic growth objectives within the LSTF programme.

DWP are in the process of commissioning local providers to deliver the Work Programme. There will be opportunity through ESB to work closely with the successful providers in Nottingham and Nottinghamshire to develop activities and services to address barriers for job seekers in accessing work and training opportunities such as availability and affordability of transport options, building on local good practice.

The ESB's provider network can act as the advisory body for the development and delivery of the personalised travel support packages for job seekers. The

integrated multi-modal smartcard will be well placed to provide a suitable platform to hold any financial travel support offer for eligible individuals.

Finally, the LSTF bid will provide additional resources to support personalised travel planning and coordination of journey planning software and other tools and information available to jobseekers and employment advisors through the Community Travel Hubs.

Yours sincerely



Caroline Maley
Chair - Nottinghamshire: City & County Employment and Skills Board

c/o Nottinghamshire: City & County Employment and Skills Board
Enable
Voluntary Action Centre
7 Mansfield Road
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NG1 3FB

My Ref:

Your Ref:

Contact: Richard Barlow

Email: rbarlow@brownejacobson.com

Nottingham City Council

Browne Jacobsen
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Jenny Maybury
Loxley House
Station Street
Nottingham
NG2 3NG

02 June 2011

Dear Jenny,

Re: Green Theme Partnership support for Nottingham's Local Sustainable Transport Fund bid

We would like to express our support for the Local Sustainable Transport Fund (LSTF) bid that Nottingham is currently developing.

We feel that this will support the key aims of the Green Theme Partnership in particular to reduce our city wide carbon dioxide emissions, to promote sustainable forms of transport, give people more choice, encourage positive behavioural change and investment in the local economy. These priorities are reflected in our city wide vision for Nottingham articulated in our Sustainable Community Strategy.

The key concepts underpinning the bid, namely the smart cards, smarter travel hubs and smarter travel co-ordinators will complement the efforts of the Partnership.

We look forward to hearing the outcome of the bid and wish you every success in this. We are also very keen to understand the future opportunities of working together on this agenda.

Yours sincerely



Richard Barlow

Chair of Nottingham Green Theme Partnership

Mr Chris Carter
Transport Strategy Manager
Development
Nottingham City Council
Loxley House
Station Street
NG2 3NG

TRAMLINK NOTTINGHAM

1st June 2011

Dear Chris

Local Sustainable Transport Fund bid for the Nottingham Urban area

The Tramlink Nottingham consortium has recently been appointed as the preferred bidder for Nottingham Express Transit Phase Two and will be taking over the Line One concession from autumn 2011. The consortium comprises local and international private sector transport, construction and finance organisations including Wellglade Ltd (parent company to local bus operator Trent Barton), VINCI Investments, VINCI Construction UK, Alstom, Keolis, InfraVia and Meridiam.

This is an exciting time for sustainable transport in Nottingham with all the key elements coming into place to enable us to achieve a real step change in travel behaviour. For We are pleased to support the Local Sustainable Transport Fund bid for the Nottingham Urban area as this will provide complementary investment for the behaviour change activities to support the committed investment in local infrastructure.

We welcome the proposals to improve integration between different transport modes and make low carbon travel choices easier, particularly:

- The development of a multi-operator e-purse smartcard which will also provide access to an extended range of public transport products and additional transport services including cycle parking and a commuter cycle hire/loan scheme to link business parks to public transport interchanges;
- Packages to provide personal journey planning support to key groups to raise awareness of available travel options.

Tramlink Nottingham also supports the proposal to extend the network of electric vehicle charging across the urban area at transport, employment and community hubs with smartcard access. This will build on the investment already secured through the Midlands Plugged in Places programme. Tramlink Nottingham has offered Phoenix Park and Ride on Line One as one of the locations for the first phase of charging points to be delivered through Plugged in Places and will consider other suitable sites along NET Phase Two to extend this provision if the LSTF funding is successful. Providing electric vehicle charging at NET Park and Ride sites will mean that we can offer our customers the opportunity to make low carbon choices for their entire door-to-door journey and will provide co-ordinated infrastructure for electric powered transport options.

We wish the Nottingham LSTF partnership success with this bid and look forward to playing a significant role in its delivery over the next 3 years.

Yours sincerely

Roger Harrison
Chairman

Mr Chris Carter
Transport Strategy Manager
Development
Nottingham City Council
Loxley House
Station Street
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27 May 2011

Dear Chris

Local Sustainable Transport Fund

Alliance Boots is pleased to support the Local Sustainable Transport Fund bid for the Nottingham Urban area.

The aims of the bid to help create employment, to reduce carbon and to help create an active population, are fully in line with our own business objectives and something that we can actively promote with our colleagues and business partners. In addition to our current operations, we believe that we will be able to help deliver many of the initiatives designed to help business and the local community through the development of the Local Enterprise Zone on and around our site.

We have a long history of travel planning with our work colleagues to try to avoid travelling where possible and otherwise encourage the use of more sustainable and active forms of travel. This will continue in terms of our associations with the Greater Nottingham Transport Partnership and the City Council Smarter Choices and Public Transport teams. We will continue to promote public transport and active travel to our people, to promote personal travel planning, and to support the City Council in this work. We also look forward to the generation of new ideas and best practice through the Big Wheel's Business Club.

We strongly believe that the health and wellbeing of our people is an important contributor to our success. Being active is an important element within our holistic approach to employee wellbeing, helping to achieve increased job satisfaction and productivity. We are pleased to see that the City intends to manage an annual programme of activity that offers residents the chance to keep fit and enjoy themselves by cycling and walking for leisure purposes, and are certain that this will be of benefit to employees who live locally. We will also be happy to share our approach to corporate wellness and personal health assessment with local companies.

We encourage our staff to volunteer in local communities. One aspect of our current partnership with Macmillan Cancer Support is an awareness, engagement and fund-raising initiative called "Miles for Macmillan". This will continue to encourage Boots' colleagues and customers to get active in the Nottingham community as well as in the many communities located around our stores across the UK.

There are some specific proposals which we will wish to be involved in, including:

- the potential development of existing employee smartcards into a multi-purpose smartcard for an extended range of public transport and cycling services
- extensions to commuter cycle schemes between business parks and public transport interchanges
- continuing to work with the Energy Savings Trust with the objective of further improving the energy efficiency of transport operations and employee driving techniques

In addition, as our future plans (including those for the Local Enterprise Zone) become clearer we will be giving serious consideration to:

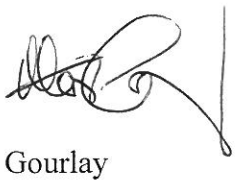
- our role as a demonstration site
- our role in car clubs – we are presently planning to increase the use of car sharing, particularly for those where shift patterns make public transport or cycle use less attractive
- the support we can give to active travel programmes
- the use of electric vehicles for our fleet and the need for charging points for commuters

We will be continuing to invest in transport related projects according to our commercial needs and to support a broad range of employee travel needs. However, we see major complementary benefits through this bid, once it is delivered, including:

- prior to the completion of the Local Enterprise Zone, removing or greatly reducing the access barriers to employment, the site ,and the related Local Enterprise Zone
- the use of current and new best practice within the transport sector to enhance the performance of Nottingham businesses.

We wish Nottingham City well with this bid and hope to be an important partner in delivery over the next three years.

Yours sincerely



Alex Gourlay
Chief Executive of the Health & Beauty Division
Alliance Boots

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Chris Woodhall
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Chris.woodhall@eon-uk.com

Thursday 2 June 2011

Dear David

Local Sustainable Transport Fund

On behalf of E.ON UK in Nottingham and the local area I am pleased to support the Nottingham bid to the Local Sustainable Transport Fund.

E.ON UK is already involved in a number of sustainable travel initiatives with Trent Barton, Skills Coaches and CarShare Online to help employees to reduce their reliance on the car and to use the alternatives available. We also work along side both the city and county councils to promote alternatives through the Big Wheel brand and benefit from the expertise these relationships bring to E.ON UK and our initiatives.

From a business perspective we've been able to reduce business travel through improvements to video conferencing and launch telepresence in Nottingham helping to save the E.ON UK £824,677 nationally in 2010 through reductions in business flights, mileage claims, car hires and lost travel time.

We've invested in EV charging points at some our Nottingham sites and have recently made the decision to stay within Nottingham city with the development of the old Guildhall site. One of the key reasons for this are the transport links and how these will make it easy for employees, visitors and contractors.

We would be supportive of any effort to change current travel behaviour to more physically active and environmentally friendlier modes as this presents a significant and highly cost-effective opportunity to improve the health and wellbeing of employees, reduces their impact on the environment and ultimately saves money for employees and business

E.ON UK plc

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England and Wales
No 2366970

Registered Office:
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Coventry CV4 8LG

We look forward to working with Nottingham City Council to support the delivery of further sustainable travel initiatives and projects in the Nottingham area that will benefit E.ON UK, our employees and the wider community.

Yours sincerely



Chris Woodhall
Green Travel Manager

Mr Chris Carter
Transport Strategy Manager
Development
Nottingham City Council
Loxley House
Station Street
NG2 3NG

1st June 2011

Dear Chris

Local Sustainable Transport Fund

Capital Shopping Centres are pleased to support the Local Sustainable Transport Fund bid for the Nottingham Urban area.

We are the owners of the City Centre Victoria Shopping Centre and are an active member of the Greater Nottingham Transport Partnership and the Big Wheel's Business Club.

The continued promotion of sustainable travel to the City Centre for both and customers and employees is critical to our business. The bid's aims of helping create employment, carbon reduction and helping create an active population are in line with our own corporate objectives and are something we can actively promote with our workforce and partners. We are well placed to influence the many other retailers we work with and thus spread the reach of the projects within the bid.

We have ambitious plans to extend the existing shopping centre to improve Nottingham's retail offer. We have been working for many years now on travel planning initiatives and we are continuing to work closely with the City Council to improve access to our centre without expanding total car parking provision and upgrading of the bus station facility as part of the redevelopment as well as improving access for both pedestrians and cyclists.

There are some specific proposals which we will wish to be involved in including:

- development of our existing smartcards into a multi-purpose smartcard for an extended range of public transport and cycling services and related retail offers
- Provision of personalised public transport information for customers
- development of the CentreLink electrically powered bus service
- development of Nottingham's electric vehicle charging network
- Improved facilities and infrastructure for cyclists

The level of investment Capital Shopping Centres will invest in transport will be negotiated through the development planning process linked to the redevelopment of the shopping centre. This will however result in a significant investment in Nottingham's transport infrastructure.

Given our presence in other Cities we are also well placed to both share and spread best practice across the country.

This is an exciting opportunity and we wish Nottingham City well with this bid and hope to be an important partner in delivery over the next 3 years.

Yours sincerely



Richard Bowler
General Manager

Jennie Maybury
Transport Strategy Team
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Nottingham City Council
4th Floor Loxley House
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26th May 2011

Dear Jennie

ITP support for Nottingham Urban Area LSTF bid

I am pleased to be able to write in support of the Nottingham Urban Area LSTF bid and provide further information about our accessible transport tool (provisionally called '@ccess advisr'), that ITP will be developing following our receipt of seedcorn funding through the Technology Strategy Board and Ordnance Survey's Geovation competition (www.geovation.org).

Having spoken to you about the Nottingham Urban Area LSTF bid, it is clear that there are many links between the work we will be doing and the various elements of the city's LSTF funding bid. As you could probably tell from our 'phone conversation last week, we are excited about the opportunity the Geovation funding gives us. Fundamentally, we believe we can genuinely improve journey planning information for people with limited mobility and encourage more people who struggle to use mainstream public transport networks because accessible transport features and services are often hard to find. More importantly, we want to do this by drawing on our stakeholder engagement and social research expertise to engage local communities of people with limited mobility and ensure they have a role in the development and testing of the tool.

Given that we have chosen Nottingham as our 'proof of concept' location, we will be developing and testing our product concept to see how effectively it can mine accessible transport information from existing sources, re-package it in a user-friendly web-based tool and smartphone app, and encourage local people to trial the system while adding their own content in the form of ratings, photos, videos and descriptions. During the LSTF funding period our objective will be to continue developing @ccess advisr, and I believe there is real scope for this work to complement the LSTF work packages for which you are seeking funding . I would therefore like to suggest that ITP works closely with Nottingham City

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Registered in England and Wales No: 3485430

Council to ensure that @ccess advisr delivers maximum benefit for the Nottingham Urban Area. By way of example, we might be able to work together to:

- Work with local disabled and community groups on an ongoing basis to refine and develop the tool so that it continues to meet their needs when planning journeys around Nottingham.
- Engage with local transport operators to encourage them to use Access Advisr to upload accessible transport information and service updates dynamically.
- Work with local disabled and community groups to build a local user community of people and support them with uploading their content onto @ccess Advisr.
- Explore the potential for broadening the focus of the tool, so that content moves beyond the 'proof of concept' focus on transport and expands to include key destinations and facilities (e.g. leisure and recreation/healthcare/shopping/workplaces) in the Nottingham urban area.
- Explore the viability of embedding Access Advisr within existing online journey planning tools (Trip Times, Transport Direct etc).
- Link @ccess advisr into travel training programmes envisaged by the City Council in order to support its uptake.
- Add value through social marketing and online promotions (delivered through the @ccess advisr tool) to encourage more people with limited mobility to use accessible transport systems in Nottingham.
- Roll the product out across the Nottingham urban area, and more widely into the surrounding county areas.

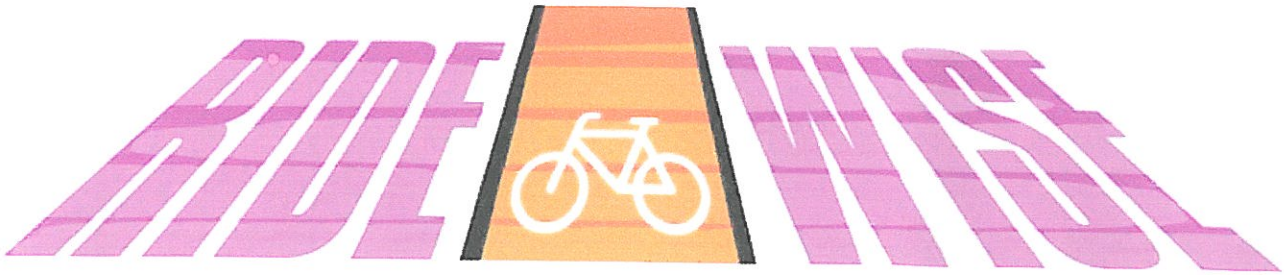
I have included a brief summary of the @ccess advisr tool as we envisaged it in our venture plan for the Geovation competition so that you may include further details in support of the Nottingham Urban Area LSTF bid as an enclosure to this letter.

I wish you every success with the LSTF bid, and hope we will have the opportunity to work together to develop @ccess advisr in the Nottingham Urban Area.

Yours sincerely



Neil Taylor
FOR AND ON BEHALF OF
INTEGRATED TRANSPORT PLANNING LTD



To:
Jennie Maybury
Principal Transport Planner (Travel Demand Management)
Transport Strategy Team
Nottingham City Council
4th Floor Loxley House
Station Street
Nottingham
NG2 3NG

From
RideWise Chair
C/o The Lenton Centre
Willoughby St
Lenton
Nottingham
NG7 1RQ

23rd May 2011

Dear Jennie

Local Sustainable Transport Fund Bid

RideWise, the local cycling training and support community enterprise, are very pleased to have been involved in developing the bid with all our partners.

I can confirm that RideWise have been successful in obtaining £50,000 of grant funding from the Big Lottery Transition Fund. The funding will be used to meet the Coalition Government objectives of organisations like RideWise becoming less dependent on public funding, developing volunteer groups and improving the professionalism of the company. Much of this work will be an essential part of developing the soft infrastructure needed for the LSTF bid to deliver successfully as planned.

In particular we will be

- developing in advance of the Community Travel Hubs a cycling volunteer network in each Nottingham area
- In support of the Sustainable Travel City
  - Seeking sponsorship and support from the public and private sectors
  - a framework and commercial business model for further delivery of bike recycling schemes
- as part of the active travel work
  - an improved cycling monitoring process
  - a package to market cycle training and support to local businesses

We look forward to working with the City council and those in the counties of Derbyshire and Nottinghamshire in delivering the proposals in the bid

Yours Sincerely

Gary Smerdon-White, Chair

Rural Community Action Nottinghamshire
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Jennie Maybury
Principal Transport Planner
Transport Strategy Team
Development
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4th Floor, Loxley House
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NG2 3NG

25th May 2011

Dear Jennie,

Local Sustainable Transport Fund bid - Nottingham Urban Area

Many thanks for your time yesterday to discuss the Local Sustainable Transport Fund (LSTF) bid for the Nottingham Urban Area, and in particular the proposal for the Wheels to Work-type elements that will target those entering new employment opportunities and enable them to make a low-carbon travel choice at the point they become economically active.

These elements of your LSTF bid closely resemble the Wheels to Work (W2W) Nottinghamshire project that we here at Rural Community Action Nottinghamshire (RCAN) have been delivering across Nottinghamshire and Nottingham since 2002. The project has been enormously successful in removing transport barriers to employment, education and training through our programmes of tailored assistance to meet individual's needs, which includes the provision of public transport vouchers, bicycles, and mopeds, as well as general transport advice. This intervention really works in getting people into work and keeping them in work long term, currently 93% of our Moped Loan clients are still in work after six months.

We are the only provider of these services in Nottinghamshire, which has meant that over the last nine years the W2W project has become embedded in the area's work support infrastructure, a key player in the support required to enable people back into work. We have developed strong working relationships with many other organisations such as JobCentre Plus, Connexions, Ingeus, Working Links, local colleges and local voluntary and community organisations. These partners refer clients to us as they are unable to fulfil all of their needs associated with getting to employment or training, but we can support people back into work in this manner.

In 2009/10, along with project partners RideWise, we ran a highly successful pilot "Bike to Work" project across Nottingham City and Hucknall, using bicycles to enable sustainable journeys to new employment for previous economically inactive residents. The findings of this project were that there is a great demand for such a scheme on a far larger basis than the pilot project, and that value for money was delivered in enabling these clients to return to work.

Our core Wheels to Work Nottinghamshire project covers the entire County of Nottinghamshire and many of the most deprived wards within the City boundary. Our funding comes from a variety of grant-making bodies as well as revenue we raise from our project activities and our trading arm. We are fully committed to continuing the Wheels to Work project in Nottinghamshire and supporting the

disadvantaged people and communities whom need our support, for as long as the project is needed and is viable.

Having read the Nottingham Urban Area LSTF bid and discussed it with you, I can confirm that RCAN is extremely supportive of the proposals in the bid and believe that it will be essential to getting local people making low-carbon journeys and boosting their personal and Nottingham's economic prospects. We will provide you with whatever assistance you require in support of the bid and hope that the bid is successful. Please keep us informed as to progress made.

Yours sincerely



Rob Crowder
Chief Executive
Rural Community Action Nottinghamshire

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1st June 2011

Jenny Maybury
Principal Transport Planner (Travel Demand Management)
Transport Strategy Team
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Nottingham City Council
4th Floor Loxley House
Station Street
Nottingham
NG2 3NG

Dear Jenny

Nottingham City Council's Local Sustainable Transport Fund Bid

British Cycling are the National Governing Body (NGB) for cycle sport in the UK and are committed to getting 1 million more people on a bike by 2013. The overall vision will be delivered through working with partners across the sporting, physical activity and sustainable transport landscape representing the uniqueness of cycling as an activity.

British Cycling is happy in principle to support Nottingham City Council's investment in sustainable travel options across Nottingham through the Local Sustainable Transport Fund. Our Breeze initiative focuses on getting more women cycling and complements the aspirations identified in Work Package D2 (b) to provide a co-ordinated community cycling programme, with our Breeze Champions providing exit pathways to support the development of community groups. Nottingham City features in Year 2 and 3 of the Breeze programme (2012 and 2013)) which is based wholly on a volunteer structure aiming to grow organically, to ensure sustainability. This approach will complement the LSTF bid proposal to foster a network of smarter travel champions under Work Package B4.

Yours sincerely

Stewart Kellett
Director Recreation and Partnerships

sky uk sport LOTTERY FUNDED SPORT ENGLAND adidas GATORADE FIAT

The British Cycling Federation trading as 'British Cycling' is a company limited by Guarantee. Registered in England No. 3943494 Registered Office: British Cycling Federation, Stuart Street, Ma

Greater Nottingham LIFT Company Limited
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Tel: 0115 9061 281
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1st June 2011

Jennie Maybury
Nottingham City Council
Loxley House
Station Street
Nottingham
NG2 3NG

Dear Jennie

LETTER IN SUPPORT OF LOCAL SUSTAINABLE TRANSPORT FUND (LSTF) APPLICATION

GRT Nottingham LIFT Company Limited (GNLIFTCo) is the 100% owner of both GRT Nottingham LIFT Project Company (No.1) Limited and GRT Nottingham LIFT Project Company (No.2) Limited, the landlords of the three Joint Service Centres (JSCs) based in Nottingham. GNLIFTCo has been asked to support the LSTF application that would provide facilities to underpin sustainable travel choices for JSC users, and is delighted to be able to confirm its support in principle for this application, in particular the JSC elements.

GNLIFTCo believes the three locality-based JSCs in Nottingham would prove to be ideal locations to promote low carbon transport networks, including EV charging and cycle hire as appropriate to their area. Furthermore, this development would also complement the existing cycle parking and lockers already situated at Clifton Cornerstone and The Mary Potter Centre, as well as those planned for Bulwell Riverside.

Yours sincerely

P P Jones
General Manager
GRT Nottingham LIFT Company Limited

11684

framework
opening doors to homeless and vulnerable people

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Jenny Maybury
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Received at Loxley House
25 MAY 2011
Nottingham City Council

23rd May 2011

Dear Jenny

Framework Housing Association is a homelessness charity, based in the north of Nottingham, providing housing, support, training, care and resettlement services. As part of our support and resettlement programmes our clients are encouraged to renovate old or abandoned bikes donated by the universities, private companies like Experian and individual members of the public.

Over the last 3 years we have worked with partners in Nottingham in order to provide recycled bikes to people in some of the more disadvantaged areas of Nottingham. This helps overcome some of the proven barriers to cycling for people in areas of multiple deprivation who wish to cycle for improved health, reduced cost of travel or access to employment, learning and services.

Over the last few years we have:

- Recycled and fixed 528 bikes
- Involved 416 people
- Supported 9 people into work through the scheme

We wish to support Nottingham's Local Sustainable Travel Fund bid by providing our expertise and outreach services with project support on the set up of additional community based schemes into other communities in the centre and to the south of Nottingham's urban area.

If you require any further information, please do not hesitate to contact me.

Yours sincerely

Alan Williams
Social Enterprise Team Leader

Framework Housing Association: **President** Professor Ted Cantle CBE, DL **Chair** Bob McKittrick BSc, CEng, FIStructE, FICE
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Our ref: CM
Contact: Caroline Martin
Tel. No: 0115 9152768

17th May 2011

Sports Development and Sport and Leisure Centres
Woodthorpe Grange
Woodthorpe Drive
Nottingham
NG5 4HA
www.nottinghamcity.gov.uk

Jennie Maybury
Principle Transport Planner
Nottingham City Council
Loxley House
Station Street
Nottingham NG2 3NG

Dear Jennie,

I am writing to confirm the Active Families programme support for the "Local Sustainable Transport Fund Main Bid for Nottingham Urban Area".

The bid will allow us to strengthen and develop the outdoor/cycling element of the Active Families sessions which are currently delivered throughout the City. The bid will allow families from the urban areas of the City the opportunity to participate in cycling activities/training together as a family and encourage them to use this as preferred mode of transport.

Active Families are keen to develop cycling activities and as such will be able to offer in-kind support to ensure these activities take place (e.g. project management of Active Families, full promotion of cycling to the Active Families database and monitoring and evaluation of the data around the success of the scheme).

Yours sincerely

Caroline Martin
Active Communities Development Officer

Safer, cleaner, ambitious
Nottingham
A city we're all proud of

Nottingham

INVESTOR IN PEOPLE

Nottingham University Hospitals NHS
NHS Trust

Please ask for: **Mark Braden**

Ref: MB/js

19 January 2011

City Hospital Campus
Estates & Facilities Management
Facilities Building
Hucknall Road
Nottingham
NG5 1PB

Tel: 0115 9691169 ext 57110
Fax: 0115 840 2626
Email: mark.braden@nuh.nhs.uk
www.nuh.nhs.uk

Mr P Armstrong
Director, NET
Nottingham City Council – Development
Lawrence House
Talbot Street
Nottingham
NG1 5NT

Dear Pat,

Re: Nottingham University Hospitals NHS Trust
Medilink Bus Service

Thank you for your letter dated 13 January 2011 regarding the above. Having given your letter some consideration, I can at this moment in time confirm the following:

- The Trust will contribute a maximum of £500k p.a. for a minimum of three years for the provision of the Medilink Service. This is based on the service being run by Nottingham Community Transport (subject to tendering procedures being completed with and tenders received within the tender estimates given).

The Trust notes that all vehicle costs, including servicing and depreciation, will be met by the City Council, as well as the maintenance of all shelters and real time equipment along the route and staffing of the Queen's Drive Park and Ride site.

As I mentioned in my previous letter, this agreement will be subject to the Trust being able to fund the service and so a suitable break clause and a regular review will need to be agreed by both parties and inserted into the formal partnership paperwork.

Yours sincerely

Mark Braden
Deputy Director of Estates & Facilities Management

cc: David Monks, Deputy Logistics Manager, Estates & Facilities Directorate

Appendix D:
Partnership working and community delivery

1. **Partnership network diagram**
2. **Menu of local providers**
3. **Diagram of community delivery model**
4. **Information about Change Makers volunteer network**

Appendix D: Existing Community & Partner Support Network for Nottingham urban area



Appendix D: LSTF Partners and Stakeholders

Key: **Public sector** **Private sector** **Third sector*** **Partnership**

(* Third Sector includes charities, community groups, not for profit organisations, paid and volunteer staff)

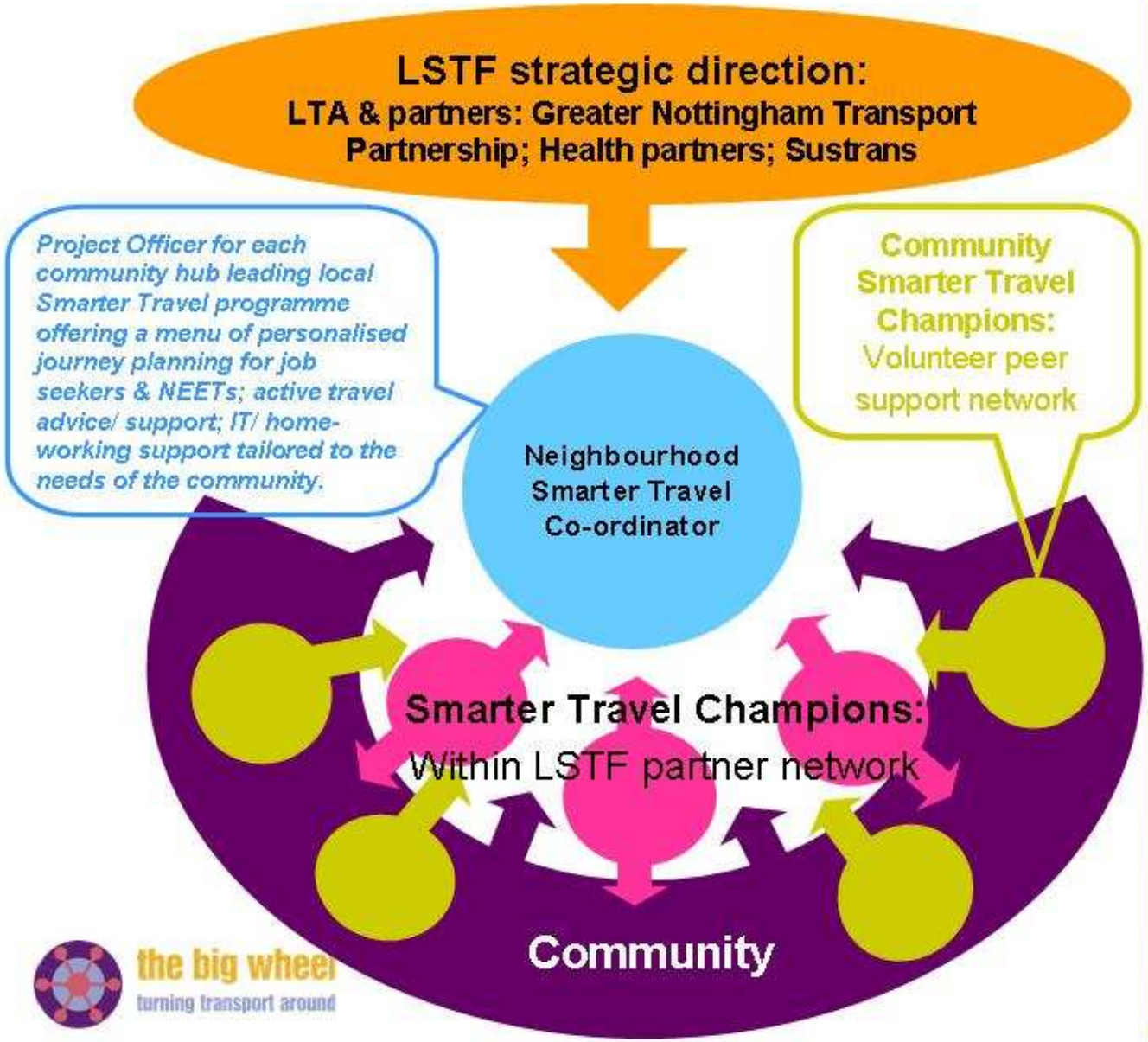
Project Steering Group	Stakeholders	Wider Reference Group
Nottingham City Council (lead): • Transport Strategy (lead) • Public Transport • Traffic & Safety	NCC Economic Development	• NCC Area Committees • One Nottingham: • Green Nottingham o Health and Wellbeing Partnership o Nottingham Energy Partnership • Notts/Derbyshire LEP • Gtr Nottm Joint Advisory Committee • Nottingham City Transport • Trent Barton • Nottingham Express Transit • East Midlands Trains • Network Rail • East Midlands Airport
	NCC Neighbourhood Management	
	NCC Sustainability Team	
	Nottingham Community Transport	
Nottinghamshire County Council	Broxtowe Borough Council Gedling Borough Council Rushcliffe Borough Council Ashfield District Council	
Derbyshire County Council	Amber Valley District Council Erewash District Council	
Sustrans	Nottingham Trent University University of Nottingham Nottingham University Hospital Trust FE colleges	• Pedals • Cycle suppliers
Greater Nottingham Transport Partnership (GNTP)	GNTP "ambassadors" (E.ON, Experian, Boots) RideWise cycle training organisation Framework Housing Trust (bike recycling)	• GNTP Business Club network
Nottingham and Nottinghamshire Employment and Skills Board	Jobcentre Plus Enable Self Help Nottingham FE Colleges Nottinghamshire Training Network	• Derbyshire and Nottinghamshire Chambers of Commerce • FSB
Nottingham City PCT		• One Nottingham: Health and Wellbeing Partnership • Health and Environment Partnership • Change4Life Regional Platform
	Healthy Schools programme Sustainable Schools Co-ordinators	• Schools
	Energy Savings Trust	• EScoota • Carbon Club • Wego
	Local Plugged in Places partners incl: • Broxtowe BC • University of Nottingham	
		• Other interest and community groups e.g Transition Towns

Appendix D: Menu of LSTF services - Delivery agents

Key: **Public sector** **Private sector** **Third sector** **Partnership**
(* Third Sector includes charities, community groups, not for profit organisations, paid and volunteer staff)

Organisation	Service	Existing local provision?
Age UK Nottinghamshire	• Best Foot Forwards community guided health walk programme	✓
Energy Savings Trust	• Eco driving packages; Green fleet support.	
Nottingham City Council	• Transport Strategy – smarter choices/travel planning • Public Transport – linkbus development and marketing • Traffic & Safety – MfS; SRTS; STPs • Economic Development – inward investment • Neighbourhood Management • Sustainability Team – Climate Change Strategy • Communities - Active Families Programme; Decade of Better Health • Children's Services - Healthy Schools programme; Sustainable Schools Co-ordinators	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓
NHS Nottingham City	• Changemakers volunteer network • Decade of Better Health • Healthy Workforce programme	✓ ✓ ✓
Nottinghamshire County Council	• Highway authority steering delivery of activities in Broxtowe, Gedling, Rushcliffe and Hucknall	✓
Derbyshire County Council	• Sustainable transport • Accessibility • Public Transport	✓ ✓ ✓
Nottingham Community Transport	• Operators for locallink bus services	✓
Nottingham Express Transit	• NET services and development	✓
Wego	• Low carbon courier services	✓
British Cycling	• Cycle activity and promotion	✓
Carplus	• City car club umbrella organisation	
Framework Housing Trust	• Community bike recycling and maintenance programmes	✓
GNTP	• Big Wheel marketing and promotion • Big Wheel Business Club support package: Website and GNTP Forum	✓ ✓
Liftshare	• Car share and journey buddying	✓
RideWise	• Business cycle activity packages • Community cycle activity packages • Rural Rides programme	✓ ✓ ✓
Rural Community Action Nottinghamshire	• Wheels to Work; • Bike to Work; • Ignition travel to work support package	✓
Smarter Choices Roadshow	• Community engagement/behaviour change packages	
Sports Nottinghamshire	• Active travel promotion – e.g. Workplace Cycle Challenge	✓
Sustrans	• UCycle Phase 1 • UCycle Phase 2	✓
Walk England	• Community walking interventions	

Model for community based delivery



LSTF enablers incl:

Smarter Travel Champions within partnership network

Public health (PCT/LA):
Decade of Better Health
Changemakers
Active Families

Walking & cycling activities:
RideWise: *community & business*
Best Foot Forward: *Community*
LifeCycle/Bikeability/UCycle: *School – FE - HE*

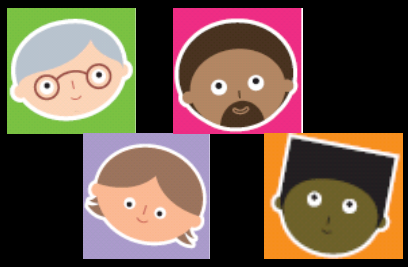
LTAs:
Transport Infrastructure
Travel plan support
Information
Ticketing
Road safety

LPAs:
Local planning
Climate change action plans

GNTP:
Marketing & partner liaison

Energy Savings Trust:
Greener driving

DECADE OF BETTER HEALTH

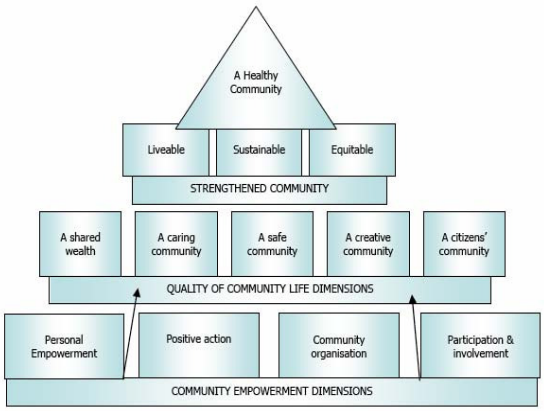


Engaging Communities

Aim

A key element of the DOBH programme is to ensure the engagement and involvement of local people in the design, development and the delivery of the programme.

By taking this approach it means communities are empowered to take ownership of the programme and ensure it is responsive to their needs.



Approach

By taking the creative and innovative approach of placing local people at the heart of the programme to respond to Nottingham's health issues, they are well placed to make decisions to improve their health and the health of their community.

As with all good community development approaches, if Nottingham's headline targets are to be achieved all partners that includes the city residents, communities, voluntary, community and faith sectors, the public and private sectors need to work together.



Community Development

Community development seeks to empower individuals and groups of people by providing groups with the skills they need to affect change in their own communities. This process supports in helping a community strengthen itself and realise its full potential.

Community development also enables community and public agencies to work together to improve the quality of government and therefore as facilitators, we work in partnership with local people and organisations to meet identified needs.

Community Assets

The DOBH programme is very much a community led programme and embraces the concepts set out in the 'I&DEA Assets based approach' model, **whereby individuals and communities are seen as the solution, not the problem**.

Assessing the strengths of individuals and the assets of a community opens the door to new ways of thinking about and improving health and of responding to ill- health.

Assessing assets alongside needs will give a better understanding of communities and help to build resilience, increase social capital and develop a better way of providing services

Big Society

This approach is also echoed by the **'Big Society'** policy of the Conservative – Liberal Democrat Coalition Agreement, the aim of which is:

"to create a climate that empowers local people and communities, building a big society that will 'take power away from politicians and give it to people'.

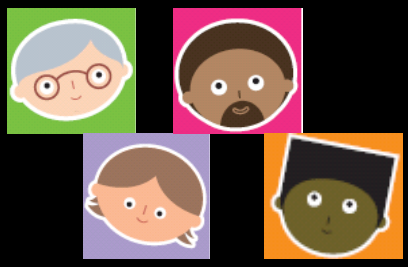
The government intends the 'Giving Green Paper' to take forward one of the three major elements of the Big Society agenda – encouraging social action, this means

'people giving what they have, be that their time, their money, or their assets, knowledge and skills, to support good causes and help make life better for all.'

The Green Paper therefore focuses on...

'how we can increase levels of giving and mutual support in our society and catalyse a culture shift that makes social action a social norm.'

DECADE OF BETTER HEALTH



Engaging Communities

Aim
To support local people to raise awareness of the programme and key health issues within their own communities and encourage people to make pledges and seek lifestyle behaviour change support to improve health.

Proposal
The proposal is to use the existing, extremely successful **Changes Makers Model.**



How the Programme Works
Local people are recruited as volunteers to work alongside local service providers and agencies to test innovative and creative ideas for engaging diverse communities to raise awareness of key health issues.

Volunteers bring local knowledge of their communities, geographical areas and skills and expertise to mobilise people. They are supported by team facilitators and undergo a structured training programme to build skills and knowledge of the health issues to enable them to deliver key messages and offer support to local people.

The Plan Do Study Act is a service improvement tool used to systematically test out ideas, capture learning and influence service change or development.

There are currently over 70 volunteers within the Change Makers programme developing creative solutions to:

- Raise awareness of lifestyle risk factors for Heart Health
- Raise awareness of signs and symptoms for diabetes and stroke to promote earlier presentation and improve health outcomes
- Raise awareness of signs and symptoms of Bowel, Breast, Lung and Prostate Cancer

The Approach

In 2007 The Department of Health, Health Inequalities Unit Commissioned the Improvement Foundation to deliver a series of Healthy Communities Collaborative programmes (HCC) on a range of health topics across England within Spearhead Areas.

NHS Nottingham City CHANGE MAKERS for cancer awareness

CHANGE MAKERS for heart health
Nottingham working together to raise awareness and improve services for heart disease, diabetes and stroke

Change Makers is the local branding for the Healthy Communities Collaborative programme (HCC). The overall aim of a HCC programme is to:

- Address health inequalities in areas of socio-economic disadvantage.
- Be the catalyst enabling communities and agencies to work together for common goals.
- Harness the skills and knowledge in communities and make them work to reduce inequalities.
- Recognise and change poorly functioning systems using rapid improvement techniques.

The project has a community engagement element and a service improvement element. Central to the approach is joint working with the local people to raise awareness of the given health issue and improve awareness and access to services. This is achieved by the formation of teams comprising local people working alongside statutory and voluntary sector service providers to make positive changes in the health and well being of their local communities.



Appendix E:

- **Baseline data**
- **Carbon emissions from transport**

Nottingham Urban Area Bid
Appendix E – Baseline Data

The following indicators provide evidence to support the current economic, environmental and social context for the Nottingham Urban Area. The Bid proposals will contribute to these Local Transport Plan and wider strategic outcomes.

Indicator	Baseline	Outcome	Source
Public transport patronage (City)	City total: 56.56million (2010). Bus: 47.60m; Tram: 8.96m.	Increase by 2 million by 2020	City Council monitoring. Sustainable Community Strategy indicator.
Change in area wide road traffic mileage (Greater Nottingham)	2,869m vehicle km (2009)	Contain at 2009 levels	LTP indicator.
Mode share of public transport and private car	Inner traffic cordon: 35% public transport; 65% car (2008)	Increase in sustainable transport modes	LTP indicator.
Volume of carbon dioxide emitted by transport (Greater Nottingham)	City: 68,000 tonnes (2009) Greater Nottingham: 238,000 tonnes (2009)	20% reduction in carbon emissions by 2020	Nottingham Energy Strategy/Sustainable Community Strategy indicator.
Percentage of households within 30minutes travel time of a town centre by bus, tram or train with no more than a 400m walk to a stop	Greater Nottingham: 94% (2009)	Maintain at 2009 levels	LTP indicator.
Adult physical activity levels	21% (2009/10)	32% by 2020	Sustainable Community Strategy indicator.
Adults overweight or obese	69% (2007)	60% by 2020	Sustainable Community Strategy indicator.
Obesity amongst primary age school children in Year 6	20% (2006/07)	18% by 2020	Sustainable Community Strategy indicator.
Raise resident satisfaction with their neighbourhood (across the city) to the highest of all Core Cities	69% (Place Survey 2008)	80% by 2020	Local Survey Sustainable Community Strategy indicator.

Indicator	Baseline	Outcome	Source
Increase the percentage of people who feel that they can influence decisions in their locality	32% (Place Survey 2008)	40% by 2020	Local Survey. Sustainable Community Strategy indicator.
Satisfaction with overall local bus services	75% (2010)	Increase	NHT survey and Big Wheel Business Club surveys
Overall satisfaction with Highways and Transport (local importance)	61% (2010)	Increase	National Highways and Transport Survey participation.
Cycling levels	2010 annualised index = 100	105 by 2015	Council monitoring of manual and automatic cycle counts. LTP indicator.
Congestion (Car journey time per mile)	To be determined using 2010 data	To be determined	City Council monitoring. LTP indicator
Mode of journey to school (City)	18% (2009/10)	Maintain at 2009/10 levels	DfT PLASC survey data. LTP indicator.
Adults killed or seriously injured	Greater Nottingham: 316 (2009)	To be determined in light of DfT Road Safety Strategic Framework	City Council monitoring. LTP indicator
Children killed or seriously injured	Greater Nottingham: 27 (2009)	To be determined in light of DfT Road Safety Strategic Framework	City Council monitoring. LTP indicator
Accessibility of local bus services: Difference in satisfaction with local bus services (disabled users)	City: 95% for disabled users; 93% for all users	Maintain below 2% difference	City Council monitoring. Equality and Diversity Policy/Public Transport team monitoring.

Nottingham Local Sustainable Transport Fund Bid - Appendix E: Baseline Data

Table 1.1: Carbon Dioxide Transport emissions in the Greater Nottingham area (figures in kilo tonnes per annum)

	2005			2006			2007			2008		
	Total	Transport	%	Total	Transport	%	Total	Transport	%	Total	Transport	%
Nottingham	**1951**	**403**	**21**	**1908**	**389**	**20**	**1848**	**386**	**21**	**1806**	**370**	**20**
Ashfield	830	237	29	832	234	28	821	236	29	815	219	27
Broxtowe	852	319	37	844	316	37	837	320	38	800	293	37
Gedling	560	113	20	571	110	19	556	112	20	552	107	19
Rushcliffe	851	264	31	880	258	29	882	262	30	791	250	32
	5044	1336	26	5035	1307	26	4944	1316	27	4764	1239	26
Nottingham %	39	30		38	30		37	29		38	30	
Amber Valley	1057	226	21	1033	223	22	990	225	23	963	220	23
Erewash	875	280	32	862	272	32	831	270	32	804	256	32
	1932	506	26	1895	495	26	1821	495	27	1767	476	27
Nottingham % of Greater Nottingham + Derbyshire	19	5		19	5		18	5		18	5	

Table 1.2 Year on Year percentage change

	2006	2007	2008
Nottingham	**-3.47**	**-0.77**	**-4.15**
Ashfield	-1.27	0.85	-7.20
Broxtowe	-0.94	1.27	-8.44
Gedling	-2.65	1.82	-4.46
Rushcliffe	-2.27	1.55	-4.58
Greater Nottingham	**-2.17**	**0.69**	**-5.85**
Amber Valley	-1.33	0.90	-2.22
Erewash	-2.86	-0.74	-5.19
Greater Nottingham + Derbyshire	-2.17	0.00	-3.84

Table 1.3: From baseline year percentage change

	2006	2007	2008
Nottingham	**-3.47**	**-4.22**	**-8.19**
Ashfield	-1.27	-0.42	-7.59
Broxtowe	-0.94	0.31	-8.15
Gedling	-2.65	-0.88	-5.31
Rushcliffe	-2.27	-0.76	-5.30
Greater Nottingham	**-2.17**	**-1.50**	**-7.26**
Amber Valley	-1.33	-0.44	-2.65
Erewash	-2.86	-3.57	-8.57
Greater Nottingham + Derbyshire	-2.17	-2.17	-5.93

Source data:

Local and Regional Carbon Emissions ($CO_{2)}$ Estimates for 2005-2008, Defra release September 2010

Appendix F:

Nottingham Urban Area LSTF Combined Package

APPENDIX F: NOTTINGHAM URBAN AREA COMBINED LSTF PROGRAMME

Work Packages in Key Component Bid		Work Packages in Main Bid Expression of Interest	
Work Package A: Smartcard development and integrated ticketing offer:		**Work Package A: Developing the smartcard integrated ticketing offer:**	
A1:	**Developing an ITSO compliant e-purse** including infrastructure for card issue, top-up including ITSO ticketing machines and smartcard readers to loan to small operators and establish a network of top-up stations at community venues and Re-issue 300,000 Citycards as ITSO e-purses;	**A1:**	Providing a platform to access discounted travel offers for low income groups with a particular focus on making transport to education more affordable for 16 – 19 students living in the urban area.
A2:	**Supporting multi-modal integration** including a. Establish smartcard accessed secure cycle parking and facilities at key transport interchange points; b. Pilot a small scale commuter cycle hire/loan scheme to access business and industrial parks		
Work Package B: Establish a community travel hub as pilot for the local delivery model for travel behaviour change		**Work Package B: Establish network of community travel hubs to roll-out a local delivery model for travel behaviour change**	
B1:	**Establish a community Smarter Travel Hub in the north of the City:** a. Establish a Neighbourhood Smarter Travel Co-ordinator b. Foster a volunteer peer network of community champions to act as points of contact, service signposters and advocates for local travel needs c. The proposal includes an intervention budget to commission to commission smarter travel services tailored to local priorities:	**B1:**	**Establish four Community Smarter Travel Hubs, two in the City and one each in Beeston and Arnold:**
		B2	Provide a **Neighbourhood Smarter Travel Co-ordinator (NSTC**) for each area
		B3	The NSTC will have a **local intervention budget** to commission smarter travel services tailored to local priorities
		B4	**Foster a volunteer peer network of community Smarter Travel Champions** to act as points of contact, service sign-posters and advocates for local travel needs
		Work Package C: Liveable Neighbourhoods	
		C1	**Places for People:** Manual for Streets demonstration projects to create an attractive walking and cycling environment including safer routes and 20mph limits and links to public transport nodes include NET stations.
		C2	**Cycle infrastructure development and associated promotion** including UCycle project, Station Hub Cycle Hub business case and development of city wide interchange cycle hire scheme.
Work Package D: Maintaining active travel partnership working		**Work Package D: Active Travel Solutions**	
D1:	Funding to continue the **UCycle Nottingham** partnership programme with Nottingham's two universities, and to extend the programme to Further Education colleges providing a programme of cycle promotion activities, cycle loan scheme, travel planning and small scale infrastructure improvements.	**D1**	**Awards for Small-scale School Initiatives for Sustainable Travel:** • Support school travel plan development with capital grant for schools. • Deliver annual Footprints walking promotion in primary schools
		D2	**Co-ordinated community cycling promotion programme:** **a. Cycle training package for schools and families comprising:** • BikeIT/LifeCycle cycle training programme in schools • Extend delivery of Bikeability training levels 1, 2 and 3 in schools

			• Provide cycling component to Active Families programme including a mobile cycle hire service for parks and leisure destinations. **b. Encourage take up of cycling in the community** by providing • one-to-one and group cycle training sessions supported by buddying, route finding services; cycle maintenance training sessions for schools, communities and businesses and mobile cycle hire service; • Continue and expand Framework Housing Trust bike recycling programme at Community Travel Hubs. **c. Shared pool of cycles and equipment** for delivery of BikeIT/LifeCycle, Bikeability; Active Families; Mobile Cycle Hire Service
		D3	**Active travel events package:** • Support for community events eg. Local active travel fun days; community cycle rides, community walks; co-ordination of Rural Rides programme, Green Streets etc • Area-wide sustainable travel promotional events (Big Day Out, Wheelie Big Breakfast, Festival of Cycling etc) • Travel planning and transport support for other leisure and culture events (e.g. Goose Fair, Splendour music festival, the Great Notts Bike Ride, sporting events with the two football clubs Nottinghamshire County Cricket Club, Nottingham Panthers and other major attractions)
		Work Package E: Low Carbon Transport Network	
		E1	**Low Carbon Fleet:** • Provision of electric vehicles and infrastructure for Medilink buses. • Provision of electric vehicles and infrastructure for Locallink buses.
		E2	**Provision of EV charging** at employment hubs and community venues accessed by smartcard.
		E3	**Establish City Car Club**
		E4	**Eco driving support programme for businesses** targeting major organisations providing advice activities and workplace challenges around energy efficient driving, fleet management and low carbon vehicles.

Work Packages in Key Component Bid		Work Packages in Main Bid Expression of Interest	
Work Package C: WorkSmart		**Work Package F: Personalised Travel Planning Solutions**	
C1:	**Deliver an enhanced package of business travel support** services to complement the roll out of the Workplace Parking Levy including Expansion of Greater Nottingham Transport Partnership Business Club activities.	**F1**	**Ways to Work:** Supporting access to work and training for job seekers and short term unemployed with personal journey planning and access to employment and training support to overcome tramsport barriers
		F2	**Year 6 transitional travel training:** Co-ordinated personalised journey planning service delivered through schools
		F3	**Homemovers personalised journey planning package:** Welcome Packs for vendors and tenants providing journey planning and information about local services delivered through estate agents and housing associations..
		F4	**Inclusive Accessibility:** Extend programme of travel training and support for vulnerable groups to improve the journey experience and support independent living including developing the **@cessadvsr** travel information website and social media applications.
Work Package E: LSTF Programme Management:		**Work Package G: LSTF Programme Management:**	
E1	The City Council will be the lead authority and the accountable body for the Nottingham Urban Area bid and will be responsible for a. Programme co-ordination including servicing the LSTF Programme Board; b. Financial management; c. Reporting on programme delivery, monitoring and evaluation. This role will be supported by a monitoring budget to provide information to feed into the Department's reporting and evaluation framework.	**G1:**	The City Council will be the lead authority and the accountable body for the Nottingham Urban Area bid responsible for • Co-ordinating programme delivery including servicing the LSTF Programme Board and overseeing the Neighbourhood Smarter Travel Champions; • Financial management; • Reporting on programme delivery, monitoring and evaluation.
		G2	This role will be supported by a monitoring budget to provide information to feed into the Department's reporting and evaluation framework.

Appendix G:

Main Bid Work Packages/Challenges Matrix

Appendix G: Main Bid proposals and links to local challenges

Bid Work Package:	LSTF Challenges				
	Tackle Congestion/ Support Economic Growth	**Reduce Transport's Impact on Climate Change**	**Reduce Physical Inactivity and Obesity**	**Tackle Affordability**	**Tackle Low Travel Horizons**
Smartcard Integrated Ticketing					
A1: Smartcard Support	✓	✓		✓	
Community Travel Hubs					
B1: Establish four Community Smarter Travel Hubs	✓	✓	✓	✓	✓
B2: Neighbourhood Smarter Travel Coordinators	✓	✓	✓	✓	✓
B3: Local Smarter Travel intervention budget	✓	✓	✓	✓	✓
B4: Support Smarter Travel Champions volunteer network	✓	✓	✓	✓	✓
Liveable Neighbourhoods					
C1: Places for People	✓	✓	✓		✓
C2: Cycle infrastructure development and promotion	✓	✓	✓	✓	
Active Travel Solutions					
D1: Support for schools	✓	✓			
D2: Cycle training	✓	✓	✓	✓	✓
D3: Community cycling promotion		✓	✓		✓
D4: Active travel events	✓	✓	✓		✓
Low Carbon Transport Network					
E1: Build a low carbon public transport network		✓			
E2: Extend electric vehicle charging network		✓			
E3: City car club	✓	✓			
E4: TravelLite Nottingham low carbon travel business support	✓	✓			
Personalised Travel Planning Solutions					
F1: Ways to Work	✓	✓	✓		
F2: Year 6 transitional travel training			✓		
F3: Homemovers journey planning	✓	✓			
F4: Inclusive accessibility		✓	✓	✓	✓

Direct Impact	✓	**Secondary Impact**	✓

Appendix H:

Equality Impact Assessment
Screening matrix

Nottingham Urban Area Local Sustainable Transport Fund – Appendix H
Equality Impact Assessment Screening Document

Department: Development, Nottingham City Council
Service Area: Planning and Transport Strategy
Name and description of policy/ service/ function/ strategy being screened: **Nottingham Urban Area Initial Proposals Local Sustainable Transport Fund Bid.** This Equality Impact Assessment Screening Exercise has been undertaken against the proposals presented in the Nottingham Urban Area Local Sustainable Transport Fund Bid which has been developed to meet the twin LSTF objectives of supporting local economic growth and increasing the uptake of low carbon travel options by focusing on key life stages as an opportunity to influence travel behaviour through three complementary work programmes: • **WorkSmart:** Improving access to employment and training to support local people into good jobs and an enhanced package of business travel support services to complement the introduction of the UK's first Workplace Parking Levy scheme and associated major public transport improvements including NET Phase Two; • **Early Intervention:** Measures to encourage sustainable travel for children, young people and families delivered through schools, leisure, community and health activities; • **NottiNGham LiviNG:** Measures to support people moving to and living in Nottingham to create the social, cultural and physical environment to support low carbon travel choices. An integrated package of sustainable transport measures across these three areas will create a "virtuous cycle" with each of the bid's work programmes reinforcing the benefits of the other two. Further information is contained within the Bid document which can be accessed at: www.mynottingham.gov.uk/lstf
Manager Responsible for Area: Chris Carter, Transport Strategy Business Manager, Nottingham City Council Jennie Maybury, Principal Transport Planner (Travel Demand Management), Transport Strategy Team, Nottingham City Council
Date screening completed: Tuesday 31st May 2011
Is completing this EIA a corporate priority? Yes

Key screening questions:
Could this policy or service and the way we deliver it affect some groups in society differently (negative impact)?
Can this policy or service and the way we deliver it promote equal opportunities (positive impact)?

Equality Strand	Assessment of Potential Impact of policy/service		Reason for the Assessment of Potential Impact (provided in previous column)	Are there any mitigating circumstances?	Actions Required (with timescales and name of responsible officer)
Race	Positive	Medium	• Bid strategy has been derived from Local Transport Plan objectives which include priorities to improve safety and reduce hate crime while using public transport for minority ethnic people and/or women. Proposals that would support increased safety include the Places for People work package which would deliver attractive street environments and safer routes whilst walking, cycling, and using public transport modes. • The Bid has be potential to promote community cohesion by making it easier for (in particular) disabled people, women, older, LGBT and minority ethnic people to participate in volunteering activities and developing transport improvements/initiatives of value to them in their local communities through the community travel hubs.		
Gender	Positive	Medium	• Proposals include measures to make transport more accessible which would benefit people using pushchairs (who are more likely to be women). Proposals that would support increased safety include the Places for People work package which would deliver attractive street environments and safer routes whilst walking, cycling, and using public transport modes. • Development of the @ccessadvr online journey planning tool and associated social media applications is specifically aimed at assisting people with limited mobility, including those with luggage or pushchairs, with travel information about accessibility before and during the journey. • The Bid has be potential to promote community cohesion by making it easier for (in particular) disabled people, women, older, LGBT and minority ethnic people to participate in volunteering activities and developing transport improvements/initiatives of value to them in their local communities through the community travel hubs.		Ensure the development and implementation of proposals including any consultation gains the views and responses to the needs of disabled people, older and younger people, LGBT groups, different ethnic and faith groups, and women. Ongoing as part of programme inception and delivery. LSTF Programme Manager.

Equality Strand	Assessment of Potential Impact of policy/service		Reason for the Assessment of Potential Impact (provided in previous column)	Are there any mitigating circumstances?	Actions Required (with timescales and name of responsible officer)
Disability	Positive	High	• Bid proposals to promote inclusive accessibility through the continued work already being done in partnership with the RNIB on confidence building and travel training for vulnerable users (including those with disabilities) will support and encourage users to travel by public transport. This work will be complemented by improvements being made by transport operators and the City Council to make public transport services more accessible. • Development of the @ccessadvr online journey planning tool and associated social media applications is specifically aimed at assisting disable people and people with limited mobility with travel information whilst planning a journey and during the journey. • Improvements to the physical environment through the local transport improvements funded through the area capital programme and smarter travel interventions budget administered by community travel hubs and bring positive benefits for disabled users. • Work with other vulnerable users through personalised travel planning solutions and providing access to tele-services at the community travel hubs will also benefit those with limited mobility or access to personal transport. • The Bid has be potential to promote community cohesion by making it easier for (in particular) disabled people, women, older, LGBT and minority ethnic people to participate in volunteering activities and developing transport improvements/initiatives of value to them in their local communities through the community travel hubs.	A number of adjustments and initiatives to make transport and transport information more accessible to disabled people have been put in place (e.g. Disability Awareness Training for all tram staff) which the LSTF can build on. The Council's equality scheme sets out separate assessments for other major transport developments for example Nottingham Station Hub, NET (tram lines) Phase Two which will include measures to mitigate adverse impacts during construction phases.	Ensure Bid initiatives providing transport information is publicised in ways that are accessible to disabled people. Ongoing as part of programme inception and delivery. Officer responsible: LSTF Programme Manager.
Religion/ Belief	Positive	Low	• The Bid strategy and proposals may be able to identify objectives that could help to improve safety and reduce hate crime against LGBT people or different faith groups whilst using sustainable transport modes. • Mosaic data for Nottingham shows a high proportion of environmentally conscious citizens who would be		Ensure Bid initiatives providing transport information is publicised in ways that are accessible to minority ethnic people whose first language may not be English. Ongoing as part of programme

Equality Strand	Assessment of Potential Impact of policy/service		Reason for the Assessment of Potential Impact (provided in previous column)	Are there any mitigating circumstances?	Actions Required (with timescales and name of responsible officer)
			receptive to and participate in the sustainable transport solutions presented through the Bid proposals.		development. Officer responsible: LSTF Programme Manager.
Sexual Orientation	Positive	Low	• Personalised travel planning solutions and community travel hubs could potentially help to encourage citizens to travel using sustainable travel modes confidently. • Proposals that would support increased safety include the Places for People work package which would deliver attractive street environments and safer routes for which to walk, cycle, and while using public transport modes. • The Bid has be potential to promote community cohesion by making it easier for (in particular) disabled people, women, older, LGBT and minority ethnic people to participate in volunteering activities and developing transport improvements/initiatives of value to them in their local communities through the community travel hubs.		
Age	Positive	High	• The Bid proposals present a range of early intervention initiatives aimed at working with children and young people (some with learning difficulties and low literacy levels) to support them to access and use sustainable transport modes such as cycling and public transport through active travel an personalised travel solutions. • Development of the smartcard initiative and providing travel support will ensure cost of transport is not a barrier to young people accessing training and learning opportunities. • Work with other vulnerable users through personalised travel planning solutions and providing access to tele-services at the community travel hubs will also benefit older people and/or those with limited mobility or access to personal transport.		

Equality Strand	Assessment of Potential Impact of policy/service		Reason for the Assessment of Potential Impact (provided in previous column)	Are there any mitigating circumstances?	Actions Required (with timescales and name of responsible officer)
Other (e.g. Community Cohesion)	Positive	Medium	• The Bid has be potential to promote community cohesion by making it easier for (in particular) disabled people, women, older, LGBT and minority ethnic people to participate in volunteering activities and developing transport improvements/initiatives of value to them in their local communities through the community travel hubs. • Increasing the provision and improving access to low carbon/sustainable transport choices will help to address the impacts of peak oil/rising fuel costs whilst also presenting opportunities to influence travel behaviour supporting economic, health and social objectives.		Longer term outcomes for example sense of place/liveable communities, increased levels of local people accessing good jobs and improved literacy amongst young people will be monitored as part of the ongoing evaluation of the success of the programme implementation.

Appendix I:

Evidence of community support:

1. **LSTF engagement – interviews and focus groups with business and community representatives March 2011**
2. **Nottingham City LTP3 Consultation – key headlines**
3. **Big Idea survey 2008 – summary of key findings**

Appendix I:
Summary of feedback from stakeholder and community engagement

As part of the bid development process a number of consultation interviews and workshops were held to get feedback and gauge support for the Nottingham Urban Area LSTF proposals from the business sector, third sector organisations and community groups. This appendix provides summaries of the main discussion points by sector:

A: Business sector

The business sector was represented by the Federation of Small Businesses, Derbyshire and Nottinghamshire Chambers of Commerce, Speedo, Cisco Systems, EON, Victoria Shopping Centre and Games City.

Strengths and opportunities

- Businesses in Nottingham are playing a strong role in delivering a more sustainable transport system. Some are driven by environmental and/or health and wellbeing benefits whist others recognise the cost savings to be had from active and reduced travel in an age of rising fuel prices.
- Public and private sector organisations are already committing significant investment towards delivering their contribution to a sustainable transport network with investments by the larger companies, public bodies and the Universities running into millions of pounds per annum.
- It is clear from the interviews with businesses in Nottingham City that Workplace Parking Levy is leveraging further transport measures which help businesses and reduce carbon. This growing evidence of positive responses by business to WPL reinforces the fact that we have the potential to deliver more successfully than any other City.

Issues

- Companies are facing recruitment difficulties across all skill levels caused by lack of mobility for lower paid workers and poor transport connectivity for the skilled workforce. Affordable access to transport is important for the lower paid whilst access to a wider labour market is needed for the highly skilled.

Gaps

Although businesses feel that they are provided with good support and facilities at present through the work of the local authorities' travel planning officers and the Big Wheel Business Club website there is a general feeling that:

- Businesses still don't know enough about the services available to them and how to access them so more promotion is needed of what's available and how to get that support;
- More face to face contact is needed with businesses particularly to provide help with practical solutions to their transport problems;
- The Business Club should link more strongly into the programmes of other business support and membership organisations;
- More co-ordinated activity across industrial and commercial sites might promote joint ordering and delivery to adjacent businesses;
- Large and medium businesses value the development of inter-modal multi-operator smartcards and the benefits they will bring in terms of more appropriate and affordable ticketing for their staff and additional benefits relating to access to their own and public transport/cycling facilities.

In recent years transport issues have been less of an issue for Nottingham members of the Derbyshire and Nottinghamshire Chambers of Commerce probably because of the good local transport network and the shared objectives in lobbying for A453, Net 2 and HS2. However all businesses consulted welcomed an improved business support package in order to strengthen their performance with these additional facilities:

- Improved travel planning information on the Business Club website;
- More advice relating to more fuel efficient driving and alternative fuels;
- Schemes to help finance PT and cycling access to employment and learning sites;
- Improved processes for warning of planned road closures and changes to travel services;

- A web page which draws together all local travel information with: Real time information about public transport and planned road closures; Latest situation on local and regional roads; Local public transport, cycling and walking routes and parking situation;
- A travel avoidance package based on ICT supported by technical staff and improved web-based information to include: Video conferencing; Teleworking; Home-working; Social networking;
- Opportunities to propose local improvements to the retail offering e.g. Changes to bus services; Strong promotion through media and events when changes are made to public and retail areas e.g. Sneinton Market; Signage with a local directory/map of local shops;
- Tools to help companies and individuals audit their travel carbon footprints;
- More incentive grants for travel measures;
- Cycling support e.g. Dr Bike, Bike Buddies, Cycling events, Cycling instruction; Small area cycling maps around their sites; Safer and more secure cycling routes (including better lighting and CCTV around sites); Better promotion of cycle infrastructure improvements to local businesses and public close to the enhanced network;
- More travel planning practitioner workshops.

Retail Centres would welcome any measures that make the shopper's experience easier and more enjoyable/less stressful such as: Electric vehicle plug-in points; Cycle Parking Hub including shower and locker facilities; Improved signage for cyclists; Improved well signed PT services; Real-time displays; Shopping centre information kiosk providing: Road situation reports locally, ideally with realtime cameras; Bus and tram timetables and running times; Road or public transport diversions.

Future involvement

Business representative groups such as the Chamber of Commerce and the FSB offered to provide:

- General support for the bid;
- Regular local surveys of members on their needs and ideas;
- Communications with members through Forums, magazine, e-news;
- Access to business related advisory groups;
- Local champions/ambassadors to help communicate more directly with other local businesses;
- Case studies.

B: Education sector

The higher education sector was represented by University of Nottingham and Nottingham Trent University.

Strengths and opportunities

- Both of the Universities in Nottingham pride themselves on their performance on environmental issues winning national and international accolades for their energy efficiency and carbon reduction activities. Transport is a major focus for them.
- The University of Nottingham planning to spend over £200k p.a. for the next few years on cycling and walking infrastructure associated with new building developments; £200k p.a. on car park management and enforcement partially offset by car park charges; £600k p.a. on contracted green bus services whilst reducing motorised vehicle capacity on its sites and rewarding cycling or PT use between campuses and considering the introduction of short-term hire bikes for staff and student inter-campus journeys.
- Nottingham Trent University is planning to spend £250k p.a. on cycling and walking infrastructure and over £250k p.a. on other sustainable transport measures whilst reducing motorised vehicle capacity through its sites and rewarding cycling or public transport use between campuses.
- Both universities use the same smartcards with transport applications on them, will be greening their van fleets and will continue to promote active travel on all campuses.
- Over the last academic year they have been involved in the most successful cycling partnership project with Sustrans, the City Council and the Greater Nottingham Transport Partnership. This has promoted cycling to students and staff and provided loan bikes to over 400 students. With match funding from the universities this bid proposes the continued funding of this very successful project.

Gaps

- The University of Nottingham would like to see short-term hire bikes for staff and student for inter-campus journeys linked to a public short term hire scheme and improved cycling routes between campuses and Beeston and Nottingham rail stations.
- Nottingham Trent University would like to see clear standalone cycle lanes east west and north south across the city, improved cycling facilities at the Nottingham Station and improved cycling routes from the station.

C: Community and third sector

The third sector was represented by Rural Community Action Nottinghamshire (RCAN), Age UK Nottinghamshire (who deliver Best Food Forward community health walks), Nottingham Community and Voluntary Service (NCVS) and a gathering of community groups. A focus group was also held with residents of Broxtowe Estate and the surrounds in the north-west of the City.

Within the direct community engagement sessions there was:

- A strong view that existing ticketing on transport was disappointing with no inter-modal ticket, inflexible period tickets and insufficient discounted fares in some cases. Smartcard integration with access to transport and other services was supported.
- The group was aware of carbon reduction and fuel price pressures and supportive of public transport and active travel incentives to support people into work and learning. They believed that improved promotion and presentation of sustainable travel information was crucial to the success of any such schemes.
- Family and neighbourhood interventions were amongst the group's first suggestions.
- They were critical of the school run and felt children should be encouraged to walk and cycle more;
- They wanted to see cycling packages with events, local route maps, local leisure rides, instruction, better signage and parking plus re-use schemes;
- The support organisations suggested neighbourhood development in terms of green infrastructure, CCTV, lighting and soft landscaping be included in the package to help create an environment appropriate for sustainable travel;
- Travel avoidance by using local offices and videoconferencing was supported;
- There was interest in car clubs and electric vehicles;
- They supported the need to avoid car use for short journeys;
- They would like to see credible and justified information (not adverts) about:
    - Green fuels, engines and transport science and technology;
    - Transport and travel trends and innovations.
- They wanted better real-time interactive displays at bus stops and quicker repair/replacement

The response to setting up community travel hubs and local co-ordinators where local people had a say in the transport network and the supporting services was overwhelmingly positive.

- The third sector organisations made the case that their local community workers were trying to do similar things on a smaller scale such as trying to enhance access to services by helping local people use the internet and a powerful neighbourhood team could be developed around the Neighbourhood Smarter Travel Co-ordinator.
- All felt that libraries and surgeries were ideal places for co-ordinators to interact with the neighbourhood.
- There was scepticism about volunteering and an awareness of the need for better support for volunteers. NCVS made the point that they had experience of managing volunteers and proposed that they manage the recruitment and development of sustainable transport volunteers.
- The good links NCVS and RCAN with community groups around the area is recognised as being an important resource to bring into the project in order to help spread awareness and understanding of the plans and mobilise communities.

Appendix I:
Nottingham Local Transport Plan 2011 – 2026
Extract from Consultation Report

1. Analysis of Draft LTP consultation responses

Consultation feedback was grouped into two response categories:

1. Online survey responses
2. Feedback from statutory bodies and partners

1.1 Online survey responses

Online questionnaire was devised to gauge the views of the general public and other respondents. People were asked to answer two questions: the first question on their rating of 4 broad transport priority areas and the second question was a free text box which allowed respondents to feedback any comments relating to improving transport in Nottingham.

Question 1 asked: Please rate each Area on how important they are to you on a scale of 1 (Very unimportant) to 5 (Very important)

Area	Very unimportant	Fairly unimportant	Neither	Fairly important	Very important
Improve our existing transport system	3.4%	4.8%	13.0%	20.5%	58.3%
Neighbourhood improvements	10.5%	13.8%	21.0%	25.8%	29.0%
Greener travel options	10.0%	11.0%	15.8%	19.3%	43.9%
Making the most of our road network	7.0%	12.6%	19.9%	26.7%	33.7%

The survey generated 797 responses, the majority from residents from Nottingham. The respondents generated a total number of 1,096 issues. These issues were grouped into 18 categories and those most relevant to the Bid are summarised below:

Category	Responses	Key feedback
Bus	256	• Affordable fares • Better bus lane enforcement • Later buses in evenings and weekends • More bus routes and more frequent services • Greener buses/cleaner engines • Improved facilities for bus users
Tram	157	• Two-thirds positive and one-third anti-tram More tram extensions to existing line • Greater interchange between modes • Support for NET 2 and new lines • Need for cheaper fares • Investing in trams is too expensive • No tram plans for east or north east of the city • NET Phase Two will negatively impact Beeston/Clifton • Capacity – no seating for disabled/elderly

Category	Responses	Key feedback
Cycling	118	• Improved cycle links e.g. cross-city and more direct/off-road routes • Integration of cycling with other modes • More and quality cycle facilities e.g. secure cycle parking and improved lighting • Maintenance of cycleways • Address cyclists on pavements • Dedicated cycle lanes • Cycle hire schemes
Safety	70	• More education for road users • Support for 20mph zones in residential areas but not speed humps • Enforcement of speed limits • Improve safety at night
Congestion	49	• Reduce traffic on the inner ring road • Address congestion hot spots • Better planning and coordination of road works • Improved signalling
Ticketing	48	• Ticketing is too complicated and integration needs to be improved across services and operators - oyster style cards • More smart card ticketing options
Walking	45	• Maintenance potholes and footways and winter gritting • Improved/Direct walking links • Improve local neighbourhoods and streets
Other	27	• Greater influence by communities to prioritise local transport improvements
Workplace Parking Levy	25	• Mixed in terms of support for WPL to discourage car use but negative due to heavy penalisation against car users • WPL will drive business out of Nottingham
Climate Change	20	• Winter maintenance • Support for greener travel options • Contingency plans in case of severe/poor weather • Invest in alternative fuels
Park and ride	10	• Better park and ride facilities (e.g. Cambridge model) • More park and ride facilities with integration across different modes and services • Increase capacity of existing sites
Promotion	7	• Greater and more effective promotion of public transport options and • Make sustainable and green solutions more viable and attractive than car • Address stigma attached to use of public transport
Partnerships	1	• Joint working with neighbouring authorities and in partnership is essential to deliver integrated improvements e.g. extensive and frequent public transport, across political boundaries

1.2. Feedback from partners, statutory bodies and other organisations

A total of 25 responses were received by letter or email from local partners and organisations. A breakdown of full responses by organisation and the LTP response are included in the LTP3 Consultation Report available from www.nottinghaminsight.org

Comment	Organisation
Some of the main issues which need to be tackled include: • Integrated ticketing; a universal smartcard should be sought for greater Nottingham and across the county. • Further tram extensions as outlined in the early NET draft franchise documents (as supported by the county in the past. • Tram train options using heavy rail to include ex-colliery branches. • A co-ordinated approach with developers of large housing/commercial developments to support such initiatives away from the car. • Use of WPL money to back integrated bus routes to the workplaces. • Improved cycling provision including extending the Ubike system run by the University of Nottingham into the community. • Heavy Rail improvements and proper integration at locations such as Beeston and Attenborough. • Improved cycle and walk to school measures.	Beeston and Chilwell for Integrated Transport
Business Engagement and Communications The Chamber recognises the work of the Greater Nottingham Transport Partnership (GNTP) in developing the Big Wheel brand and communication strategy and for its attempts to engage with businesses. It has been difficult for GNTP to maintain a neutral stance on contentious issues such as the Nottingham Workplace Parking Levy and it has been harder to involve businesses in its activities in recent years. With the advent of the LEP it is perhaps the right time to review business engagement on strategic infrastructure and the Chamber is ready to assist in facilitating such involvement. Employers must be given clear advice, support and sufficient time to introduce systems or make alternative arrangements to respond to the introduction of a WPL.	DNCC
We should like to highlight our support for the Council's policy of 'prioritising roadspace for sustainable transport modes'. An important point in relation to bus reliability & speed (Chapter 3) is that improvements in these aspects can assist capacity enhancements. Bus operators affected by congestion often need to invest more resources to enable the achievement of satisfactory levels of punctuality & reliability. Bus priority measures that reduce journey times or the unpredictability of those journey times may in some cases release resources to enable frequency (& therefore capacity) enhancements.	Confederation of Passenger Transport
Station Travel Plans We are keen to promote the adoption of Station Travel Plans which aim to: • achieve modal shift from car travel to sustainable modes for travel to / from the stations as a result of the station travel plan; • achieve more rail passengers using station as a result of the station travel plan; • reduce CO2 emissions from passenger travel to / from station as a result of the station travel plan; and • improve customer satisfaction with end to end journeys.	East Midlands Trains
Ticketing Please note that East Midlands Trains is installing ITSO smartcard ticketing facilities. We are keen to encourage use of ITSO ticketing for journeys involving the above stations and we hope that the City Council will encourage other operators to adopt ITSO technology to help multi-modal journeys.	EMT

We have recently launched functionality to enable partners to include a train ticketing facility on their websites. This may be particularly relevant to council run or supported websites which are seeking to promote use of public transport.	
Erewash Borough Council would welcome improvements to public transport; with services needing to be frequent and reliable to encourage usage (it is also very important to involve local communities in developing services and routes and wherever possible). Erewash Borough Council would also support any LTP3 priorities that support the economy of the LTP3 area and beyond. The aligned Core Strategies currently being developed will play a key role in delivering LTP3 priorities through locating development within sustainable transport corridors and providing opportunities for supporting investment in transport services and infrastructure improvements	Erewash Borough Council
We particularly support the following policies: • SDP1 – location and design of new developments to reduce the need to travel, and provide walking, cycling and public transport links. • W1-4, C1-4 – promoting active healthy travel choices. • BUS1-6 – bus improvements. • C1 – developing Linkbus services to improve accessibility. • ST1-3 – promoting smarter travel choices. • PP1-4 – control of parking, including Workplace Parking Levy. • SCU2 – electric charging infrastructure to promote use of electric vehicles. • RS Eng1&2 – safer routes to school, and 20mph zones.	Friends of the Earth
Transport interchange and integration NCT welcomes the development of the Nottingham Station Hub project to assist in interchange between bus, tram and train. As the Operator of the tram and Nottingham's two bus based park and ride services which either pass or operate close by the station we are somewhat perplex by the need to construct a multi-storey car park providing additional car parking spaces as the first stage of the development.	Nottingham City Transport Bus Operator
Fares and smart ticketing NCT has developed smartcard ticketing since the start of the new millennium and now operates the largest commercial smartcard scheme outside London. NCT has developed its range of 'Easyrider' and 'Anytime' pre-paid travel tickets in conjunction with the City Councils 'Citycard' product which can also act as a library card and leisure ticket. Because the NCT products also provide for travel on Nottingham's trams we believe this encourages greater levels of public transport use and removes the uncertainty over bus and tram fares which new or occasional users often cite as a major barrier to switching from car.	Nottingham City Transport
Neighbourhood improvements • This area is of great importance to NTU. The creation of safer environments for all NTU campuses where pedestrians and cyclist have priority is a long term aspiration. Although much has been done to help create safer environments for our students, the following schemes are anticipated: • Creation of a safer Shakespeare Street, pedestrianised at least in part. We envisage vehicular access to NTU car parks and loading areas but no through road. Cyclists and pedestrians would have priority. Traffic calming and improvements for pedestrians along Talbot Street. We'd expect to see a wide at-level crossing that will be suitable during graduation when several thousand students cross from The Royal Concert Hall to The Newton Building. This is also a main thoroughfare for most staff and students going to and from the City Centre.	Nottingham Trent University

Greener travel options • Public Transport in Nottingham is very popular with our staff and students. Our partnerships with NCT and the City Council have been extremely successful, the Unilink and smartcard ticketing options are an example of this. The Unilink has shown growth in patronage year on year and we expect this award winning service to continue to provide our students with the best service possible for the future. The investment and on-going improvements to public transport throughout the City should be continued. • NTU is currently investing into major on-site improvements for cyclists as part of the Nottingham Ucycle project. In addition to this we have significantly increased numbers of staff and students cycling. We anticipate this trend will continue. NTU research has shown that the lack of cross city routes is an inhibitor to encouraging cycling. There is still no safe route from the Train Station to our City Campus. We would also argue that provision for secure parking should be improved throughout the City.	
We particularly welcome and support much of the strategy especially the recognition of cycling as a vital carbon-efficient mode, and this specific recognition that low carbon transport involves a more comprehensive approach than to the promotion of low carbon motor vehicles (including biofuel buses)	Pedals Nottingham Cycling Campaign
Sustrans supports the four measures to tackle carbon emissions outlined on p67-68 and their importance on top of measures to manage demand and promote smarter choices. In terms of carbon emissions there remains the opportunity to convert short distance car trips to walking or cycling trips with the positive impact on health and congestion as well as on carbon. This triple impact needs to be adequately valued when scoring and planning options within the final implementation plan. The value of proposals outlined in other sections that also support reducing emissions needs to be re-emphasised.	Sustrans
Chapter 6 Quality of Life And Neighbourhoods This is a very welcome chapter as it particularly mentions the impact transport has on quality of life and can contribute to long lasting regeneration. A sustainable transport system is one that enables people to access all the facilities they need, employment, learning, retail, leisure, health without requiring people to use their cars. The link with the localism agenda is well made and the delivery of the LTP will need to be undertaken through developing an increasingly detailed picture of peoples travel needs across the city and using funding and resources accordingly and in response. Maintaining an understanding of the gaps in the city's pedestrian, rights of way and cycling network is crucial to ensure that investment is well targeted. Consultation with geographical communities and the cycling community will help ensure that information about necessary improvements or changes is accurate.	Sustrans
Chapter 7 Active Travel and Road Safety Sustrans is fully supportive of the inclusion of a section titled 'active travel.' It is important that the contribution active travel can have to reducing levels of obesity and physical inactivity is recognised. The paragraph below taken from p121 states very well the importance of influencing people to take local trips on foot or by cycle and we support its importance. Influencing how local trips take place can yield significant benefits with walking or cycling, often being a quicker and lower cost alternative to the car or public transport for many short trips, and they are often the easiest ways for most of us to get more physically active. More walking or cycling for short journeys has benefits for individuals in terms of their health (they are more likely to achieve a healthy weight and to have better mental wellbeing), and for many people they are very important for increasing access to jobs and services. There are benefits for communities too with safer and more pleasant streets, better air quality and lower carbon emissions, and reduced congestion.	Sustrans

Title: **Big Idea Greater Nottingham Transport Survey**

Document: SME Business Telephone Interviews - Summary

Date: 19th November 2008

Author: Nic Greaves, ITP

1 INTRODUCTION

1.1 This document provides a brief summary of the headline findings from the 200 business telephone interviews that were undertaken as part of the Big Idea Greater Nottingham Transport Surveys.

1.2 Of the 200 businesses interviewed:

- 90 businesses had fewer than 25 employees
- 65 businesses had 26 – 50 employees
- 37 businesses had 51 – 150 employees
- 8 businesses had 151 - 250 employees

1.3 The majority of businesses interviewed have been sited in Greater Nottingham for a reasonable length of time, with 67.5% being located in Nottingham for more than 10 years, and a further 17.5% have been located in Nottingham for between 5 and 10 years. Just 3.5% had been located in Nottingham for less than one year.

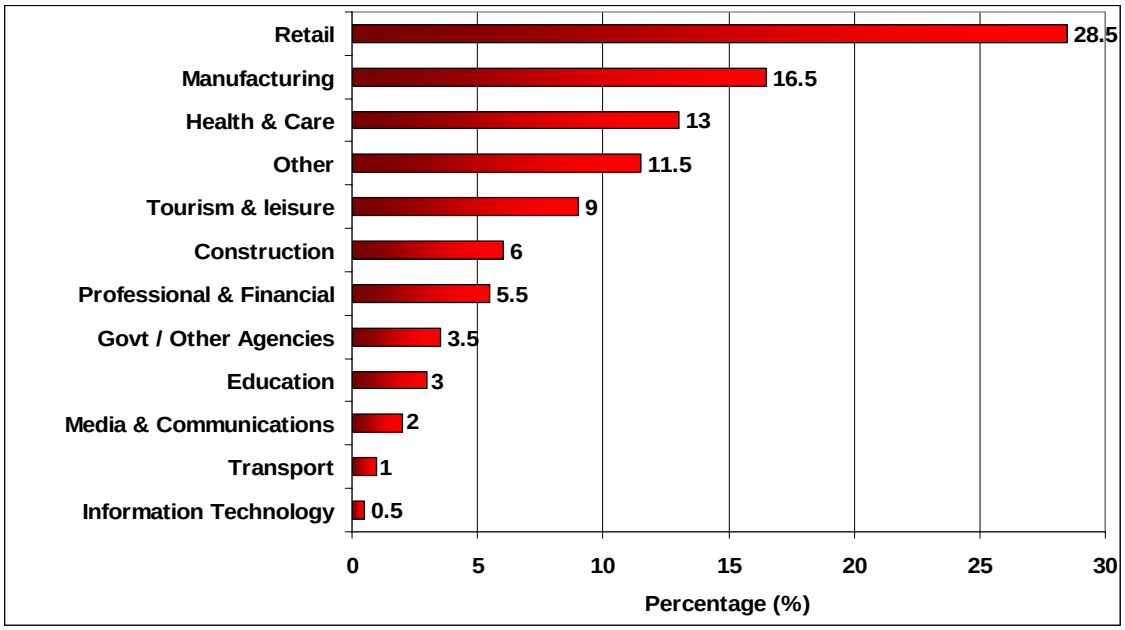
1.4 Between 13% and 15% of the businesses do not operate between Monday and Friday, while 46% do not operate on Saturdays and 72.5% on Sundays. Just 13% of businesses operate 7 days a week.

1.5 Of working hours:

- 75% of business sites commence operation from between 7am and 9am in the morning.
- 55% of business sites close for the day between 5pm and 7pm in the evening.
- 39% offer flexitime
- 36.5% have shift working
- 25.5% have home or mobile working

1.6 The greatest proportion (28.5%) of businesses consulted were in the retail sector while 16.5% were in the manufacturing sector. 13% of businesses were in the health and care industry, while all other sectors had relatively low numbers of representative businesses as shown in Figure 1.1 below.:

Figure 1.1 Business sector of businesses consulted (%)

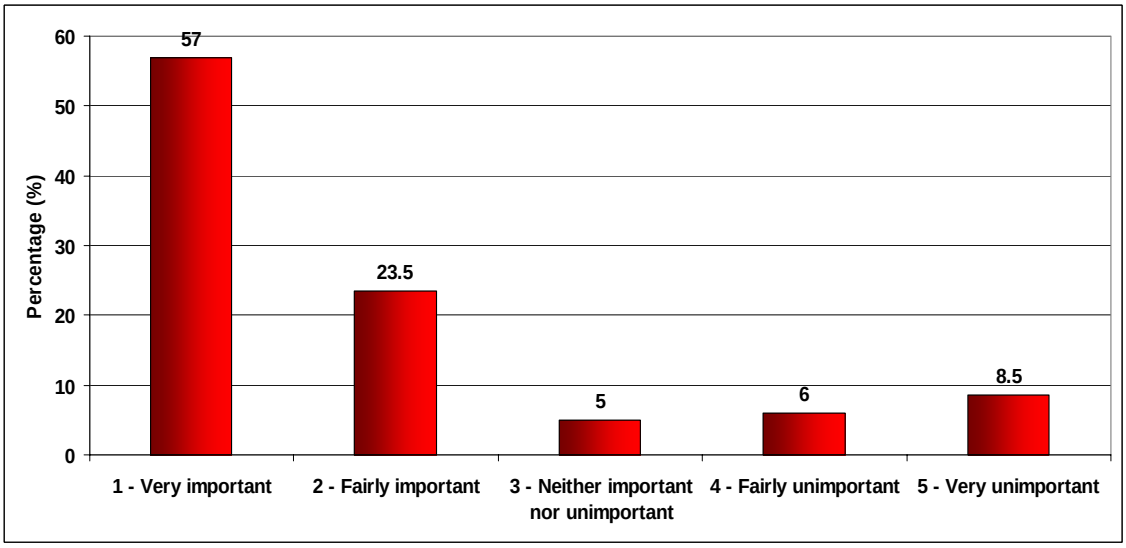


1.7 Relatively small proportions of businesses we spoke to were members of representative groups. 7.5% are members of the Chamber of Commerce, while 8% are members of the Federation of Small Businesses.

2 THE CURRENT TRAVEL NEEDS OF THE BUSINESSES

2.1 Good transport links are seen as being important to the vast majority of businesses. Over 80% view good transport links as being very or fairly important, and 8.5% view good transport links as very unimportant to their business.

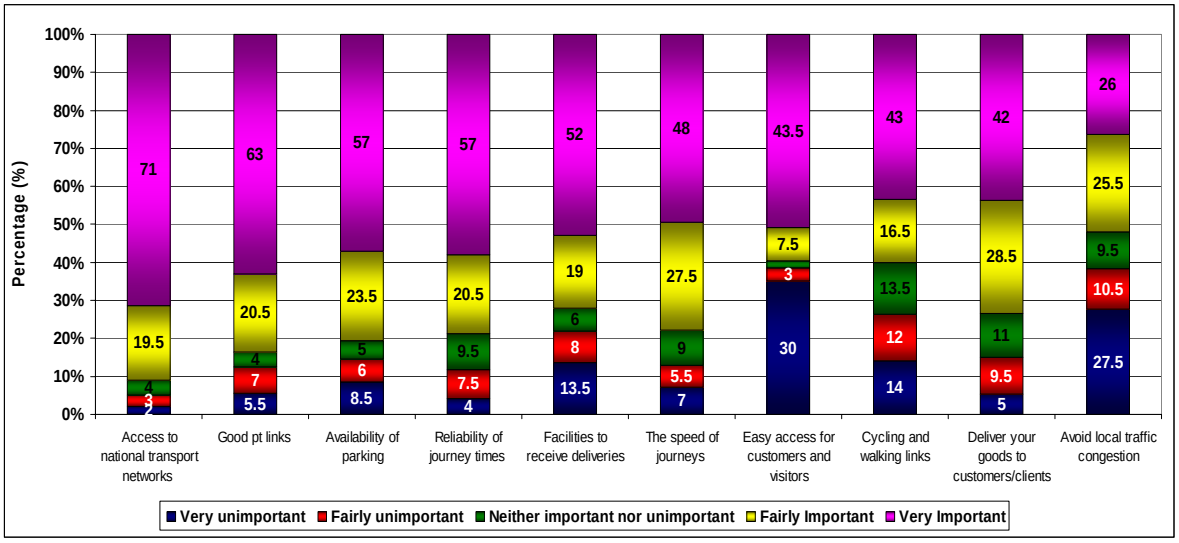
Figure 2.1 Importance of Good Transport Links (%)



2.2 Businesses were asked about the relative importance of specific transport issues. Key findings from Figure 2.2 are as follows:

- 91% feel access to national transport links is important – 71% believe it to be very important.
- 84% of businesses view good public transport links as very or fairly important.
- 81% of businesses felt the availability of parking is very or fairly important.
- 71% of businesses feel it is important to have facilities to receive deliveries, while 22% viewed this as unimportant.
- 52% view avoiding local traffic congestion as being important to their business while 38% view it as being fairly or very unimportant.

Figure 2.2 Importance of Specific Transport Issues (%)



2.3 The respondents were subsequently asked whether they had implemented, or were considering, specific green travel plan measures (See Table 2.2). Around 50% of all businesses stated that they have implemented one kind of green travel measure, although relatively few stated that they were considering implementing green travel measures. The headline responses were as follows:

- Half of businesses have improved cycle parking, while an additional 42% have installed showers and changing facilities. A further 8% are considering installing showers and changing facilities.
- 29% have implemented a Cycle to Work scheme.
- 25% inform staff of green travel options, while 46% help their staff access transport information.

- 21% have implemented a green travel plan, with a further 4% considering it.
- 21% offer incentives for green travel.
- 17% help staff buy public transport tickets, while 38% help staff change their working hours
- 8% of businesses run shuttle buses to their place of work and 21% have implemented car share schemes through the Nottinghamshare facility
- 13% of businesses have moved to a new site in order to be more accessible and a further 8% are considering doing this.

Table 2.2: Measure to improve site access (%)

Measure	Implemented	Considering	No
Improving cycle parking	50	4.2	45.8
Helping staff to access transport information	45.8	0	54.2
Installing showers and changing facilities	41.7	8.3	50
Helping staff to change their working hours	37.5	4.2	58.3
Cycle to Work scheme	29.2	4.2	66.7
Informing your staff of their green travel options	25	4.2	70.8
Green / Workplace Travel Plan	20.8	4.2	75
Offering incentives for green travel	20.8	12.5	66.7
Setting up a Car Share scheme through Nottinghamshare	20.8	8.3	70.8
Helping staff to buy public transport tickets	16.7	4.2	79.2
Moving to a new site	12.5	8.3	79.2
Running a shuttle bus to your place of work	8.3	4.2	87.5

3 STAFF TRAVEL NEEDS

3.1 63% of the businesses who participated in the interviews thought that it was important to encourage their staff to walk, cycle, car share and use public transport. In addition the majority of respondents (91%) felt that they were supported by their superiors (where applicable) in doing this.

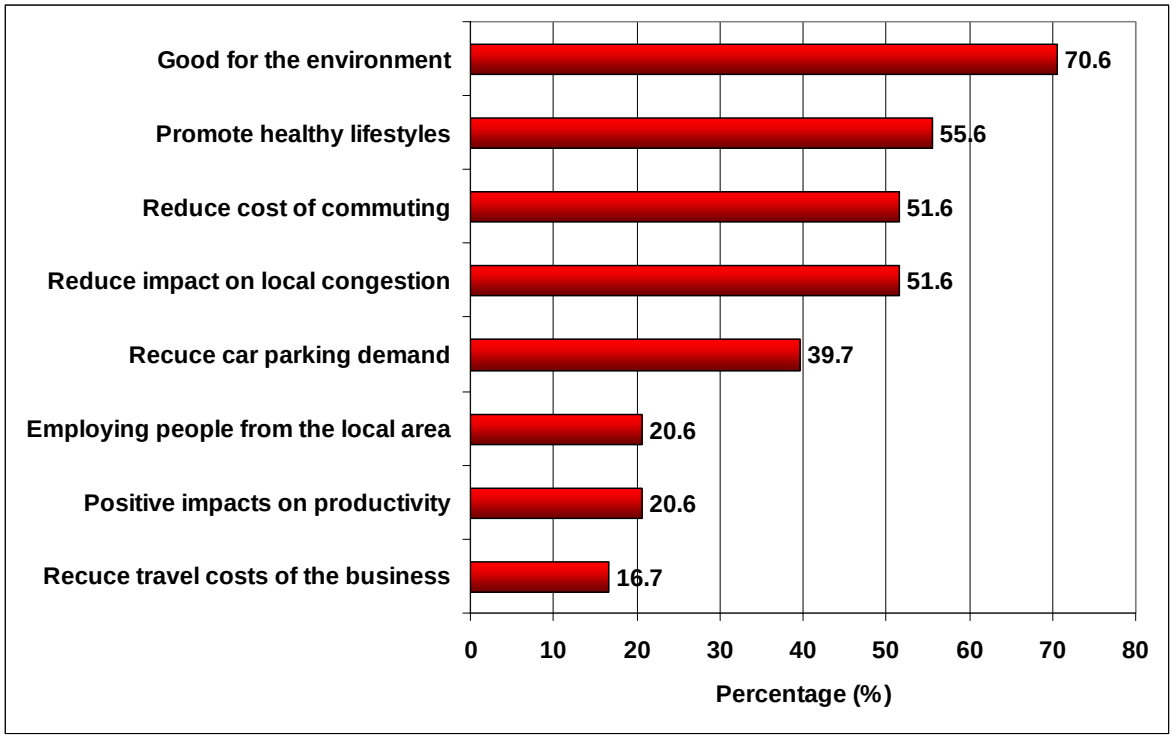
3.2 The respondents were asked what modes their company would like to encourage their staff to use to travel to work:

- 54% would like to encourage their staff to walk to work
- 62% would like to encourage their staff to cycle to work
- 60% would like to encourage their staff to car share
- 71% would like to encourage their staff to use public transport

3.3 When asked why they would like to encourage their staff to use more sustainable modes to travel to work, there were several elements that were viewed as more important than others. Promoting healthy lifestyles and reducing the cost of commuting for staff were cited by more

than half of businesses, while promoting sustainable travel to reduce impact on the environment was important for 70% of businesses.

Figure 3.1 Reasons for encouraging sustainable travel choices amongst staff (%)



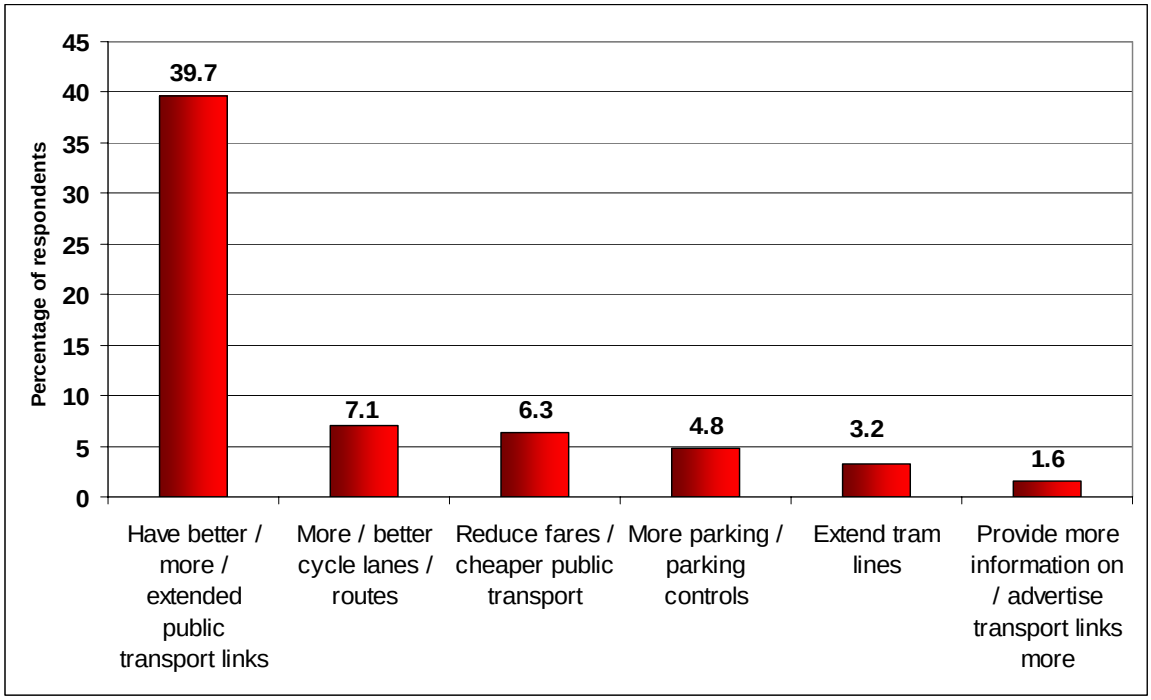
3.4 When asked what prevents businesses from encouraging sustainable travel, a variety of responses were given. These included:

- Employees live too far away
- It's their choice, it's up to them
- No suitable public transport links
- Time
- Need more cycle lanes
- Staff need their own transport for work
- Tram system is overloaded
- Big Wheel has ruined public transport links to my business
- Habit of using cars
- Bikes theft / storage
- Cost of parking
- Heavy traffic
- Bad weather
- Human nature
- No showers

3.5 Businesses were asked what the local transport authority could do to encourage people to travel to work in a more sustainable manner. Figure 3.2 shows the more common

responses, with 40% of respondents identifying public transport services as one area that the Greater Nottingham transport authorities could improve.

Figure 3.2 Possible improvements by transport authority



3.6 For those businesses that felt that there was little that the transport authority could do, a range of responses were given that described the reasons for it. A selection of the most common reasons is given below:

- ❑ They (transport authority) do it anyway
- ❑ Location of business makes it impossible
- ❑ Staff live too far away
- ❑ The nature of the business
- ❑ Personal choice
- ❑ Time
- ❑ Need to use a car

4 KEY ISSUES FOR GREATER NOTTINGHAM

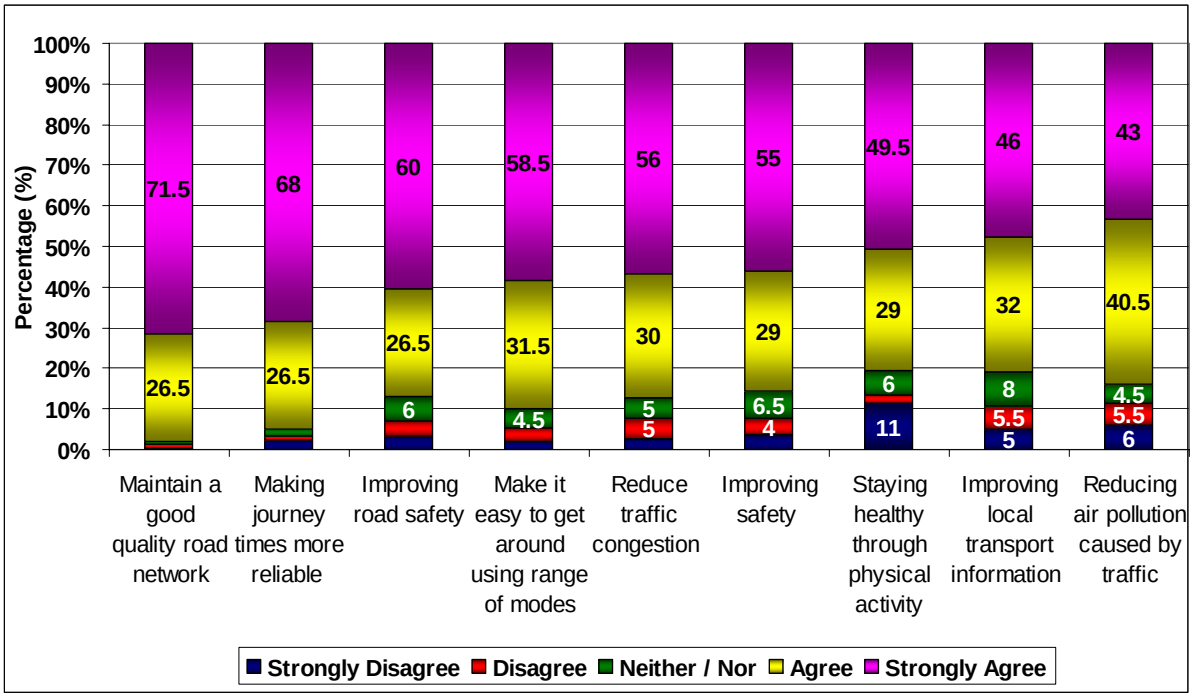
4.1 In terms of key issues for the greater Nottingham area, the businesses were asked to rate a number of objectives according to how important they thought that they should be to the local councils and transport operators in Greater Nottingham.

4.2 Of the nine objectives, the vast majority agreed or strongly agreed to all objectives. Notable results include:

- ❑ 68% strongly agree that the local authority should aim to improve transport information

- 11% strongly disagree with the objective to encourage healthy lifestyles through physical activity
- 98% agree and strongly agree with maintaining a good quality road network
- 87% agree or strongly agree with improving road safety

Figure 4.1 Extent to which businesses agree with LTP objectives (%)



4.3 The overwhelming agreement with maintaining a good quality road network highlights the reliance upon the road network and the viewpoint of businesses on how employees travel.

4.4 The businesses were asked about the extent to which the rising price of fuel was concerning them. 81% of businesses are concerned (fairly or very) about rising fuel prices, while only 12% were not concerned at all. Of the businesses that do have concerns about the rising cost of fuel, 33% (54 businesses) indicated that they have made changes to the way their business travelled in line with these concerns.

4.5 These stated changes to business travel included:

- Reduce travel or make fewer deliveries (33%)
- Using more economical vehicles (18%)
- Encouraging car sharing among staff for business travel (11%)

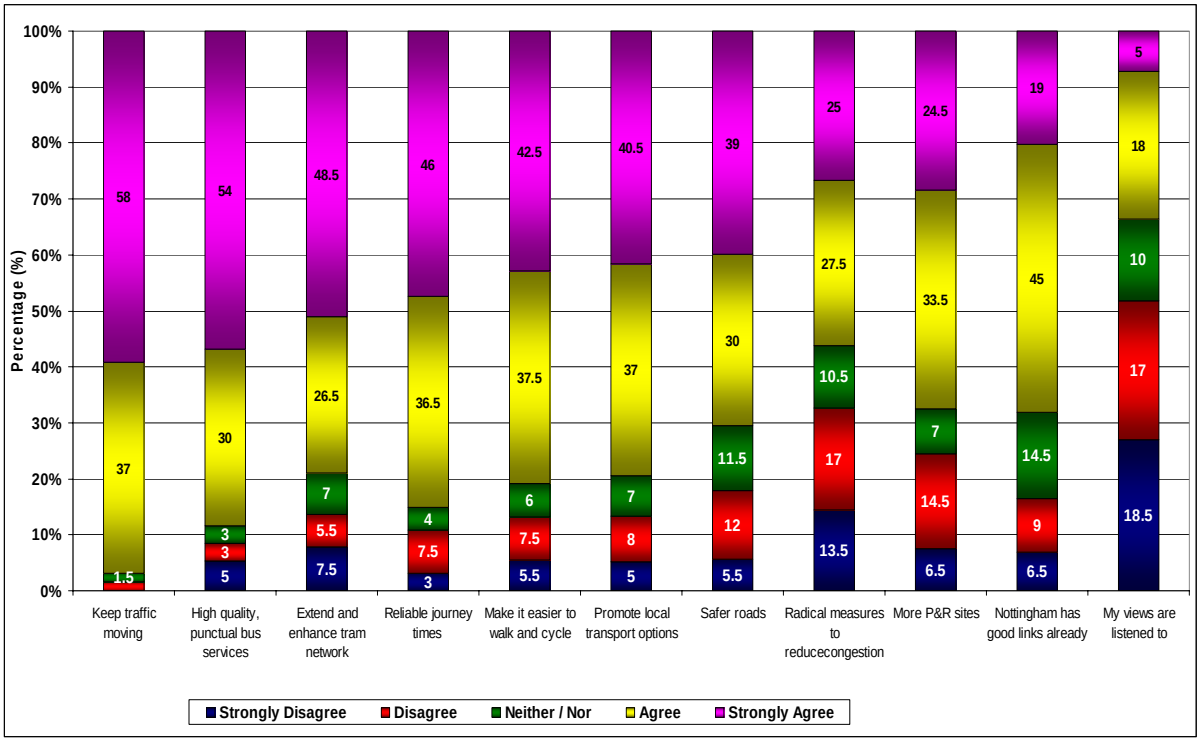
4.6 Businesses were then asked how concerned they were with the threat of Climate Change. Almost half (46%) of the businesses surveyed indicated that they were concerned (fairly or very) by the issue of Climate Change, while almost one third (32.5%) were unconcerned

(fairly or very). Of the 92 businesses that are concerned by Climate Change, 41% (38) indicated that they had made changes to the way they travel in response to these concerns. These stated changes in business travel arising from concerns over Climate Change included:

- ❑ Promoting more car sharing (33%)
- ❑ Encouraging more walking and cycling (both 18%)
- ❑ Making fewer journeys / deliveries (15%)
- ❑ Using public transport more (10%)

4.7 The businesses were also asked to respond to a number of statements in relation to issues in Greater Nottingham, as set out in Figure 4.2.

Figure 4.2 Views on local transport issues for Greater Nottingham (%)



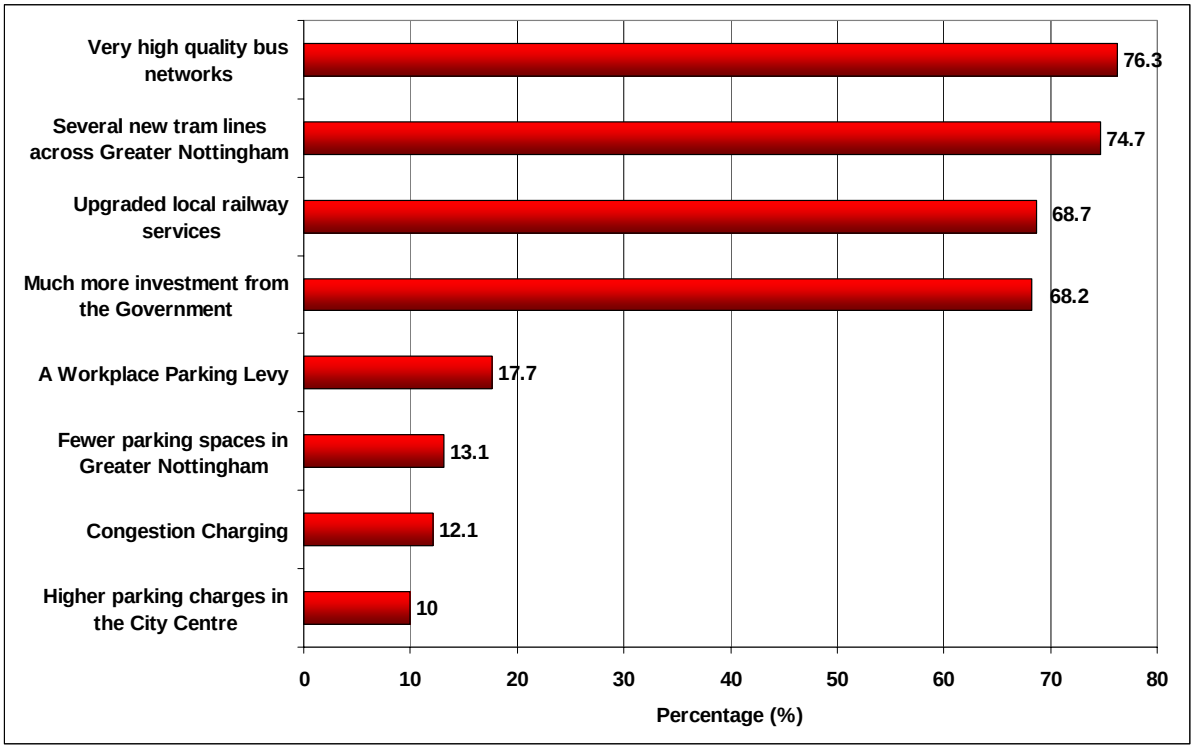
4.8 Stand-out views in response to this question are:

- ❑ The strongest support is for keeping traffic moving (85%), establishing high quality, punctual bus services (84%), delivering more reliable journey times for all modes of travel in Greater Nottingham (83%) and making it easier to walk and cycle in Greater Nottingham (80%).
- ❑ Almost 80% of respondents feel the tram network should be extended and enhanced.

- Almost two thirds (64%) of businesses feel that Nottingham has good transport links already, although only 19% of respondents strongly agreed with this statement.
- 35% of businesses disagreed that their views on transport are not listened to.
- 58% believe we need more Park & Ride sites.
- The majority of SME businesses (52.5%) believe that radical measures are needed reduce congestion in Greater Nottingham, although 30% feel that radical measures are not the solution.
- Road safety appears to be a relatively low priority for businesses compared to the other options put forward.

4.9 All SME businesses were asked their views on radical transport measures that they would support to help tackle local transport issues in Greater Nottingham. Figure 4.3 shows the measures and their popularity with businesses.

Figure 4.3 Agreement to radical transport measures (%)



4.10 The most popular measures were:

- High quality bus networks (76%)
- New tram lines across Nottingham (75%)
- Upgraded local railway services (69%)

4.11 The four measures that prove to be least popular are:

- Higher city centre parking charges (10%);
- Congestion charging (12%)
- Fewer parking spaces in Greater Nottingham (13%), and
- The workplace parking levy (18%).

4.12 Finally, businesses were asked for any final comments they may have on the topic of transport in Greater Nottingham. A selection of these are listed below:

- Reopen old railway stations
- More consultation with local businesses
- More car parks
- Better integrated transport
- More drop off and pick up points at railway stations
- Industrial units should not be let without sufficient parking
- Turn off traffic lights at certain times
- Trolley buses would be easier and cheaper than trams
- Yellow boxes at junctions
- Lay bys at bus stops
- 2 employees on buses for safety
- Better disabled parking
- Users should pay for the changes, not businesses
- More enforcement of cyclists at red lights
- One blanket scheme won't suit all businesses
- Automated tickets for all round transport travel

Title:	**Big Idea Greater Nottingham Transport Survey**
Document:	Public In Street Interviews - Summary
Date:	18th November 2008
Author:	Rachel Cope

1 INTRODUCTION

1.1 This document provides a brief summary of the headline findings from the 2,095 in street interviews that were undertaken with members of the public as part of the Big Idea Greater Nottingham Transport Surveys.

1.2 Of the 2095 respondents interviewed:

- 1201 were interviewed in Nottingham City Centre
- 894 were interviewed in Greater Nottingham

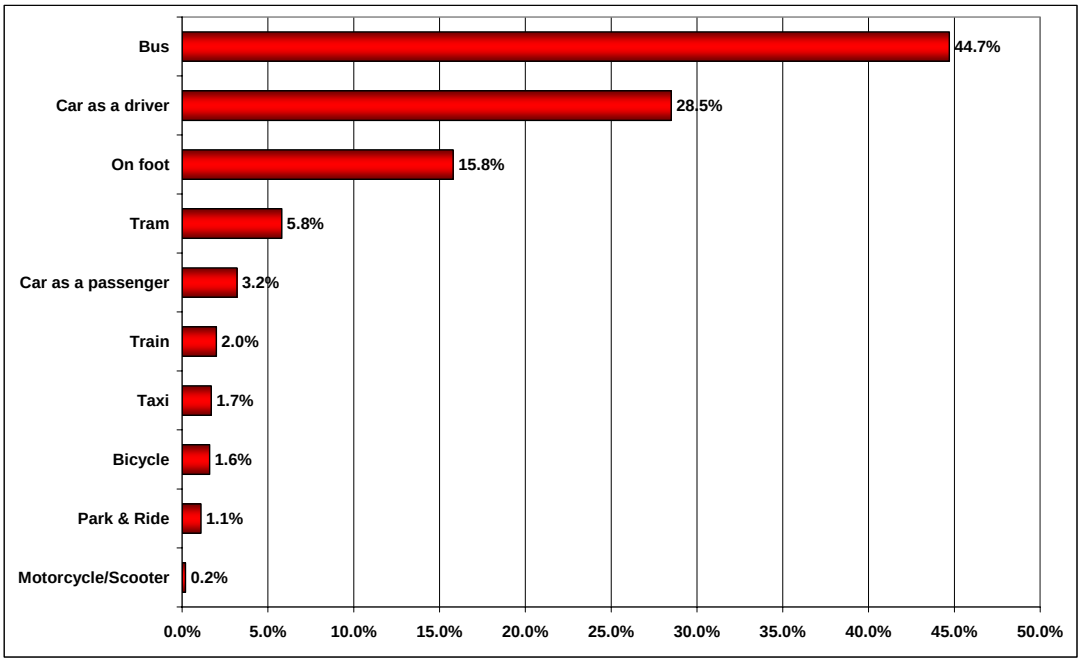
Broken down as follows:

- 94 were interviewed at NG2 Business Park
- 244 were interviewed at Lenton Lane
- 320 were interviewed at Carrington Street / Collin Street junction
- 225 were interviewed at Clumber Street / Carrington Street junction
- 318 were interviewed at Derby Road
- 119 were interviewed at Blenheim Park
- 198 were interviewed at Nottingham Business Park
- 39 were interviewed at the Queens Medical Centre
- 59 were interviewed at the University / Tennis Centre
- 200 were interviewed at the Beeston Centre
- 89 were interviewed at the West Bridgford Centre
- 59 were interviewed at the Hucknall Centre
- 101 were interviewed at the Carlton Centre
- 20 were interviewed at Glaisdale Parkway
- 10 were interviewed at the Bulwell Centre

2 MAKING YOUR JOURNEY

2.1 Just over half of respondents (52.6%) were commuting to work / making business travel. 34.9% were travelling for shopping (food or non food) purposes. Just 3.3% were visiting friends / relatives – a reflection of the quotas introduced by journey purpose.

Figure 1: Method of Transport Used



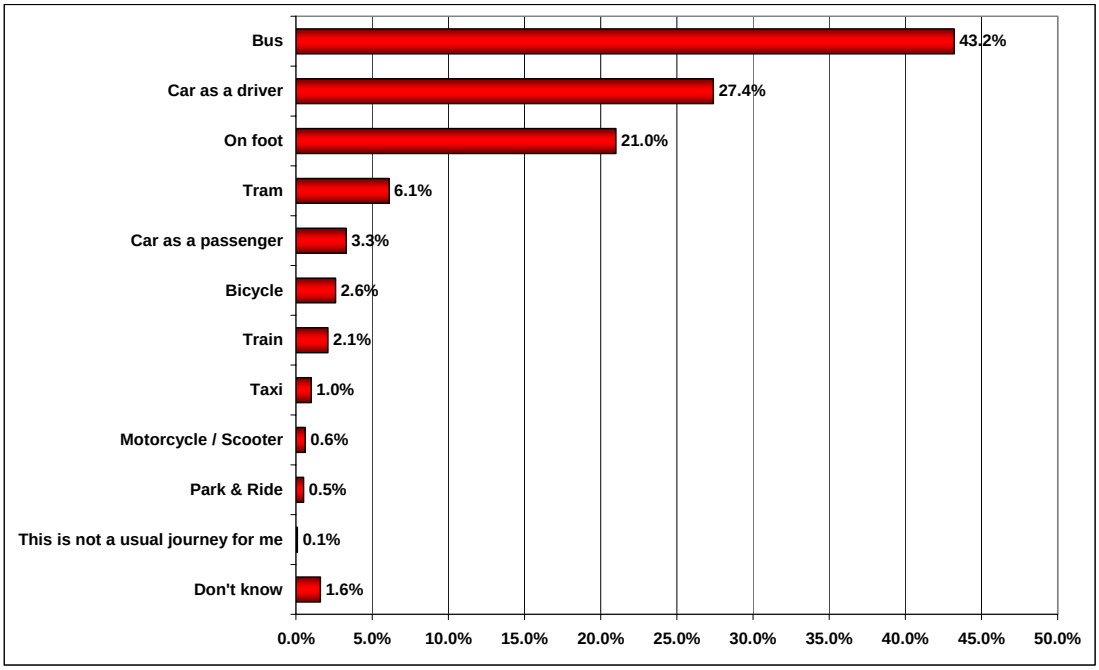
2.2 Respondents were most likely to have travelled by bus (44.7%). Just over a quarter (28.5%) travelled by car as a driver with just 3.2% by car as a passenger. A further 15.8% travelled on foot and 5.8% by tram.

2.3 Those travelling by any of the methods mentioned above were then asked (unprompted) why they used this particular method, the most likely reason was that it was the best option for the respondent (49.3%). A further 26.3% said it was down to cost and 19.0% said it was convenient.

2.4 The vast majority of respondents rated their journey as good (91.1%) - 37.3% rating very good and 53.8% fairly good. Just 2.6% overall rated their journey as poor.

2.5 When asked what was good or bad about their journey, around a third (35.0%) of those interviewed said their journey was comfortable, a further 20.0% felt the journey was direct and 13.3% said it was on time. 3.5% mentioned their journey had been weather affected and 2.4% said it was affected by traffic congestion.

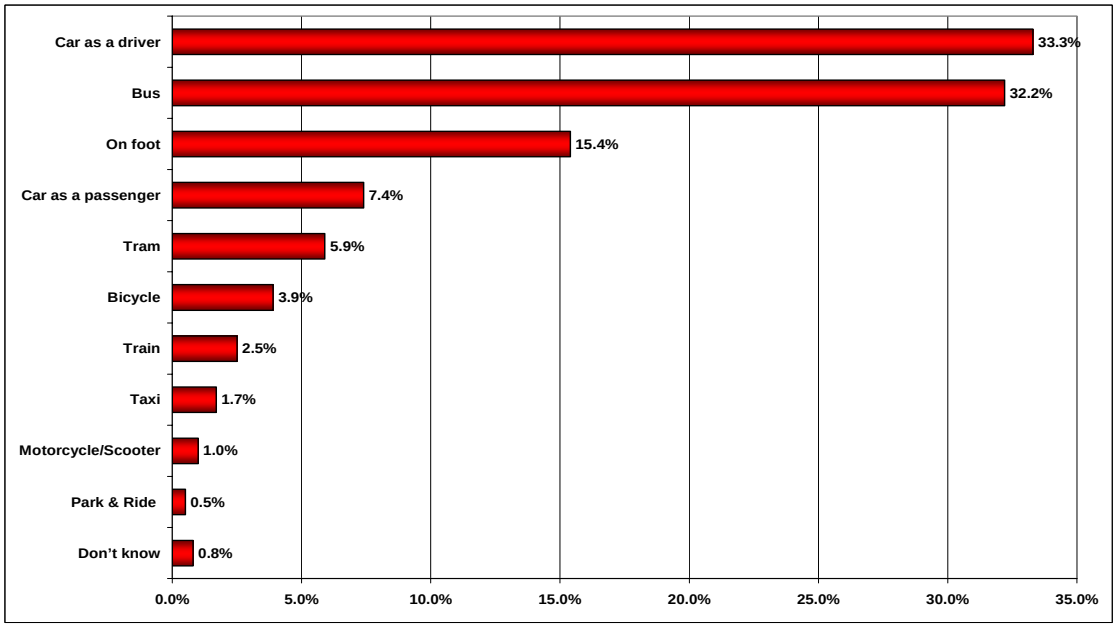
Figure 2: Usual Method of Transport Used



2.6 43.2% of respondents stated their usual method of transport as bus, compared to 44.7% using the bus that day – suggesting most were using their usual mode. Around one in five respondents (21.0%) said they usually travelled on foot, however just 15.8% were travelling on foot on they day interviewed – a possible reflection of weather conditions.

3 BARRIERS TO USE OF TRANSPORT OPTIONS

Figure 3: Ideal Method of Transport Used



3.1 Figure 2 showed that 27.4% of respondents usually travelled by car as a driver, while Figure 3 indicates that 33.3% of respondents stated that they would ideally like to travel by car as a driver. 43.2% said they usually travelled by bus however just 32.2% would ideally like to travel by bus.

3.2 Around one in ten interviewed (10.3%) mentioned cost as a reason why they could not travel by their ideal mode of transport. 10.8% also mentioned they could not drive or did not have access to a car.

3.3 11.6% (if making their journey in the future) would consider making it in a different way.

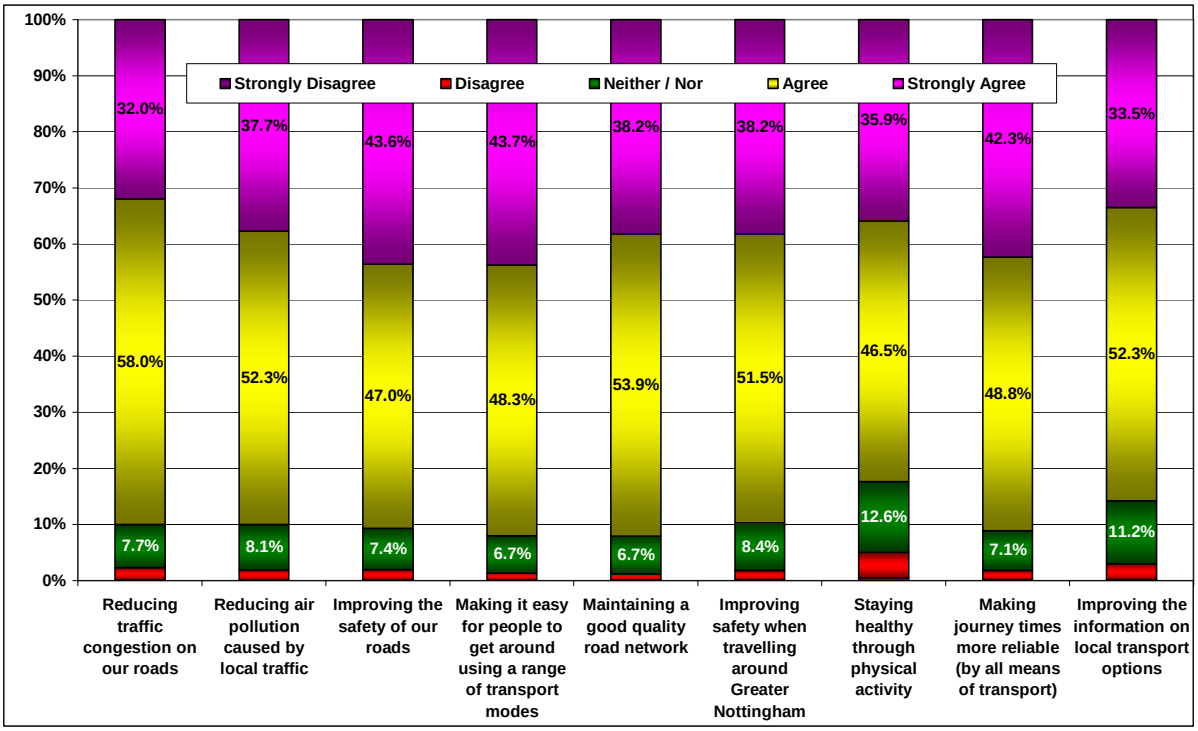
3.4 Of those respondents who said they would consider making their journey in an alternative way:

- 30.0% said they would consider a switch to bus
- 26.7% would consider switching to driving
- 13.6% would consider a switch to cycling
- 11.9% would consider switching to tram
- 9.9% would consider switching to walking
- 6.2% would consider switching to train
- 4.1% would consider a switch to car sharing
- 2.9% would consider a switch to a motorcycle / scooter
- 0.4% would make the journey less often
- 0.4% would switch to a method which is better for the environment
- 2.5% were unsure / did not know

3.5 All respondents were asked what would encourage them to walk, cycle, car share or use public transport more in the future. Just over half (52.1%) of respondents said nothing would encourage them to use these modes of transport. 15.0% mentioned they would be encouraged by cheaper fares on public transport, 7.6% mentioned higher frequency public transport services on their route and a further 6.8% said they would be encouraged if they were located on a convenient tram line.

4 TRANSPORT ISSUES IN GREATER NOTTINGHAM

Figure 4: Important Objectives for Local Councils and Transport Operators



4.1 Respondents were most likely to agree that maintaining a good quality road network (92.2%), making it easy to get around using a range of transport modes (92.0%) and making journey times more reliable (91.1%) were important objectives for the local Councils and transport operators in Greater Nottingham.

4.2 Respondents were least likely to agree that it was important to stay healthy through physical activity (82.4%).

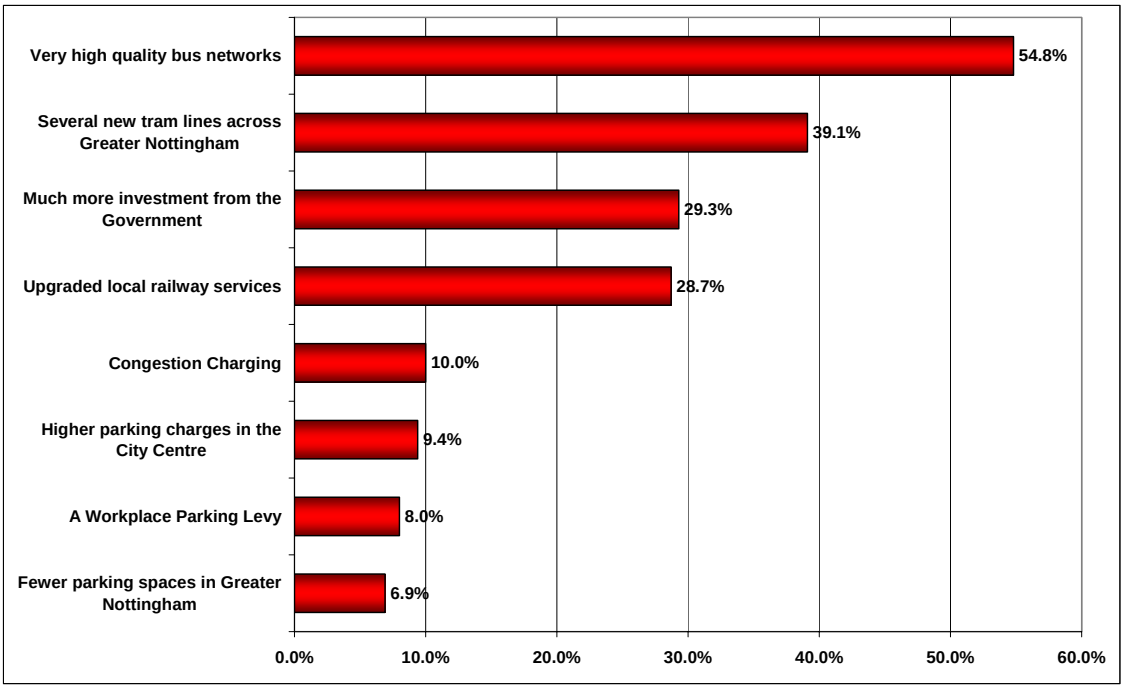
4.3 53% were concerned (fairly or very concerned) with the rising cost of fuel. Those who were concerned were then asked if they had changed the way they travelled because of this. A quarter (25.6%) said they had changed the way they travelled. The changes these respondents made were most likely to be:

- ❑ To walk more – 27.0%
- ❑ Use their car less – 21.4%
- ❑ Use public transport more – 21.0%
- ❑ Make fewer journeys – 13.2%

4.4 45.8% of respondents overall were concerned by the threat of climate change. 23.1% of those who were concerned with the threat of climate change said they had changed the way they travelled as a result of this with 29.2% of these respondents walking more, 21.9% using public transport, 18.3% using the car less and 9.1% cycling more.

4.5 Overall the majority (88.8%) of respondents agreed with the statement 'we need to keep traffic moving in Greater Nottingham' and 86.7% agreed that 'we should make it easier for people to walk or cycle'. However, only 49.9% of respondents agreed with the statement 'my views on local transport are listened to'.

Figure 5: 'Radical' Measures to Tackle Local Transport Issues



4.6 As shown in Figure 5, above, over half of those interviewed (54.8%) felt a very high quality bus network would tackle local transport issues, 39.1% mentioned new tram lines and 29.3% mentioned more Government Investment. Just 6.9% however felt fewer parking spaces would help tackle transport issues.

4.7 When asked if they had any specific transport measures which they thought would benefit Greater Nottingham 42 respondents (2.0%) mentioned free or reduced public transport costs. 37 respondents (1.8%) wanted more cycle lanes and 32 respondents (1.5%) would like more trams.

4.8 When asked if they had anything else to add of the topic of transport in Greater Nottingham it was mention 64 times (39%) that the cost of public transport is escalating. Further comments are listed below:

- Good service
- More trams

- More regular transport
- Tram lines to be extended
- More safety measures needed
- Parking levy is unfair
- More cycle lanes

Appendix J:

Logic Map

NOTTINGHAM URBAN AREA LSTF BID
APPENDIX J: LOGIC MAP

Context/Issue to be addressed	Input/What is being invested?	Output/What has been produced	Outcomes/Short and medium term results	Impact/Long-term outcomes
Tackling congestion and supporting economic growth e.g. - Projected increase in traffic volume - Costs of congestion to business and citizens	Work Package F: Provide personalised travel planning solutions for targeted groups, in schools, individuals and business Work Package C: Implement a range of physical infrastructure improvements to create liveable neighbourhoods to create attractive and safe spaces Work Package D: Promote and support active travel solutions as a viable form of travel	• Issue personalised travel plans to targeted groups and individuals (32,000 issued over Fund period) • Improved journey planning resources for individuals • Deliver two demonstration neighbourhood projects • Delivery of cycle corridors and hub schemes • Delivery of school travel plan programme • Cycle training for children and families	• Increase in people walking and cycling and using public transport for local journeys • Reduction in car use for local journeys	• Increase in sustainable transport modal share • Increase in sustainable transport trips • Increased inward investment and employment levels • Local people supported into good jobs • Nottingham open for business • More citizens and visitors enjoying Nottingham • Reduced need for car parking at employment sites
There is a need to reduce carbon emissions from road transport and adapt the transport system to impacts of climate change e.g. - Carbon impact of current road travel options (i.e. car) - Growing demand for sustainable travel modes/options	Work Package B: Utilise community travel hubs to enable people to get better informed about sustainable travel options Work Package C: Implement a range of physical infrastructure improvements to create liveable neighbourhoods to create attractive and safe spaces Work Package D: Promote and support active travel solutions as a viable form of travel Work Package E: Build a low carbon public transport network through bus fleet efficiency improvements and electric vehicle charging infrastructure provision Work Package F: Provide personalised travel planning solutions for targeted groups, in schools, individuals and business	• Deliver two demonstration neighbourhood projects • Delivery of cycle corridors and hub schemes • Delivery of school travel plan programme • Cycle training for children and families • Implementation of comprehensive cycling and walking networks • Citizens supported to use sustainable travel modes e.g. through adult cycle training • Sustainable travel messages and benefits promoted through marketing activities and events • Conversion of 9 diesel buses to electric (Linkbus network) • Implement 60 electric vehicle charging posts at designated employment and community hubs across the conurbation • City car club established • Complementary 'Travelite' Nottingham initiative providing low carbon travel business support • Improved journey planning resources for individuals • Support people to access and use low cost travel options through support (e.g. cycle purchase) and personalised travel plans to targeted groups an individuals (32,000 issued over Fund period)	• Increase in people walking and cycling and using public transport for local journeys • Increase in numbers of people meeting recommended physical activity levels (10% of city population = 28,000) • Reduction in car use for local journeys • Reduced vehicle carbon emissions • Improved fuel efficiency levels	• Increase in sustainable transport modal share • Increase in sustainable transport trips • Reduction in traffic volumes • Reduced carbon emissions from road transport • Increased contribution to national carbon reduction targets • More resilient transport network
Citizens not meeting recommended levels of physical activity contributing to high obesity rates and premature mortality e.g. - High obesity rates amongst children - High premature mortality levels	Work Package C: Implement a range of physical infrastructure improvements to create liveable neighbourhoods to create attractive and safe spaces Work Package D: Promote and support active travel solutions as a viable form of travel Work Package F: Provide personalised travel planning solutions for targeted groups, in schools, individuals and business	• Implementation of comprehensive cycling and walking networks • Citizens supported to use sustainable travel modes e.g. through adult cycle training • Sustainable travel messages and benefits promoted through marketing activities and events • 14,000 Year 2-6 pupils engaged in cycle activities each year • Over 600 adults cycle trained over the Fund period • Improved journey planning resources for individuals	• Increase in people walking and cycling for local journeys • Increase in numbers of people meeting recommended physical activity levels (10% of city population = 28,000) • Increased take up of school travel plan measures • Walking and cycling training and promotion provision embedded in schools and communities	• People will be healthier, happier and live longer and will able to achieve their potential and make a positive contribution to city life • Health inequalities between areas and social groups will be significantly reduced • Reduced proportion of overweight and obese adults • Improved mental health and wellbeing • Happy healthy people • Young people given the best start
Tackle Affordability e.g. - Costs of transport proving a barrier for people on low incomes	Work Package A: Support low income individuals into employment and learning via smartcard platform Work Package B: Utilise community travel hubs to enable people to get better informed about sustainable travel options Work Package F: Provide personalised travel planning solutions for targeted groups	• Financial travel support provided to 7,500 students in receipt of education maintenance allowance • Over 850 people on job seekers allowance for 6-12 months supported with their travel costs • 5 community hubs established over life of Fund period (pilot funded through key component bid) to provide support and advice to local citizens • Support people to access and use low cost travel options through support (e.g. cycle purchase) and personalised travel plans to targeted groups an individuals (32,000 issued over Fund period) • Improved journey planning resources for individuals	• Increase in numbers of low income groups taking up of smartcards offers • Increase in areas of search for employment and training opportunities • Increase awareness of sustainable travel options • People informed by personal travel plans to make low carbon and sustainable travel choices	• More people in employment and less workless households • More adults with the appropriate skills and qualifications able to progress in work and earn more • Sustainable travel is the preferred mode of choice • Reduced crime
Tackle low travel horizons e.g. - Lack of awareness of benefits of physical activity - Lack of availability of consistent and integrated travel information	Work Package F: Provide travel training through personalised travel planning solutions for targeted groups and individuals Work Package B: Utilise community travel hubs to enable people to get better informed about sustainable travel options	• Up to 100 vulnerable users supported to travel using sustainable modes • Sustainable travel coordinators utilising smarter travel intervention budget to deliver neighbourhood appropriate services e.g. cycle training, infrastructure, guided walks/cycle rides as required by local communities • 5 community hubs established over life of Fund period (pilot funded through key component bid) to provide support and advice to local citizens	• Increased awareness of sustainable travel choices for local journeys • Local people supported and better informed of travel options • Improved accessibility and road safety creating the right environment to facilitate sustainable travel	• Sustainable travel is the preferred mode of choice • Nottingham's neighbourhoods are good, safe places to live • Increased satisfaction amongst residents with local neighbourhoods • Increased resident satisfaction with influencing local decisions • Improved accessibility to employment and training opportunities

Appendix K:

Programme Outputs

Nottingham Urban Area Bid
Appendix K – Programme Outputs

Work Package	Programme Outputs	Baseline	Outputs			Source
			2012/13	2013/14	2014/15	
A	Number of low income individuals supported into employment or learning via smartcards	65% of students use their EMA for transport = 4240 EMA learners. Total people on JSA for 6-12 months in Greater Nottingham = 3,800 (April 2011) = 19% total JSA recipients	EMA: 2,500 students per annum RCAN: 170	EMA: 2,500 students per annum RCAN: 340	EMA: 2,500 students per annum RCAN: 340	EMA and RCAN data. LSTF bid monitoring
B	Number of Community Travel Hubs established	0 (2011)	1 (pilot funded through key component bid)	4	0	City Council data. LSTF bid monitoring.
B	Engagement through Community Travel Hubs and active travel events	Potential to influence travel patterns of up to 180,000 population through the community travel hubs and events (20% of urban area population)	Engage 5,000 people (at first hub in first year)	Engage 5,000 people (per annum at each of the 5 hubs = 25,000 people)	Engage 5,000 people (per annum at each of the 5 hubs = 25,000 people)	City Council data. LSTF bid monitoring.
B	Numbers of new recruited to volunteer peer support network	0 (2011)	10 (as part of hub established through key component bid	20 smarter travel champions in two hubs (10 in each)	20 smarter travel champions in two hubs (10 in each)	City Council data. LSTF bid monitoring.
C/D	Increased physical activity levels	Decade for Better Health objective to increase physical activity for 10% of City population			28,000 people	City Council data. LSTF bid monitoring.
C	Demonstration projects	O	Develop neighbourhood design guide	1	1	In accordance with Manual for Streets guidelines. City Council monitoring.

Work Package	Programme Outputs	Baseline	Outputs			Source
			2012/13	2013/14	2014/15	
C	Cycle programme	Baseline and total to be determined	Corridor and hub schemes	Corridor and hub schemes	Corridor and hub schemes	City Council data. LSTF bid monitoring.
D	Number of people engaged in cycle training activities: a. Child training	City: Year 6 pupils receiving Bikeability training = 452 (2010/11)	14,000 pupils (Years 2-6)	14,000 pupils (Years 2-6)	14,000 pupils (Years 2-6)	Sustrans data. LSTF bid monitoring. Lifecycle approach delivered in primary schools across conurbation
D	b. Adult training	City: 250 (2010/11)	200 per annum	200 per annum	200 per annum	RideWise data. LSTF bid monitoring.
D	More people cycling more often	To be established	To be established	To be established	To be established	Baseline and outputs to be determined using Active People Survey 2012 and other local sources.
E	Number of Linkbuses converted to electric	4 (2011/12) funded through Green Bus Fund	5 (Medilink service)	2 (Locallink)	2 (Locallink)	City Council data. LSTF bid monitoring.
E	Number of electric vehicle charging points installed at employment and community hubs	0 (2011)	20 posts	20 posts	20 posts	City Council data. LSTF bid monitoring.
F	Number of personalised travel plans provided	0 (2011)	8,000	12,000	12,000	City Council data. LSTF bid monitoring. Targeted groups total = 32,000.

Appendix L:

Project Plan

APPENDIX L: LSTF PROJECT PLAN

Work Package A: Developing the Smartcard Integrated ticketing offer		2012/13			2013/14				2014/15			
		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
A1	**Smartcard support: Additional funding for targetted groups including FE students**											
	Assess success of pilot scheme											
	Modification & testing of revised ticketing arrangements.											
	Advertising of new ticketing options											
	Operation of full scheme											

Work Package B: Community Travel Hubs/local delivery model		2012/13			2013/14				2014/15			
		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
B1	**Establish 4 additional Community Smarter Travel Hubs: First Community Travel Hub funded through Key Component bid.**											
B2	**Neighbourhood Smarter Travel Coordinators: To act as main point of contact for service providers and the community.**											
	Advertise posts											
	Interviews											
	Selection & Appointment											
	Hubs operational											
B3	**Smarter Travel Intervention budget: Commissioned programme of community smarter travel services**											
	Develop annual community action plan											
	Commission sustainable travel support services											
	Contracts for 3rd sector providers of travel support services											
	Deliver local infrastructure improvements											
B4	**Developing and supporting the Smarter Travel Champions volunteer support network**											
	Development work to establish volunteer network											
	Support Smart Travel Champions volunteer network											

Work Package C: Liveable Neighbourhoods		2012/13			2013/14				2014/15			
		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
C1	**Places for people: Manual for Streets demonstration projects to create an attractive walking and cycling environment**											
	Establish contacts with communities via NSTCs & Community Planners											
	Consult with community to establish outline requirements											
	Create draft proposals											
	Work up full design in consultation with communities											
	Implement demonstration projects											
	Publish Neighbourhood Design Guide											
C2	**Cycle infrastructure development along priority corridors and at key transport hubs with associated promotion**											
	Agree priority corridors and key hubs.											
	Community route audits											
	Design and consult on scheme elements											
	Implementation of scheme elements and promotion activities											
	Creation & circulation of publicity materials											

Work Package D: Implement Active Travel Solutions		2012/13			2013/14				2014/15			
		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
D1	**Support for schools**											
	Support school travel plan development with capital grants for schools.											
	Deliver annual Footprints walking promotion in primary schools											
D2	**Cycle training for schools and families** **BikeIT/LifeCycle: Deliver curriculum activities to support cycling from Yrs 1-7 and develop extra-curricular activities for Yrs 8-10** **Extend delivery of Bikeability training levels 1, 2 and 3** **Provide cycling component to Active Families programme including mobile cycle hire service for parks and leisure destinations**											
	Agree project delivery mechanisms with partners											
	Procure Bikes and supporting material/equipment											
	Delivery of Bike It/Lifecycle programme											
	Extended Bikeability programme											
	Active Families programme elements											
	On-going monitoring/feedback of project outcomes											
D3	**Co-ordinated community cycling promotion programme** **Encourage take up of cycling in the community: Training, buddying, route finding services for citizens; cycle maintenance training.**											
	Agree project delivery mechanisms with partners.											
	Recruitment & training of volunteers through partners.											
	Identify target events, key dates, materials required.											
	Cycle training & buddying with target groups.											
	Deliery of cycle maintenance training											
D4	**Active travel events package** **Support for community events** **Citywide sustainable travel promotional events** **Travel planning and transport support for other leisure and culture events**											
	Agree events schedule with partners.											
	Design publicity & promotional materials appropriate to particular events.											
	Support events											
	Monitoring and feedback to improve delivery.											

Work Package E: Create a Low Carbon Transport Network

		2012/13			2013/14				2014/15			
		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
E1	**Low Carbon Fleet**											
	Procurement of electric vehicles and infrastructure for Medilink buses.											
	Procurement of electric vehicles and infrastructure for Locallink buses.											
E2	**Provision of EV charging at employment hubs and community venues accessed by smartcard**											
	Identification of key locations, consultation with businesses & communities											
	Procurement of infrastructure											
	Installation of charging points											
	Commissioning of pool vehicles											
	On-going monitoring of project outcomes											
E3	**Establish City Car Club**											
	Identify potential partners, carry out consultation											
	Finalise business case											
	Procurement of operator											
	Implementation phase											
E4	**Extension of Travel Lite Nottingham eco driving programme**											
	Agree project partners											
	Procure delivery partner											
	Programme delivery											
	On-going monitoring of project outcomes											

Work Package F: Provide Personalised Travel Planning Solutions

		2012/13			2013/14				2014/15			
		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
F1	**Supporting access to work and training: Personal journey planning and access to employment and training support**											
	Agree project delivery mechanism											
	Distribute information, including meeting key referral agencies											
	Scheme set up											
	On-going delivery and monitoring											
F2	**Year 6 transitional travel training: Co-ordinated personalised journey planning service delivered through schools**											
	Agree project delivery mechanism											
	Distribute information and engage with schools											
	On-going delivery and monitoring											
F3	**Homemovers personalised journey planning package**											
	Agree project delivery mechanism											
	Distribute information and engage developers, estate agents, City Homes											
	Scheme set up											
	On-going delivery and monitoring											
F4	**Inclusive Accessibility: Extend programme of travel training and support for vulnerable groups**											
	Agree project delivery mechanism											
	Distribute information, including meeting key referral agencies											
	Scheme set up											
	On-going delivery and monitoring											

Work Package G: Programme management

		2012/13			2013/14				2014/15			
		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
G1	**Programme management activities including financial management and monioring processes**											
	Extend LSTF work programme and governance arrangements											
	Extend & agree annual communications plan											
	Quarterly Project Boad and partner meetings											
	Quarterly grant claims to DfT											
	Monitoring activities											
	Monitoring reporting											
	Feed into DfT evaluation processes											

Appendix M:

Risk Log

LSTF MAIN BID – APPENDIX M: RISK REGISTER

Ref	Description of risk	Likelihood Rating	Impact Rating	Risk Rating	Risk Owner	Mitigations / Counter Measure Actions	Residual Likelihood rating	Residual Impact Rating	Residual Risk Rating	Status
1	Unforeseen problems with securing partner contributions	3	4	**12**	LSTF Project Board	• Maintain partnership dialogue with key agencies • Early consultation with partners on programme development	3	3	**9**	Live
2	Lack of support/engagement from community for proposed measures	3	4	**12**	LSTF Project Board	• Early and ongoing consultation and feedback routes through the delivery model framework • Develop comprehensive communication plan • Conduct monitoring and evaluation throughout programme period	2	3	**6**	Live
3	Capacity of the third sector to deliver their commitments given other grant cuts	3	4	**12**	LSTF Project Board	• Establish procurement processes that will establish future year certainty • Effective partnership working and project governance	2	3	**6**	Live
4	Accuracy of scheme estimates could result in allocations being exceeded	3	4	**12**	Project Steering Group	• Programme/project management • Stage funding of projects and identify further funding sources	2	3	**6**	Live
5	Delays in procuring key resources	3	4	**12**	LSTF Project Steering Group	• Develop a procurement strategy • Develop business case • Robust programme/project management	3	3	**9**	Live
6	Delay in recruiting key staff e.g. neighbourhood smarter travel coordinators	3	3	**9**	LSTF Project Board	• Establish links with 'Changemakers' health programme • Establish links with Economic Community Outreach Workers	3	2	**6**	Live
7	Unforeseen impact of implementing the WPL upon WorkSmart proposals	3	3	**9**	WPL Project Manager	• Close management of the scheme and appropriate resources allocated to ensure project delivered	2	2	**4**	Live
8	Delay in realising benefits due to dependence upon delivery of associated major schemes e.g. NET Phase 2, Station Hub	3	3	**9**	LSTF Project Board	• Ensure close management of major schemes in accordance to Council project management practices • Develop a robust business case	2	2	**4**	Live
9	Failure to create a long term legacy beyond Fund years	2	4	**8**	LSTF Project Board	• Set out clear financial sustainability measures to safeguard benefits • Support role of third sector • Maximise community delivery model as kick-start approach • Develop successor interventions	2	3	**6**	Live

Ref	Description of risk	Likelihood Rating	Impact Rating	Risk Rating	Risk Owner	Mitigations / Counter Measure Actions	Residual Likelihood rating	Residual Impact Rating	Residual Risk Rating	Status
10	Negative political/media/ public reaction to programme measures	2	3	**6**	Portfolio Holder	• Develop a communications strategy and monitor via LSTF meetings • Use established media relations • Continue investment in marketing/communications	2	2	**4**	Live
11	Implemented proposals fail to have anticipated impact	2	3	**6**	LSTF Project Board	• Effective programme/project management techniques • Develop a robust business case • Develop a comprehensive communications strategy • Ongoing monitoring and evaluation throughout project period	2	2	**4**	Live
12	Local authorities and partner capacity/resource to deliver causing delays to delivery/quality	2	3	**6**	LSTF Project Board	• Develop contingency plans to increase staff resources linked to funding • Robust programme/project management to identify issues early	2	2	**4**	Live
13	Cross boundary working fails to deliver quality outputs through complicated change control measures	2	2	**4**	LSTF Project Board	• Identify clear governance structures and roles/responsibilities via Project Board (Business Case development) • Manage the programme/project using robust processes	1	1	**1**	Live