Nottingham Local Sustainable Transport Fund
Outcomes Baseline and Update Report
October 2013

1. Background and context

1.1 Purpose of this document

The Department for Transport (DfT) has awarded Nottingham £15.245 million through its Local Sustainable Transport Fund (LSTF) programme 2011-2015. The Nottingham LSTF package has been designed to directly help to deliver economic, environmental and community benefits through an integrated package of proposals being delivered across the Nottingham urban area to achieve long term travel behaviour change.

LSTF project teams are required to produce an Annual Outcomes Report as set out in the DfT's Monitoring and Evaluation Framework published in December 2012. This Report is the first in a series of annual reports and provides information on the baseline data of key LSTF performance indicators being monitored and progress against outcomes since 2011/12 with the most up to date information.

This report will be updated annually; the next report will be published in September 2014. Information will be published online through the Government's Knowledge Hub and also on the City Council's transport pages at:

www.nottinghamcity.gov.uk/transportprojects

1.2 Structure of this document

Section 1: sets out the **background and context** of the Nottingham LSTF programme. It contains a description of the package of measures, objectives and outcomes.
Section 2: sets out the **key achievements of LSTF programme delivery**. It summarises some of the achievements of the LSTF since programme delivery began in July 2011.
Section 3: contains information on our **baseline monitoring and performance.** It sets out the strategic indicators being monitored with baseline data and progress against the four LSTF objectives and outcomes.

1.3 Introduction and context

An unprecedented level of investment – over £750 million – and activity is underway to build a better Nottingham including the expansion of the Nottingham tram network, redevelopment of the Station and Linkbus network improvements, part funded by the Workplace Parking Levy. In addition, highway improvements to the A453, improvements to the Ring Road and associated programmes funded through the Nottingham City Deal, Green Bus Fund and Better Bus Areas are all underway. This significant infrastructure is being implemented to help improve Nottingham's economic vibrancy and quality of life supported by an integrated transport network for residents in and across the conurbation. This transport provision will enable improved connectivity by bus, tram, rail, road and support increased walking and cycling helping to move people and goods to jobs and services.

The resources being invested through the LSTF is providing a golden opportunity to realise the full potential of these large-scale capital investments as we increase our business and community engagement activities and provide complementary programmes of events, activities and smarter choices services to support local economic growth and help local people into jobs and training supported by low carbon and active travel behaviours.

1.4 Nottingham LSTF programme description

The LSTF programme aspires to establish Nottingham as a national exemplar for integrated sustainable transport and seeks to enable greater integration of transport modes, develop new ways of engaging with local communities and sustaining partnership working with local businesses and large employers, support business needs and target people at key transition points focusing on the travel needs of children, young people and families. The measures have been chosen to help our citizen's take full

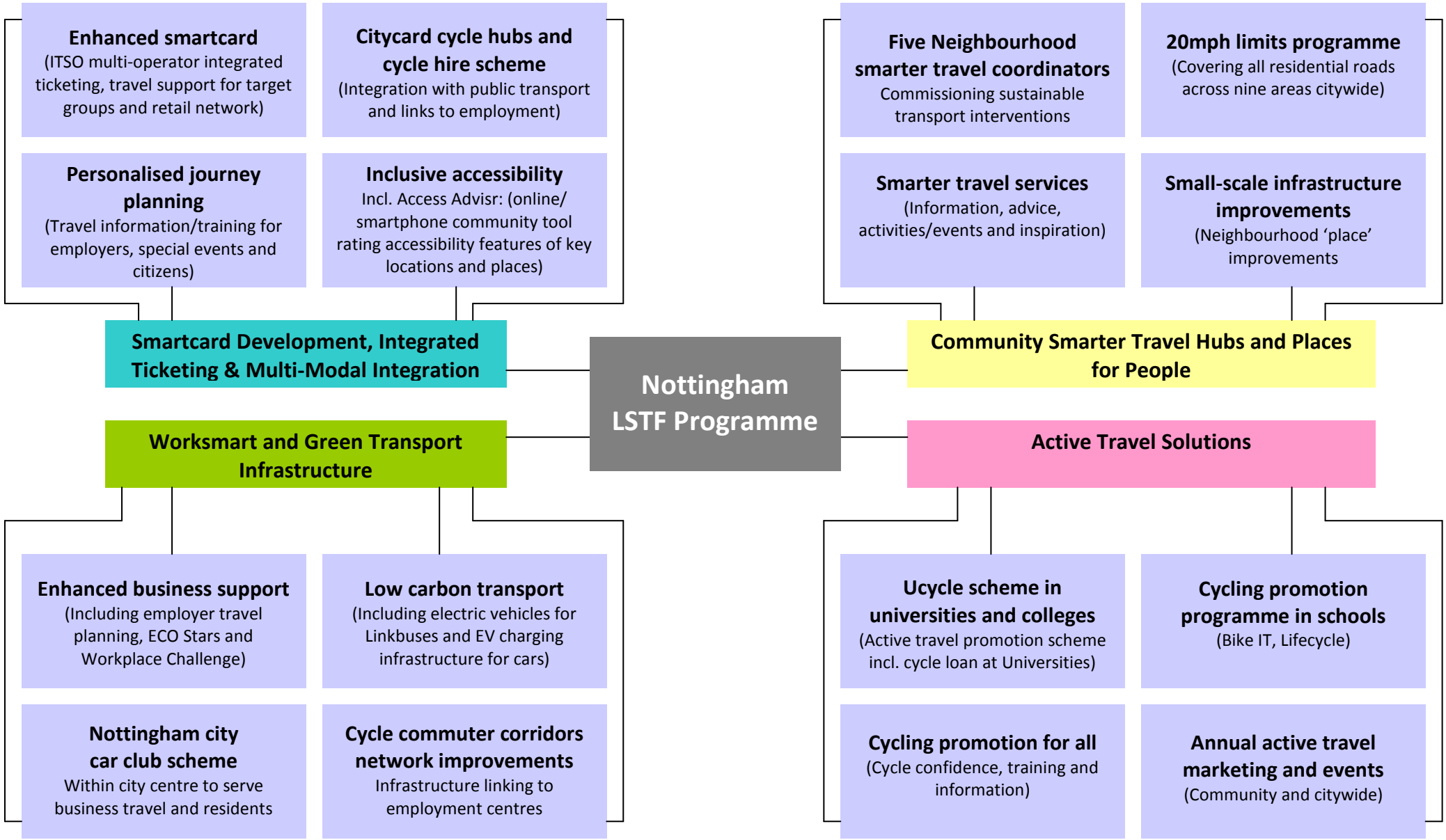
advantage of local employment, learning and cultural opportunities supported by sustainable travel behaviours.

To achieve this, the Nottingham LSTF programme has four core elements of mutually supporting measures to be funded up to March 2015 that leave a lasting legacy:

- **Smartcard development, integrated ticketing and multi-modal integration:** Supporting access to employment and training by improving integration and unlocking travel opportunities using low carbon transport (all supported by the development of smartcards).
- **Community smarter travel hubs and places for people:** Delivering integrated smarter travel services at a neighbourhood level to support local people to adopt low carbon and active travel choices and address travel barriers.
- **Worksmart business support activities and green transport infrastructure:** Supporting the needs of the business community with smarter travel services and developing the low carbon transport network.
- **Active travel solutions:** A comprehensive programme of active travel marketing, promotion and events to make walking and cycling the norm for local journeys.

Further detail on the descriptions of what each workstrand contains is included in the Outcomes Monitoring Plan whilst **Figure 1.1** illustrates the make up of the Nottingham LSTF programme workstrands and elements.

Figure 1.1: Nottingham LSTF programme interventions



1.5 LSTF objectives

A strategy for the Nottingham LSTF has been developed to respond to the area's economic, carbon and health challenges and complements the partner's Local Transport Plan programmes. The LSTF programme seeks to meet four key transport objectives:

Objective 1: Increasing economic competitiveness and creating capacity for growth by bringing staff into the workplace using an integrated multi-modal sustainable transport network and attracting inward investment.

Objective 2: Continuing downward trend in carbon emissions from transport and adapting to climate change by making low carbon travel options a realistic and attractive choice and preparing for changing weather patterns.

Objective 3: Linking people to jobs by reducing barriers to accessing services and opportunities, particularly in terms of affordability and low travel horizons.

Objective 4: Creating a sustainable transport culture thereby reducing transport impacts on people.

1.6 LSTF outcomes and impacts

Table 1.1 below summarises the outcome and impact indicators which will be monitored on a regular basis as referred to in the Nottingham LSTF logic map which was included in the Outcomes Monitoring Plan. They are categorised according to the primary LSTF objective they will most contribute to.

Table 1.1: Summary of Nottingham LSTF outcome and Impact Indicators

Objective	Outcome indicators (short-medium term)	Impact indicators (long-term)
Growth	PI1: Area wide traffic levels PI2: Public transport patronage PI 3: Journey time and speed variations PI 4: Mode share of public transport	PI 14: Nottingham economy GVA PI 15: Employment levels PI 16: Examples of inward investment
Carbon and Air Quality	PI 1: Area wide traffic levels PI 4: Mode share of public transport PI 5: Carbon emission levels from transport PI 6: Nitrogen dioxide levels within AQMA areas	PI 17: Reduced carbon emissions per head of population PI 6: Improvements to air quality
Accessibility	PI 7: Access to service and facilities PI 2: Public transport patronage PI 8: Satisfaction and perceptions of local transport PI 4: Mode share of public transport	PI 18: Reduced levels of worklessness PI 8: Greater accessibility to jobs and training Improved quality of life with increased resident satisfaction with local areas and improved wellbeing amongst citizens
Health	PI 9: Change in road casualty rates/severity PI 10: Overall cycling levels PI 11: Total network (kms) covered by 20mph limits PI 12: Adult physical activity levels PI 13: Percentage of adults overweight or obese	PI 19: Increase in life expectancy PI 20: Reduced health inequalities (between most affluent and most deprived wards)

1.7 Programme targets

In order to measure the success of the LSTF programme against our objectives of growth, carbon and air quality, accessibility and health, four key programme outcomes targets have been set:

LSTF programme headline outcome targets have been selected for delivery by the end of 2014/15:

1. Increase sustainable travel modal share by 10% from 2011/12 levels by 2014/15
2. No increase in traffic levels contributing to a reduction in carbon emissions from transport by 10% over three years by 2014/15
3. Increase in the number of people supported to employment and training by 2014/15
4. Double levels of cycling in key intervention areas from baseline levels by 2014/15

These outcomes will be achieved through specific interventions delivered through the Nottingham LSTF programme. **Section 2** goes on to detail key achievements with delivery since 2011/12.

2. Key achievements

Nottingham LSTF funding was secured in two phases in line with DfT bidding announcements:

- **£4.925** million in July 2011
- **£10.320** million in July 2012

As a result the projects comprising the LSTF programme are currently at various stages of delivery. Some significant milestones have been reached in terms of successful delivery. Progress with each workstrand is detailed below. Further information is provided in the Annual Outputs Reports submitted to the DfT which are published online at: www.nottinghamcity.gov.uk/transportprojects.

Smartcard development, integrated ticketing and multi-modal integration

- The existing Kangaroo Citycard ticket was developed into a multi-operator season ticket allowing individuals to travel on all operator local bus, tram or train services (and access the secure cycle hub facilities). Since 2011, 23,437 kangaroo tickets have been sold (across all variants).
- Travel support for students was introduced in September 2011 to provide free days of travel for eligible students previously in receipt of Educational Maintenance Allowance and those from low income backgrounds. Since 2011, over 3,000 individuals have benefited from the scheme.
- Citycard cycles were introduced into the city, initially used for long term hire in 2012 short term day hire was introduced for commuters linking people to out of town business parks and employment sites.
- To compliment the Citycard cycles, a number of secure cycle hub facilities have been introduced at key interchanges beginning with a pilot in Broad Marsh Bus Station and Nottingham Station. The hubs have been expanded to include a further 6 hubs totalling 8 across Nottingham.

Community smarter travel hubs and places for people

- The first Community Smarter Travel Hub was introduced as a pilot in 2011 within the north locality of the city, serving 100,000 residents. A dedicated Neighbourhood Community Smarter Travel Coordinator was recruited to work with local communities to develop smarter travel activities and events for helping citizens to travel using sustainable modes. The Coordinator is based in the Joint Service Centre alongside colleagues from Neighbourhood Management and Public Health staff helping to maximise the opportunities to deliver activities that promote the take up of walking, cycling and public transport. Since the Coordinator was put in post, 12,268 residents across the north of the city have been engaged with.
- The expansion of the community hubs was progressed in 2013 to include a further four Coordinators, two within the city area (consisting of the central and southern localities) delivered by Sustrans and two within the wider urban area (serving the Boroughs of Broxtowe and Gedling (delivered by local cycle training charity Ridewise Ltd).
- Following extensive consultation, the city's first 20mph limits scheme was introduced at all residential roads within the Sherwood area in April 2013. The programme containing a further 8 areas is expanding across Nottingham.

Worksmart business support activities and green transport infrastructure

- The first electric powered buses funded through the LSTF were introduced in 2012 operating on the free Centrelink service which connects citizens to key locations across the city centre. Since April 2012, over 600,000 passenger trips have been recorded on the service with an overall increase of 10% in bus journeys since the introduction of the electric buses. A further 20 electric buses have been procured to operate on key Linkbus services, once introduced in January 2014 will make Nottingham's fleet the largest electric fleet in Europe.

- The Greater Nottingham Transport Partnership (GNTP) Big Wheel Business Club support package was developed and introduced for businesses across Nottingham to use. The package contained business travel advice, travel surveys, bespoke advice and support, journey planning and information for employers and employees travelling across the conurbation.
- The national ECO Stars fleet recognition scheme was expanded across the Nottingham urban area in 2013. The scheme has grown to 42 members who receive a driver and vehicle efficiency rating alongside training to improve efficiency.

Active travel solutions

- The innovative Ucycle active travel promotion project has been running at the two universities in Nottingham and the Nottingham Universities Hospitals Trust since 2009. In 2011 the scheme expanded to further education sites across the city. The Ucycle team have loaned out 460 bikes to staff and students and regularly undertake activities and events to raise awareness of cycling across campus. In addition cycle infrastructure improvements have been delivered across educational sites for example introducing cycle stands at key buildings to promote the take up of cycling.
- A series of active travel events have been delivered across both 2011/12 and 2012/13 summers. Events have included a three-day Cycle Live cycle festival, Light Night, hosting the (first stage) of the Tour of Britain and a Green Spaces day during European Mobility Week, all reaching over 12,000 individuals.
- A small scale Cycling for All community programme was launched in 2013 delivering monthly cycling training, bike maintenance and cycle rides to local communities.

3. Baseline monitoring and performance

A range of performance indicators form part of the Nottingham LSTF performance monitoring framework covering key themes of travel patterns, local economy, carbon emissions, accessibility, safety and health. These indicators are summarised in **Table 1.1** above. The full list of indicators and their trend during 2011/12 and 2012/13 is detailed in **Appendix A**.

Performance against key select indicators associated with the four LSTF objectives is detailed below.

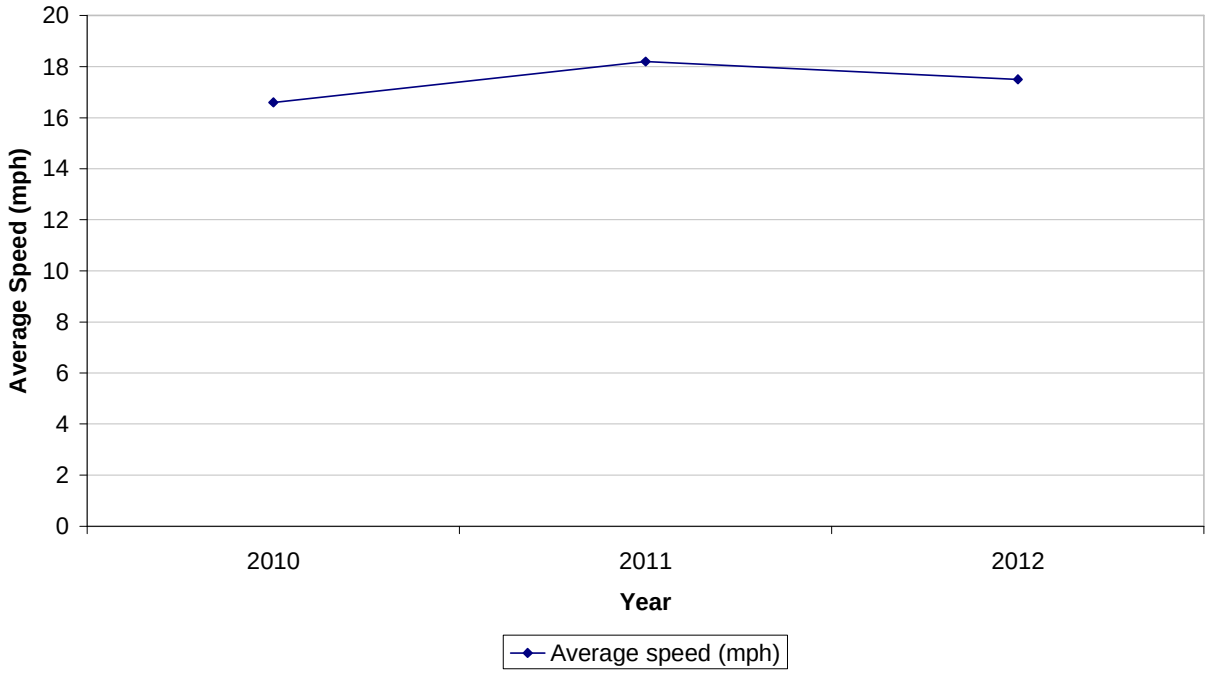
LSTF Objective 1: Increasing economic competitiveness and creating capacity for growth by bringing staff into the workplace using an integrated multi-modal sustainable transport network and attracting inward investment.
LSTF Outcome: Increase sustainable mode share by 10% from 2011/12 levels by 2014/15.

Congestion (PI 3)

Nottingham already has a strong track record of containing congestion levels across the conurbation since 2005 through Local Transport Plan policy measures of travel demand management, encouraging sustainable transport use and smarter choices interventions. Limiting traffic growth remains a key priority to supporting economic growth.

A new method of monitoring collects journey times per mile (in minutes and seconds) and average speed (mph) data along the 18 main radial routes in Greater Nottingham and the along the Ring Road orbital route. Over the past two years journey times per mile have increased slightly from 3.3 minutes per mile to 3.4 minutes per mile whilst still remaining an improvement on the baseline 2010/11 data of 3.6 minutes a mile. There has also been a 5.2% increase in average speed since 2010/11 from 16.6mph to 17.5mph reflecting reduction in traffic volume and improvements in the efficiency of the highway network. Reduced congestion benefits the economy through reduced costs in journey time delays to local businesses and employers. The current trend is encouraging.

Figure 1.2: Average speed per mile on main corridors



Public transport patronage (PI 2)

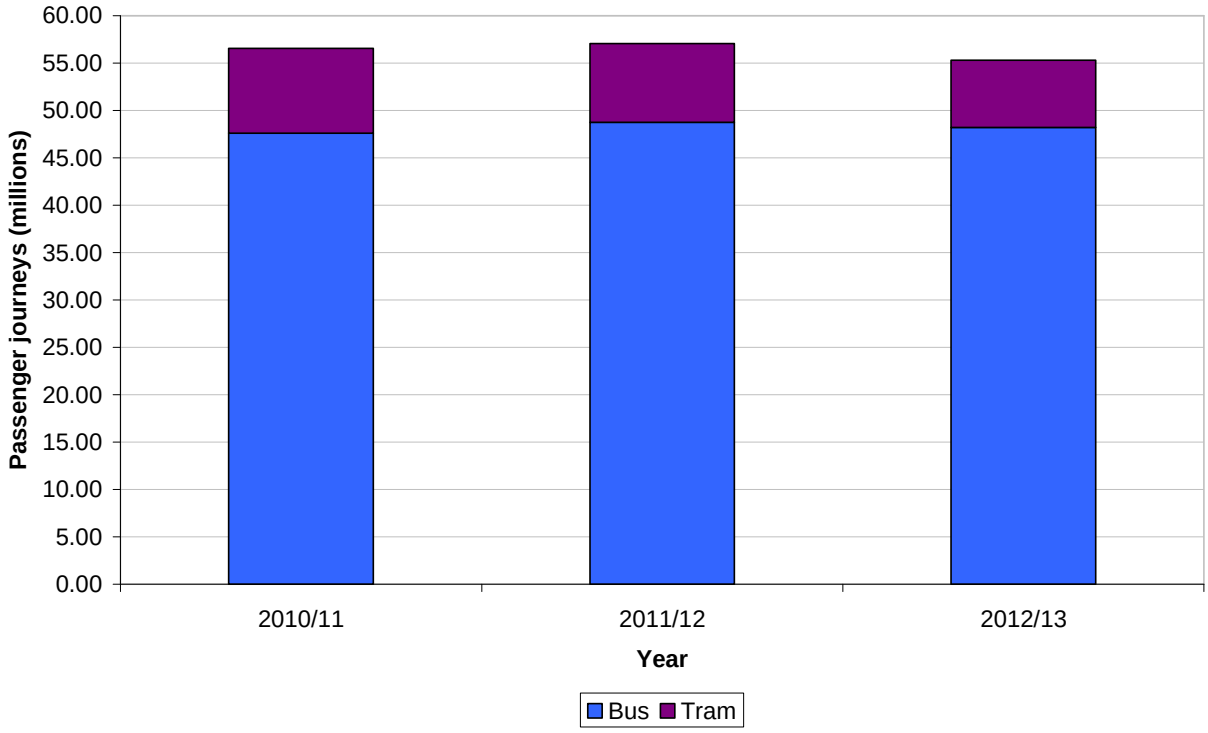
There has been significant long term growth with the number of public transport journey taking place over the last decade due to infrastructure investments. Across the Greater Nottingham area local bus and light rail patronage has increased by 0.2 million passengers on the 2009/10 base level.

There has been a slight decline in patronage this year of 74.10 (2012/13) based on last years peak of 76.21 million passengers.

Over the same period there has been a change in ticketing arrangements triggered during the tram operation change over in December 2011 with a reduction in short trip transfers within the city centre. This may explain the decline in tram patronage (whilst bus travel has largely stayed consistent). In addition there has been increase competition from car park operators impacting upon park and ride patronage.

National reports show a national trend in declining public transport use across authority areas. During the same period a number of small bus operators have ceased trading.

Figure 1.3: Public transport (bus and tram) use, Greater Nottingham

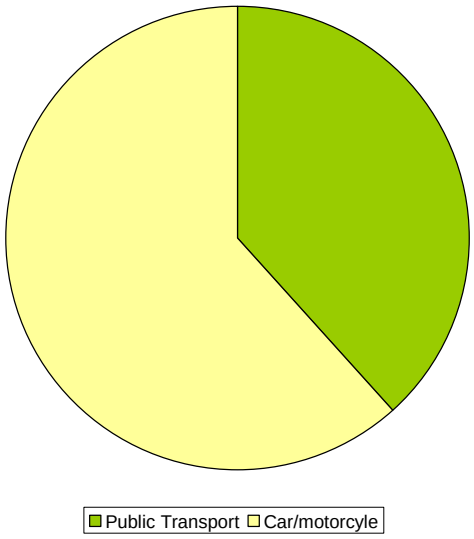


Mode share (PI 4)

Nottingham benefits from a high base of public transport mode share due to high levels of public transport patronage taking place on the local bus and tram network. Of the 305,680 people who living with Nottingham City Council's administrative area, 43.7% of households do not have access to a private vehicle demonstrating low levels of car ownership with public transport journeys and walking/cycling being the norm for many residents. In April 2012, the country's first Workplace Parking Levy scheme was introduced in April 2012 affecting the commuting patterns of 40,000 car commuters travelling across the urban area and beyond into the city of Nottingham.

The Nottingham sustainable mode share indicator is calculated by overall car/motorcycle and public transport splits at the inner traffic area cordon. The baseline is taken from the year before LSTF interventions were introduced to give a true picture of casual effect. In 2010 public transport mode share was 37.9% and car/motorcycle 62.1%. Monitoring shows that mode share for public transport has increased on the baseline by 0.5% from 37.9% (2010/11) to 38.4% in 2012/13.

Figure 1.4: Public transport mode share 2012/13

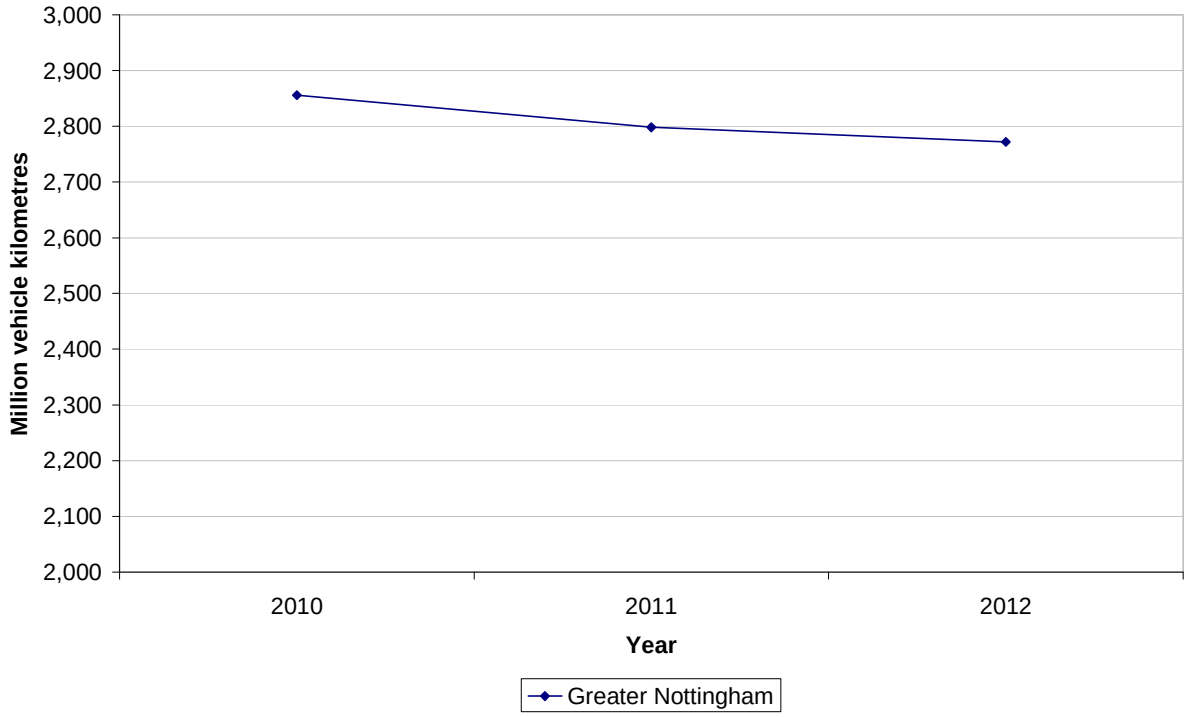


LSTF Objective 2: Continuing downward trend in carbon emissions from transport and adapting to climate change by making low carbon travel options a realistic and attractive choice and preparing for changing weather patterns.
LSTF outcome: No increase in traffic levels contributing to a reduction in carbon emissions from transport by 10% over three years by 2014/15

Traffic levels (PI 1)

The change in area wide traffic mileage is measured for local authority roads within the City Council's administrative boundary and also across the Greater Nottingham conurbation (excluding trunk roads). Over the last ten years there has been a steady decline in area wide traffic mileage. This trend has continued from 2010 baseline levels of a 3% reduction from 2,856km in 2010 to 2,772km in 2012. On average the figures show a decline in annual kilometres travelled possibly indicating a reduction in traffic on the roads. This pattern is consistent with what appears to be occurring in other urban areas.

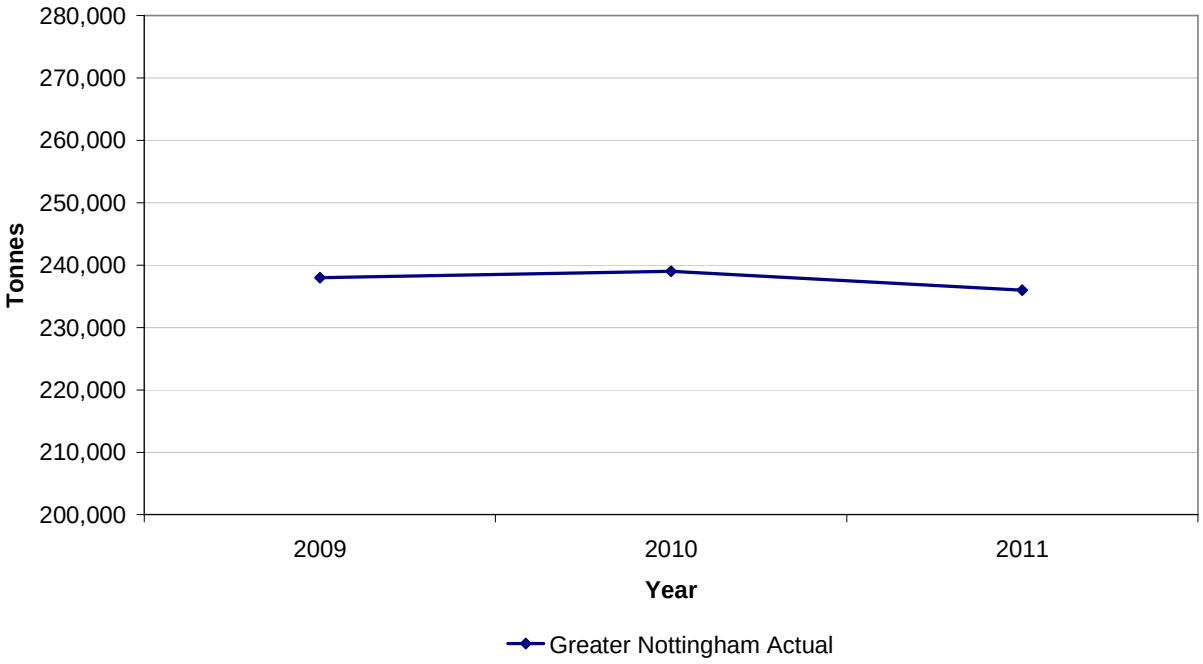
Figure 1.5: Area wide traffic, Greater Nottingham



Carbon emissions from transport (PI 5)

2012/13 data shows the volume of carbon emissions (CO_2) from transport is continuing to reduce with the current levels the lowest recorded. Since 2009 carbon emissions from transport have reduced by 1% and according to national Government data, Nottingham has the lowest levels of carbon emissions from transport of all the Core Cities. These calculated reductions in carbon emissions are consistent with reductions in traffic levels which are being observed.

Figure 1.6: Carbon dioxide emissions from transport, Greater Nottingham

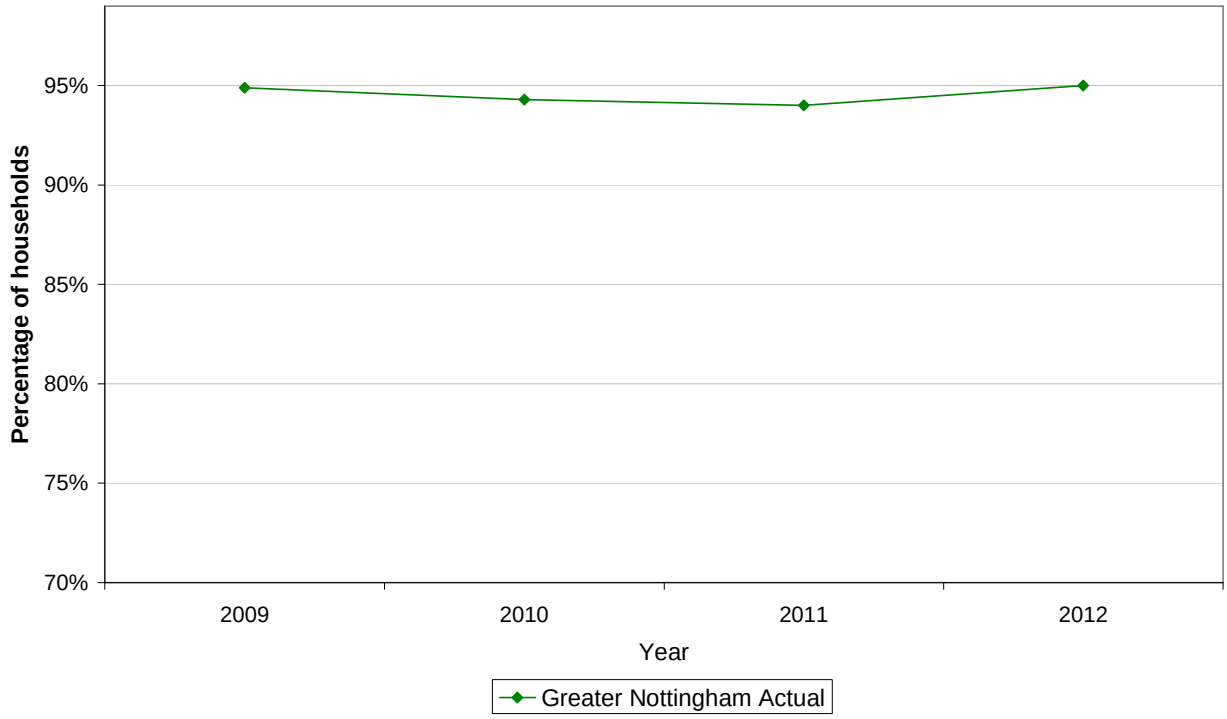


LSTF Objective 3: Linking people to jobs by reducing barriers to accessing services and opportunities, particularly in terms of affordability and low travel horizons.
LSTF outcome: Increase in the number of people supported to employment and training by 2014/15

Accessibility to a town centre and key services (PI 7)

Access by public transport to all services (hospitals, GP surgeries, supermarkets, major retail centres and schools/universities) is extremely high. 95% of households in Greater Nottingham are within 30 minutes travel time of a town centre by public transport. The figure has increase by 1% on the baseline levels of 94% (2009) demonstrating the infrastructure investment into the public transport network is helping to improve access to jobs and services by public transport for many residents within the urban area.

Figure 1.7: Accessibility levels, Greater Nottingham



LSTF Objective 4: Creating a sustainable transport culture thereby reducing transport impacts on people.
LSTF outcome: Double levels of cycling in key intervention areas from baseline levels by 2014/15

Overall cycling levels

After 15% rises in 2010/11 over 2009/10 use, increases have continued in 2011/12 albeit at a reduced rate with a further 1% increase in cycle journeys from the baseline.

Table 1.2:

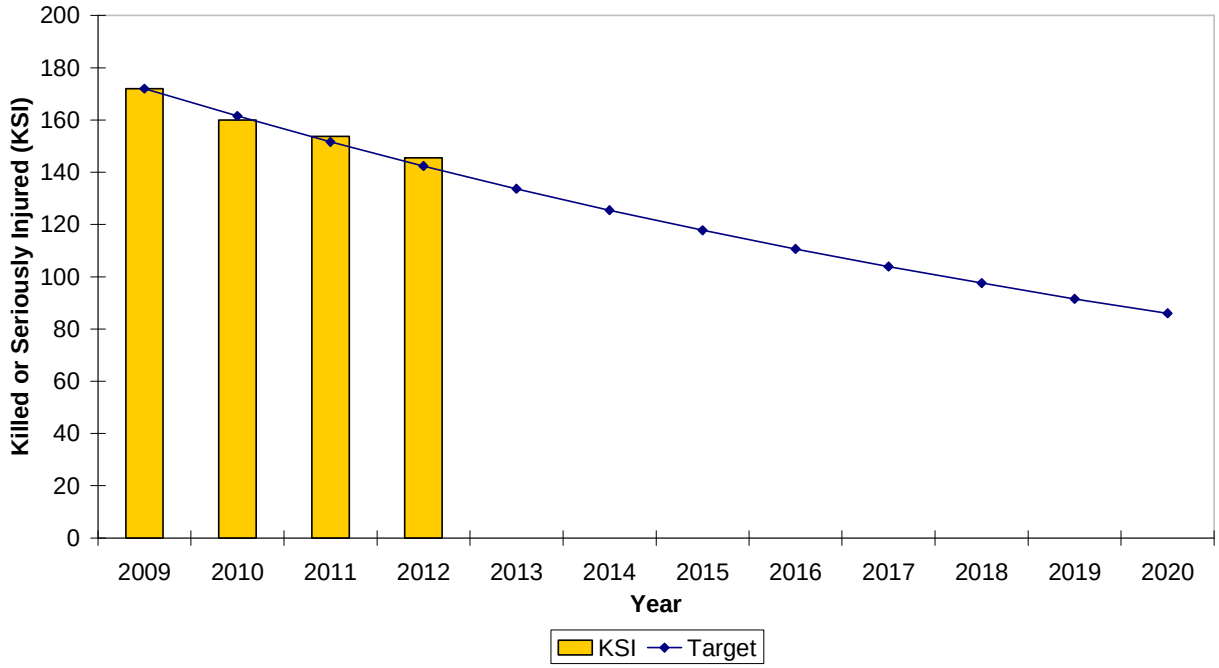
	2009/10 (baseline)	**2010/11**	**2011/12**
Annual	100 (indexed)	115	116

There has been an increase by 16% on the base year levels set in 2010/11. Growth has continued in 2012/13 however much of the increase was seen in 2011/12. Further analysis indicates that growth has taken place on a number of main cycling corridors.

Road safety

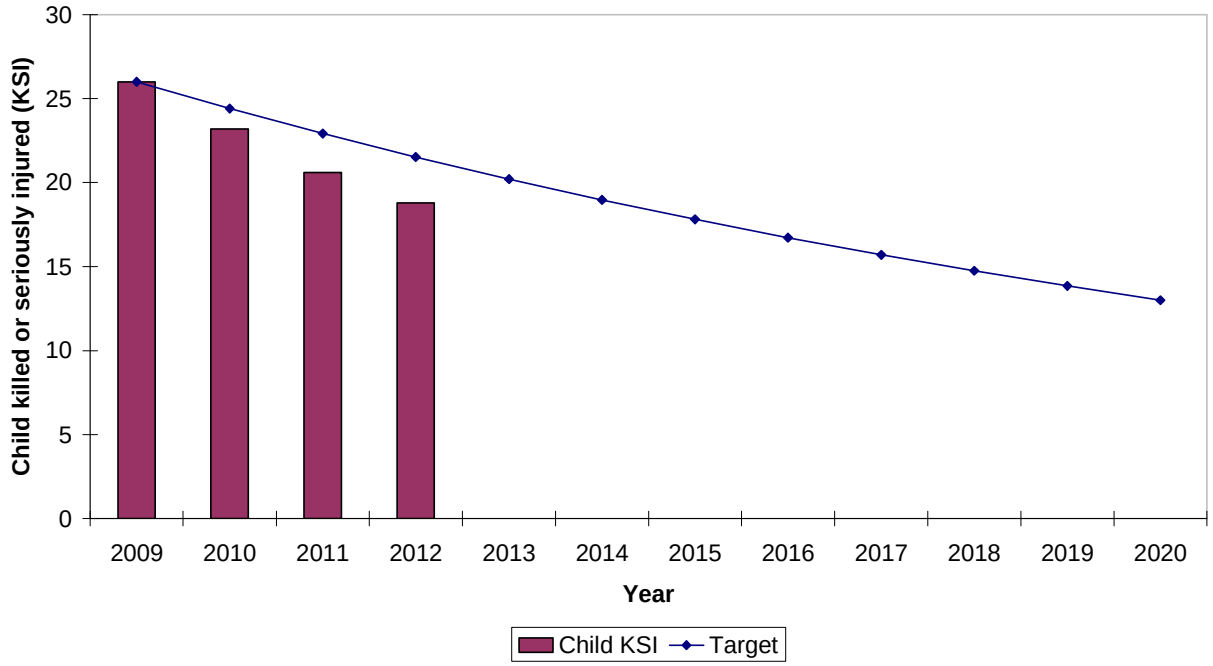
Nottingham has had a successful track record in reducing the total number of killed and seriously injured (KSI) casualties over the last decade. The KSI data is reflecting in accordance to a five year rolling average. There has been an 11% reduction in total KSIs in 2012/13 (to 154) against the baseline (2005 - 2009 average) of 173.

Figure 1.8: Total killed or seriously injured (Nottingham City) 5-year rolling average



Similarly, total children killed or seriously injured has fallen year on year from 23 in 2011/12 to 20 in 2012/13 which represents a 15.8% reduction from the 2005-2009 (rolling average) baseline figure of 26 KSIs.

Figure 1.9: Child killed or seriously injured (Nottingham City) 5-year rolling average



Total slight injuries sees a fall from 1101 in 2011/12 to 1084 in 2012/13 and represents a 2.25% decrease from the baseline figure of 1109. Each of these baseline figures are made up of averages for the 5 years 2005-2009.

Appendix A: **LSTF Programme: Outcomes Monitoring Performance Indicators**

Ref	Data/Indicator	Description	Baseline	Outcome	Annual return				Comments/Source	Progress
					2011/12	2012/13	2013/14	2014/15		
OUTCOME PERFORMANCE INDICATORS										
PI 1	**Area wide traffic mileage**	Change in area wide traffic mileage (million vehicle miles per annum)	592 City, 1773 GN (2010)	Contain at 2010 levels	582 City 1739 GN	575 City 1722 GN			Council monitoring on the local authority highway network (excludes trunk roads), using DfT National Traffic Census and locally collected data.	↗
PI 2	**Public transport patronage (Greater Nottingham)**	Local bus and light rail passenger journeys originating in the authority area (million passenger journeys)	Bus: 64.9m (2009/10)	Increase public transport patronage by 2million by 2020	67.19m	66m			Sustainable Community Strategy indicator	↘
			Tram: 8.9m (2009/10)		9.02m	8m				↘
PI 3	**Congestion**	Journey times per mile (minutes and seconds + average speed mph)	3minutes and 36 secs per mile (2010) average speed 16.6mph	Maintain at 2010 levels	3min 18secs per mile. Average speed 18.2mph	3 min 26 secs per mile Average speed 17.5mph			Council monitoring of network	↗
PI 4	**Sustainable mode share**	Mode share of public transport at Inner Traffic Area cordon	37.9% public transport 62.1% car (2010)	increase sustainable mode share by 10%	38.8% PT 61.2% Car	38.4% PT 61.6% Car			Council monitoring in Spring/Autumn on the main radial routes (14 in total) at the Inner Traffic Area Cordon, inbound to the city centre in the morning peak period (7am to 10am	↗
PI 5	**Carbon emissions**	Volume of carbon dioxide emitted by road transport in the City (vehicle distance and vehicle type)	City: 68,000 tonnes (2009)	20% reduction in carbon emissions by 2020	67300	66500			Nottingham Energy Strategy/Sustainable Community Strategy	↗
			GN: 238,000 tonnes (2009)		236000	237000				↗

Ref	Data/Indicator	Description	Baseline	Outcome	Annual return				Comments/Source	Progress
					2011/12	2012/13	2013/14	2014/15		
PI 6	**Air quality**	Air quality levels in the two City Air Quality Management Areas(micrograms per metre cubed (ugm-3))	43 city, 41 dunkirk, (2010 levels)	40 ugm-3 performance standards	42 City, 38 Dunkirk	42 City, 40 Dunkirk			Council monitoring sites within AQMA.	↗
PI 7	**Access to services and facilities by public transport, walking and cycling**	Percentage of households within 30 minutes travel time of a town centre by bus, tram or train with no more than a 400m walk to a stop (Greater Nottingham)	GN 94% (2009)	Maintain at 2009 levels	94%	95%			Council monitoring using Accession software	↗
PI 8	**Satisfaction with local neighbourhood**	Percentage of residents satisfied with their local areas and with local transport information	81% (2010)	Increase	85%	84%			Sustainable Community Strategy indicator derived from annual Citizens Survey	↗
PI 9	**Total children killed and seriously injured**	Total children killed, seriously injured and slight casualties as a result of road traffic related accidents (5-year rolling average)	City: 20.6 (5 year rolling average 2005 – 2009)	aspirations of a 50% reduction over the next decade	23.0	20.0			Police STATS 19 returns.	↗
	Total slight injuries	Total slight injuries as a result of road traffic related accidents (5-year rolling average)	City: 1110 (5 year rolling average 2005 – 2009)	aspirations of a 50% reduction over the next decade	1101	1084			Police STATS 19 returns.	↗
PI 10	**Overall cycling levels**	Cycling trips annualised index 2010 = 100	100 city 100 GN (2010)	increase on 2009/10 baseline levels by 50% (by 2015)	114.5 City GN data to follow	100.8 City GN data to follow			Council monitoring on the cycle network, using manual and automatic cycle data	↗
PI 11	**Adult physical activity levels**	Percentage of adults participating in 3x 30 mins moderate physical activity per week	21% (2009/10)	32% by 2020	22.90%	25.50%			Sustainable Community Strategy indicator derived from Active People Survey	↗

Ref	Data/Indicator	Description	Baseline	Outcome	Annual return				Comments/Source	Progress
					2011/12	2012/13	2013/14	2014/15		
PI 12	**Adults overweight or obese**	Proportion of overweight and obese adults to the 2000 average levels for England (60%)	69% (2007)	60% by 2020	45.20%	45.70%			Sustainable Community Strategy indicator derived from annual Citizens Survey	↗
PI 13	**20 mph limits**	Total km of network covered	0 (2010-11)	All residential roads within nottingham city 20mph	0km	0km			Council monitoring	-
IMPACT PERFORMANCE INDICATORS										
PI 14	**Nottingham Economy**	Total GVA for Nottingham City and Greater Nottingham (£millions)	City: 7,701bn (2010)Greater Nottingham: 12,025bn (2010)	Increase on base year	City: 7,786bn (2011)Greater Nottingham: 12,451bn (2011)	Figures not yet published			ONS figures	-
PI 15	**Employment levels**	Number of people in employment across the city and Greater Nottingham	City: 119,800 (Jan-Dec 2010)Greater Nottingham: 284,400 (Jan-Dec 2010)	Increase on base year	City: 131,600 (Jan-Dec 2011)Greater Nottingham: 289,200 (Jan-Dec 2011)	City: 134,000 (Jan-Dec 2012)Greater Nottingham: 296,700 (Jan-Dec 2012)			ONS figures	↗
PI 16	**Examples of inward investment**	Anecdotal evidence of examples of business investment within LSTF area	Nottingham Urban Area	Examples	N/A	ASDA Home Delivery Centre opened			Council monitoring	↗
PI 17	**Carbon emissions**	Reduced carbon emissions from transport(tonnes) per capita	City: 1.2 tonnes of CO2 per person (2011)	Reduce levels	Data currenlty unavailable	Data currenlty unavailable			National statistics DECC	-
PI 18	**Reduced levels of worklessness**	Worklessness rate	City: 16.7 (Nov 2010) GN: 12.7 (Nov 2010)	Reduce on base year	City: 17.3 (Nov 2011) GN: 13.2 (Nov 2011)	City: 16.4 (Nov 2012) GN: 12.6 (Nov 2012)			Council monitoring	↗

Ref	Data/Indicator	Description	Baseline	Outcome	Annual return				Comments/Source	Progress
					2011/12	2012/13	2013/14	2014/15		
PI 19	**Increase in life expectancy**	Life expectancy levels of males and females across the 20 wards in the city	10 year health inequality amongst men (2010)	To reduce health inequality levels of men and women	10.0	10.0			Nottingham City Joint Strategic Needs Assessment	-
PI 20	**Reduced health inequalities**	Mortality rate per 100k population from all circulatory diseases at ages under 75	97.45 (2010/11)	74.0 by 2020	95.8	83.8			Sustainable Community Strategy indicator derived from ONS statistics	↓

Trend key:

↗ On track and heading in right direction

↘ Progress slightly below desired levels

↓ Performance not in desired direction