

# Nottingham Local Transport Plan 2011 – 2026

## Delivery Report April 2017 – March 2018: Year Seven



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**MOVING**



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**City Council**

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# 1. Introduction

The Nottingham Local Transport Plan (LTP) was adopted as City Council policy in April 2011. The LTP covers the City Council's administrative area serving a population of 329,209 (2017 mid-year population estimate).

The LTP comprises of two separate documents:

- **LTP Strategy 2011 – 2026** which sets out the Council's long term transport strategy;
- **LTP Implementation Plan** which sets out the programme of improvements to be delivered over a three-year rolling period. The eighth edition of the plan spanned 2018 – 2020.

This document forms the year seven progress report covering the 2017/18 financial year providing an update on what was delivered and detailing progress against the overall LTP strategy. The document sets out the funded interventions delivered through LTP integrated transport capital funding and maintenance blocks. The report also sets out details of progress with associated transport funding programmes including major transport schemes, Workplace Parking Levy, Go ultra Low and the Nottingham Access Fund programmes.

These progress reports are produced annually and made available alongside other information online at <https://www.nottinghaminsight.org.uk/Document-Library/Document-Library/aAXNRad>.

## Structure of this document

**Introduction:** This section introduces the year seven delivery report and sets out the key policy changes which have taken place during 2017/18.

**Progressing the strategy:** Sets out the progress being made against each of the five Local Transport Plan objectives including how the City Council is influencing strategic transport to support the local economy.

**Allocations and Expenditure:** Explains how the LTP capital and external funding resources and expenditure for 2017/18 was spent with some example schemes.

**Indicators and performance:** Identifies progress against key transport performance indicators and satisfaction with local transport results from a number of perception surveys.

**Looking ahead:** Concluding statement and look ahead to the next challenges and opportunities for local transport provision.

## 2017/18 Policy changes at a glance

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

- **Midlands Connect** sub-regional transport body released a draft strategy relating to strategic transport across the East and West Midlands. This body is looking at improving strategic transport connectivity across the East and West Midlands, including Nottingham.
- **Highways England**, is implementing of the first Roads Investment Strategy (RIS1). Engagement is ongoing on the production of the second Roads Investment Strategy.
- **The National Productivity Investment Fund (NPIF)** was announced by Government in December 2016. This fund, with a total value of £23billion over five years, is available to support economic growth across the country through investment in transport, housing, economic development and emerging technologies.
- **The Housing Infrastructure Fund (HIF)** was announced by Government in Summer 2017. £5billion of funds was allocated to this fund for infrastructure works, including transport, to support housing growth.
- **Integrated Transport Block Allocations** are agreed up to 2019/20, for both Integrated Transport and Maintenance Block funding. These allocations are based on a "needs" and "incentive" funding

formula for each grant type. The government is reviewing arrangements for the next spending review.

- The **Nottingham City Aligned Core Strategy (Local Plan Part 1)** was adopted in 2014. This document was written jointly with other councils in Greater Nottingham and sets out strategic planning policies for the period up to 2028, including proposals for housing growth, employment and policies to address green infrastructure and climate change.
- The **Land and Planning Policies Document (Local Plan Part 2)** sits underneath the Core Strategy. Once adopted, this document will contain both development management policies and site allocations, including impacts relating to transport infrastructure planning. Examination of the plan is taking place in late 2018.
- The Government published a revised **Air Quality Strategy** in 2017, which identified Nottingham City as one of the areas predicted to exceed levels of NO<sub>2</sub> in some locations across the city by 2020. As a result, the Local Authority was mandated to produce an Air Quality Strategy in the shortest time possible to identify measures that would ensure compliance.



## 2. Year Seven progress: 2017/18

### World-class and sustainable transport system

#### D2N2 Growth Deal

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

This prioritisation process was completed in March 2014. In July 2014, the Government of the D2N2 LEP growth deal. The following schemes were programmed to be implemented as part of this round of funding:

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

In addition, the £6.12million Southern Growth Corridor Scheme, prioritised in July 2013 by the Local Transport Body (LTB).

In January 2015, a second round of Local Growth Fund was announced. In July 2016, the council submitted several priorities for transport projects for consideration as part of a further third funding round. In March 2017, the Government announced growth deals for the third round of Local Growth Funding. As part of the D2N2 LEP growth deal, the following transport proposal was programmed to be implemented:

- Broadmarsh Phase 2: £15million

#### Broadmarsh

In July 2017, works started within the Broadmarsh area with the demolition of the multi-storey car park. These works also required the relocation of existing bus services from Broadmarsh Bus Station to surrounding bus stops. Temporary car parks were also created at nearby locations to cater for displaced parking as a result of the demolition works. By April 2018, the majority of the car park had been demolished in advance of the proposed new car park, retail units and wider public realm improvements. Works will be ongoing through out the coming years as part of the wider regeneration of the surrounding area. In autumn 2018 the proposals were amended to accommodate the relocated central library.

**Image: Broadmarsh with relocated central library**



**National Productivity Investment Fund (NPIF) 2017/18**

On the 13<sup>th</sup> January 2017, funding was announced regarding transport funding from the National Productivity Investment Fund (NPIF). Funding was to be provided to councils through grant formulae based on road length of public transport use. The allocation of Nottingham City Council was £968,000 for 2017/18 as a one off grant. Funding for future years was indicated as being through a competitive process.

As part of the grant conditions regarding the fund, local authorities had to confirm that this allocated funding would be spent on improving the local road network, for example, highways and public transport networks. The below programme was indicatively programmed regarding these works:

<b>National Productivity Investment Fund 2017/18</b>		<b>£m</b>
London Road Southbound Lane	Alterations to create additional running lane between London Road Roundabout and Queens Road.	0.250
Queens Road "Red Route"	Creation of "red-route" to manage traffic on Southern Relief Route.	0.093
Congestion hotspot programme.	Programme of small scale improvements to tackle local congestion issues.	0.325
Castle Boulevard Roundabout Works	Capacity improvement at roundabout.	0.300
<b>Total: National Productivity Investment Fund 2017/18</b>		<b>0.968</b>

These works were completed by April 2018.

## Spotlight

### Southern Growth Corridor

**Image: Newly completed cycle infrastructure, Daleside Road**



Works to improve the A612 Daleside Road corridor have been completed. The route is a key corridor to the east of Nottingham City Centre, which carries substantial commuter traffic as well as event traffic for the Nottingham Racecourse. A bus based park and ride site is located on the corridor, at the Racecourse, and the route is used by other local bus services.

The bus lane is the first of its kind in the UK to have an exemption for ultra-low emission vehicles. So drivers of 'ultra low emission vehicles' are able to use the lane avoiding congestion. A vehicle is defined by an 'Ultra Low Emissions Vehicle' (ULEV), is a vehicle that emits less than 75g of carbon dioxide (CO<sub>2</sub>) per kilometre travelled, with a capability of travelling a minimum range of 10 miles with zero CO<sub>2</sub> emissions.

Alongside these works, the Park and Ride Bus, originally branded as "Citylink 2" became the "Ecolink" service to reflect the bus service being operated by electric buses. The Nottingham City Transport 44 service, which also uses this corridor, was also converted to bio-gas buses.

To mark the completion of the works, a set of horse sculptures was placed on the centre of Racecourse roundabout recognising one of the main destinations on this corridor.

**Image: Horse sculptures on Racecourse roundabout**



## Spotlight

### Cycle Ambition Programme

Image: Completed Castle Boulevard



The Council's Cycle City Ambition Programme is one of the key strands provided funding as part of the D2N2 Growth Deal, which saw £6.1m of funding secured in July 2014 for spending across key cycle corridors.

The Western Corridor between the city centre and Beeston along Castle Boulevard and Abbey Street connecting the QMC, Science Park and University of Nottingham was the first scheme implemented, with the scheme fully completed in early 2017. The works include the provision of a two-way segregated cycle track along Castle Boulevard. In its first full year of operation, the new cycle infrastructure has led to an increase in the levels of cycling along this corridor, including an increase of 60% on Castle Boulevard.

The eastern corridor between the city centre and Colwick along Daleside Road was completed in March 2018. The works include the provision of a two-way cycle track along the length of Daleside Road-and was delivered alongside the wider road improvement works as part of the Southern Growth Corridor.

Over £2m of improvements have been delivered on the Ring Road including resurfacing and priority treatments for pedestrians and cyclists at many of the side roads

A signed route connecting the City Centre to Bulwell and NCN6 on Hucknall Road has been put in place. This route included improved junction movements on North and South Sherwood Street, path upgrades in the Forest Recreation Ground and a cycle contra flow on Gladstone Street as well as making use of existing infrastructure and quiet roads.

The original Northern Cycle Corridor is still recognised as an important route for cyclists and the Council will continue to seek funding and review design proposals to enhance cycle connectivity to the City Centre. This will include reviewing the route in sections such as the off road network alongside Hucknall Road and



alternatives to Mansfield Road via the Forest Recreation Ground.

Changes to the Ropewalk have been made to form a North-South quiet route on the western edge of the city centre and we have continued investing in both our cycle hire scheme and our secure cycle parking hubs and are due to open two new hubs at the QMC and City Hospital.

Works are now taking place to provide a walking and cycling bridge linking the University of Nottingham and Nottingham Science Park with the Nottingham Enterprise Zone and Boots UK and Ireland headquarters. Improvement works are also being planned as part of further phases of River Leen multi-user path. Both of these schemes will be completed in Spring 2019.

## **Influencing strategic transport**

### **Rail improvements**

- In 2013 it was announced that Network Rail's funding for 2014-2019 would include a specific allocation for the upgrade and electrification of the Midland Mainline from Bedford to Nottingham and Sheffield.
- After a pause in 2015, in July 2017, the Department for Transport announced that Electrification of the Midland Mainline was cancelled, with bi-mode trains (capable of using electric and switching to diesel fuel on non-electric sections) to be delivered instead. Electrification between Bedford and Corby is still to take place for commuter trains to London.
- The City Council will continue to press for improvements and rail investment to the Midland Mainline in order to achieve London-Nottingham in 90minutes.

### **High Speed 2**

The full route of High Speed 2 is split into three phases of construction:

- Phase 1: London to Birmingham
- Phase 2a: Birmingham to Crewe
- Phase 2b: Birmingham to Leeds and Crewe to Manchester.

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

In March 2014, HS2 Ltd released the report "HS2 Plus" which proposed accelerating parts of phase 2a of the route between Birmingham to Crewe, and ensure suitable connections at each of the station hubs be provided to maximise benefits. This would be provided through an additional bill in parliament. Phase 2b would be built in a later phase.

The "Eastern Leg" of Phase 2 route between Birmingham and Leeds has been finalised. The route alignment was published in July 2017. This also confirmed that the proposed East Midlands Hub will be sited at Toton.

The consultation on the draft Environmental Statement (ES) for Phase 2b of the route began in October 2018. Comments are to be submitted by the end of December 2018 to inform the final version of the Environmental Statement.

Going forward, further work is underway to ensure that suitable connectivity by all modes of transport is made to the proposed East Midlands Hub to maximise the benefits to the region.

## Local rail improvements

- Following discussions relating to the improved connectivity and reduced journey times between Nottingham, Newark and Lincoln, known locally as the “Castle Line”, improvements were secured in September 2014 to increase frequencies and reduce journey times between Nottingham and Lincoln during weekdays. These improvements were implemented from the May 2015 timetable change. There have been indications that as a result of this change, there has been an increase in passenger usage from some stations along the line. It has been announced that as part of the new East Midlands Franchise, that this improvement will be incorporated into the new franchise and continued.
- Tendering is now underway for the new East Midlands Franchise, expected to start from December 2018. A consultation for comment regarding service patterns and franchise requirements was undertaken in 2017.

**Image: Nottingham Railway Station**



On the 12th January 2018, a fire broke out within the Nottingham Station toilets, causing the station to be closed. The damage was largely confined to the toilets and part of the connecting bridge. Works to repair the damage took place quickly and the station was reopened shortly afterwards with more substantial repairs undertaken over the coming months, with the sections affected by the fire expected to be reopened in late 2018.

In February 2018, it was announced that major re-signalling works and two additional platforms to the railway layout at Derby was to go ahead over the summer of 2018.

## Low carbon and resilient transport system

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

### NPIF 2018-20 Smartcard Ticketing Project

On the 19th October 2017, successful bidders to the 2018-2020 National Productivity Investment Fund (NPIF) was announced by the Department for Transport. The funding bid by Nottingham City Council and partners for contactless bankcard and mobile phone ticketing was successful. This project comprises of £2.4m spend across 2018/19 and 2019/20. Rollout of the project is expected to occur over 2019, with completion due in 2020.

**Image: Robin Hood Card ticketing**



## **Office of Low Emission Vehicles Funded projects**

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

Nottingham City Council and partners successfully secured £6.1m through the OLEV Go Ultra Low City Scheme to invest in a number of innovative measures to support the uptake of Ultra Low Emission Vehicles and improve air quality. The four-year project is now heavily underway, delivering the following projects:

- £2m is being invested into creating a publically accessible charge point network across the D2N2 LEP area. The Council contracted BP Chargemaster for a 10-year period to supply, install, operate and maintain the network. 230 charge points will be introduced by March 2020. Construction commenced in April 2018 and 54 charge points are now available for use.
- A newly formed Workplace Travel Service (business support programme) in conjunction with the Access Fund programme, was launched in November 2017 offering advice, masterclasses, events and try outs of low emission vehicles to encourage uptake. 80 businesses have been assisted in the last year. The project includes a sustainable transport grants scheme providing up to £25,000, so far 16 businesses have benefited from £200,000 grant support collectively supporting the creation of 72 charge points in workplaces, 20 lockers, four showers and seven electric bikes.
- Conversion of the City Council pool car fleet to ultra-low emission vehicles has commenced in earnest with 45 ULEVs in the Council's fleet and plans to have 22% of the fleet converted by March 2020. A related Vehicle to Grid project will allow the Council to purchase 40 vehicle to grid compatible vehicles on a large scale demonstration to provide grid balancing services.
- Creation of the UK's first bus lane providing an exemption for Ultra Low Emission Vehicles. The Daleside Road bus corridor now includes an exemption of Ultra Low Emission Vehicles to use the lane as an added incentive for those driving these vehicles. Voluntary ULEV ID badges have been issued to over 140 motorists to display on their vehicles since the lane opened in March 2018.

## **Ultra Low Emission Taxi Scheme**

The Council also successfully secured £702,000 of money from the Government's Office of Low Emissions Vehicles which will see 32 connection points installed at eight locations around the city. Planning work to investigate locations is currently underway and will be introduced in 2019.

The Nottingham Licensing Committee has published a new Age and Emissions Policy, which took effect in January 2018 requiring from January 2020 all taxis licenced in Nottingham to be either Euro 6 (low emission diesel) or ultra-low emission. To date, nine LEVC electric taxis have been licensed to operate in Nottingham with a further six electric Nissan Leafs introduced by the private hire operator, DG Cars.



**Image: Bio-gas bus, electric bus and tram lineup, National Clean Air Day 2017**



### **Low Emission Bus Scheme**

The bus strand was also progressed with a bid for both bio-gas buses working in partnership with Nottingham City Transport, and a separate electric bus bid for additional City council owned Link buses, was submitted at the end of October 2015. An announcement of the bus bids was provided in July 2016, with both bids receiving funding. Further funding was bid for in 2017 to the Clean Bus Technology Fund for the retro-fitting of existing buses to improve air quality.

Nottingham City Transport commenced the roll-out of gas buses across selected routes in 2017. The electric buses were introduced on contracted Link services over late 2017. After a further successful bid to the Clean Bus Technology Fund announced in February 2018, further NCT Euro V buses will be retro-fitted to ensure buses meet the latest emissions standards, helping to improve local air quality in the City.

### **Access Fund Project**

**Access Fund Programme** - The City Council in partnership with Derby City Council and Nottinghamshire County Council secured £2.735 million of Access Fund grant for the period 2017/18 to 2019/20. The Nottingham Derby Access Fund programme aims to support travel behaviour change for people living and working in Nottingham's urban area & Derby. The programme has delivered the following activities in 2017/18 to provide sustainable travel solutions for businesses and communities:

**Household Personalised Travel Planning in Nottingham Urban Area and Derby** – This project is being delivered by AECOM in Nottingham urban area and Derby City under the Midlands Highways Alliance PSP2 framework, managed by Nottinghamshire County Council as a rolling programme alongside the County Council's own Access Fund PTP programme. This approach offers economies of scale for delivery of both programmes. Wards were selected on the basis of having higher levels of car ownership and air quality concern. Phase one delivery commenced on the 27<sup>th</sup> March 2018 to 4,725 households in four residential areas in Nottingham City (Silverdale, The Meadows, Lenton and The Park). Delivery areas were selected that are within 400m of an Air Quality Management Area and have more than 50% of households with one or more cars. A travel information pack offering print materials and special offers and incentives covering active travel, public transport, £5 Robin Hood taster cards and special membership deals with delivery partners (British Cycling, Enterprise Car Club, WEGO delivery service) was developed to support the project. The evaluation of phase one, including follow up surveys and focus groups with participants, is taking place in autumn 2018 and the results made available in December 2018 including data on level of mode shift achieved.

## Travel Choices Pack



**Community Active Travel Services** - Four pop-up Community Cycling Centres have been established in areas of the city with lower levels of physical activity to provide a rolling programme of cycle training, support and led rides to encourage more adults to cycle. Cycle Centres in the Meadows and Lenton Abbey area launched in October 2017, followed by Bulwell and Carlton (King Edwards Park) in March 2018. The Cycle Centres take place every two weeks in each location, with two cycle centres operational each week, from March to October. In 2017/18 the programme attracted 700 people of which 530 took part in cycling activities.

**Active Travel Culture** – The City Council secured a two-year partnership with British Cycling leveraging in an additional £920,000 of investment for cycling events and promotion across Nottingham for 2017/18 and 2018/19. The British Cycling HSBC programme provides the next step for people introduced to cycling through the Community Cycle centres programme. This programme has delivered 55 organised led rides and 14 self-organised and self-guided rides involving 323 participants, delivered training for volunteer ride leaders with 24 ride leaders and 30 Breeze champions established. The Go Ride schools programme engaged 2,243 participants across five schools and held eight holiday camp days attracting 176 participants. Other targeted sessions were also run for women and girls, para-cyclists, university coaching sessions and cycling club cluster sessions engaging a further 1,167 participants. The 2017 Let's Ride event in Nottingham took place on 18<sup>th</sup> June attracting 4,000 people.

The City Council launched a “Try before you buy” e-bike hire scheme in spring 2018 with four bike recharging units installed at Loxley House and a fleet of 12 e-bikes available to NCC staff and for public hire.

A cycle awareness training package (Sharing the Highway) for fleet drivers was piloted in March 2018 with a wider project to be commissioned for delivery in 2018/19 – 2019/20. A successful pilot of cycle route

winter maintenance was carried out as part of cycling good practice demonstration treating 12km of cycle corridor with de-icer on 35 days over the 2017/18 winter period.

**Travel Options Business Service** – The City Council launched a new Workplace Travel Service in October 2017 offering expert advice, business engagement and sustainable travel grants for businesses - jointly funded by Go Ultra Low and Access Fund programmes, Workplace Parking Levy and organisations to promote sustainable travel options. In 2017/18 three organisations received grants with £25,000 awarded to support ULEV charging and (and £5,750 to support public transport and cycling options supported by match funding worth £18,279. A programme of Employee PTP and active travel services and events to support businesses will be commissioned in 2018/19. Workplace Travel Service offer includes the business support activities funded by the GUL programme including the LEVEL conference and workshop programme available to businesses in the D2N2 area. In 2017/18 eight ULEV conferences and workshops were held attracting over 600 delegates and over 500 industry members have joined the LEVEL network.

**Jobseeker One Stop Shop with Referral Service** –A jobseeker PTP service has been jointly commissioned for Nottingham and Derby until March 2020. The project launched in Derby in February 2018 and delivery came on stream in Nottingham in August 2018 following on from the ESIF funded Youth Employment Initiative Nottingham Gets2Work programme. The jobseeker travel support service offers eligible participants advice, support, journey planning journey buddying and referrals to cycle support services (including cycle training, bike skills, qualifications, cycle loan, recycled and reconditioned bikes) to help address barriers to accessing employment and training. In 2017/18 449 jobseekers were engaged in a one-to-one conversation, receiving information about sustainable travel. 78 jobseekers have enrolled into the programme for ongoing travel support and 63 jobseekers have received a personalised travel plan.

**Supporting Low Carbon Business Innovation** – Work has started to explore sustainable solutions for last mile delivery including building the business case for establishing a “last mile” freight consolidation hub.

**Communications and marketing:** To support transport communications, the new Transport Nottingham website was launched in February 2018 providing an information hub for travel and transport information including one stop shop for journey planning at [www.transport.nottingham.com](http://www.transport.nottingham.com) , generating 7,400 users, 10,000 views and 23,000 page views. Transport Nottingham social media (facebook, twitter) has increased by 27%. Let's Keep Nottingham Moving campaign featured as double page spread in Nottingham's citizens magazine The Arrow issued three time per year with a circulation of approximately 100,000 households in the city. The navigator panels around Nottingham City centre have been updated to improve the walking experience.

*Many of the maps were water damaged or sun-bleached and in need of replacement*



*The new maps have been redesigned for a clean, modern look*



## Quality of life and neighbourhoods

Improving transport infrastructure and provision of services is instrumental in improving the quality of life of our neighbourhoods and citizens.

### Maintenance Programme

Some of the maintenance activities undertaken in 2017/18 include:

- Major resurfacing works on Queens Drive between Clifton Boulevards and Ribblesdale Road.
- Resurfacing works on Sneinton Dale.
- Resurfacing works on Edwards Lane.
- A programme of resurfacing/patching works across minor residential roads.
- Work undertaken by highway inspectors regarding street furniture, structural drainage and road markings.

### Area Capital Fund

A total of £1.25m of funding from the transport programme is provided to the Area Capital Fund. The purpose of the Area Capital Fund (ACF), established in 2006, has been to secure neighbourhood public realm improvements with a particular focus on improving footways. Due to the programme's success it was extended to include small-scale schemes to address local parking and traffic management issues within neighbourhoods.

The mechanism for allocating ACF to areas is determined by a fixed sum for each (£20,000 per annum), with the remaining funding derived by formulae based on population and deprivation. Allocations for individual areas have not changed from the previous year.

Over the 2017/18 year, a total of 102 projects was funded from the transport programme. This included a nearly £600,000 of footpath improvements, £270,000 of measures to regulate traffic flow and £100,000 for road improvements across city council wards. A further 96 improvements were funded from the "General Fund" programme matched to the transport programme funding.

### Maintenance Incentive Fund

In December 2014, the Department for Transport provided allocations of maintenance funding in accordance with a new funding formula which would see the maintenance allocations split between



“core” funding and the creation of an “incentive fund”. This fund is based of questionnaire returns relating to the Council’s performance in maintenance efficiency.

Because of these changes, funding from 2015/16 through to 2020/21 will be split, with a funding profile of the “core” funding decreasing with the incentive element increasing.

In March 2018, as a result of the weather experienced over the winter period, the Department for Transport announced that additional pothole funding for 2017/18 was to be provided to assist local authorities with the additional maintenance works caused by the poor weather. As a result, Nottingham City Council received a further £119,864 of funding to repair potholes. This was in addition to previous funds received for 2017/18.

In early 2018, the questionnaire return for the incentive funding element was submitted. As a result, the council was classified as meeting band 2 and in April 2018, it was announced that the council would receive an allocation of £242,057 for 2018/19. As part of forward planning, this funding is intended to be used to support the residential carriageway programme and structures programme in 2018/19.

Details regarding the detailed response can be found within **Section 5**.

### 3. Allocations and Expenditure

#### Where did the investment come from?

The City Council was allocated £6.672 million from the Department for Transport (DfT) in 2017/18.

Funding provided through the **integrated transport block** provided £3.390 million for 2017/18. A review relating to the allocations received through this block by DfT is due, with revised funding allocations for local authorities to be provided 2019 as part of a spending review.

Highway **capital maintenance** resources have previously reduced over several years. The total allocation for 2017/18 amounts to £2.314 million, including the Incentive Fund and Pothole Fund Allocations.

A one-off grant allocation through the **National Productivity Investment Fund (NPIF)** for 2017-18 was provided as part of the autumn statement in 2016. This allocation was based on national funding formulae, with the council receiving £0.968 million for 2017/18.

Funding that has been provided through the Local Growth Fund is not considered here.

**Table 1.1: Total local transport income 2017/18**

Funding source	2017/18 allocation (£m)
Integrated transport block	3.390
Highway maintenance (including Incentive Fund)	2.140
Pothole Fund 2017/18	0.294
National Productivity Investment Fund (NPIF)	0.968
Amount b/fwd from 2016/17	0.305
<b>Total</b>	<b>7.097</b>

The total income received for local transport delivery amounted to £7.097m.

#### How was that money spent?

Schemes delivered during the course of the year were grouped in 'theme blocks' of:

<b>Asset management:</b> maintenance of carriageways and bridges
<b>Neighbourhood improvements:</b> footway, parking and accessibility improvements
<b>Supporting economic growth:</b> including the Broadmarsh scheme
<b>Promoting alternatives:</b> Cycling, walking and smarter choices
<b>Public Transport:</b> Rail improvements and bus infrastructure
<b>Traffic and Safety:</b> local safety schemes, residents parking, junction and signal improvements
<b>Programme management:</b> coordination, modelling and performance indicator monitoring

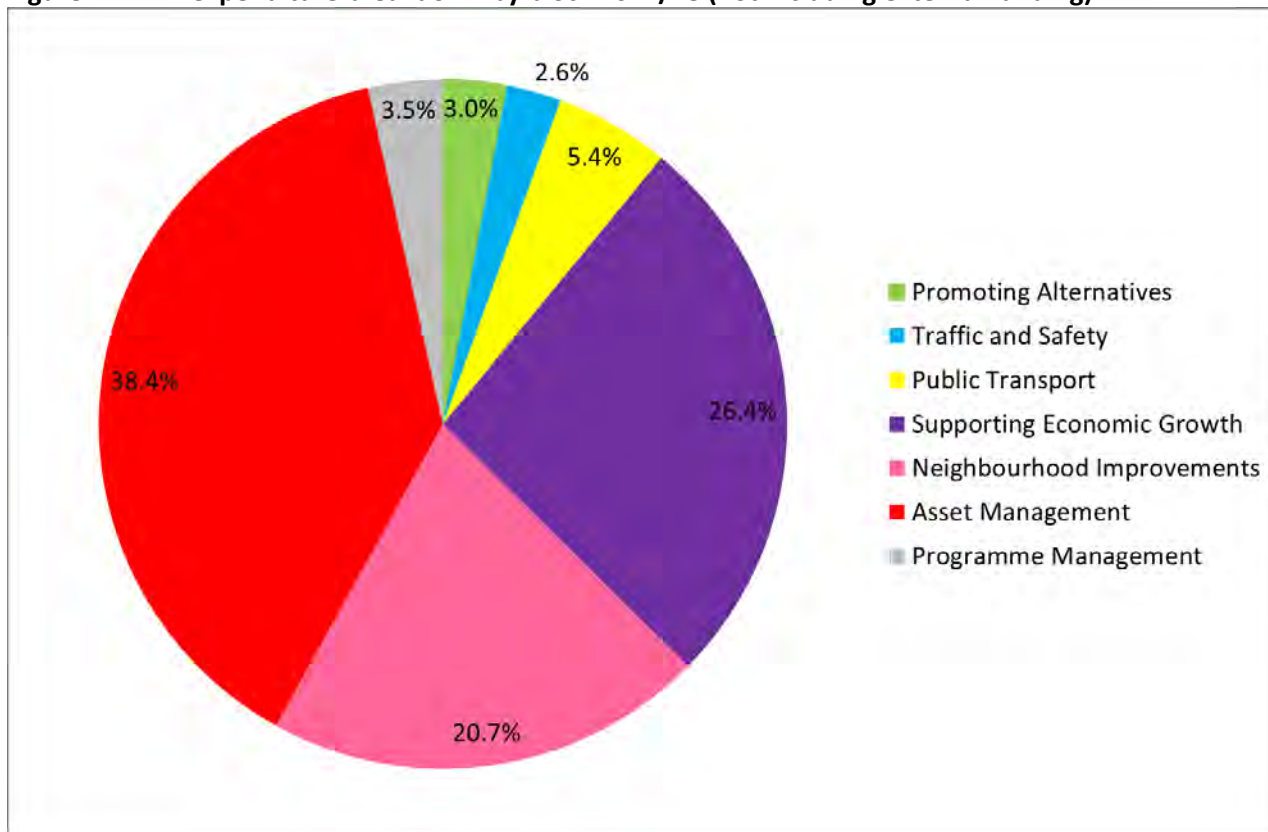
**Table 1.2: Total local transport expenditure 2017/18 by block and scheme type**

Scheme type	2017/18 spend (£m)
<b>Asset Management</b>	
Maintenance – Streetscape	0.100
Maintenance – Cycleways	0.075
Maintenance – Carriageways	1.620
Maintenance – Bridges	0.255
Maintenance – Incentive Fund and Pothole Fund	0.274
<b>Neighbourhood Improvements</b>	
Neighbourhood improvements	1.250

<b>Supporting Economic Growth</b>	
Supporting economic growth	0.631
<b>Promoting Alternatives</b>	
Smarter Choices	0.080
Cycling schemes	0.040
Walking schemes	0.061
<b>Public Transport</b>	
Bus Infrastructure schemes	0.301
Rail Improvements	0.025
<b>Traffic and Safety</b>	
Local road safety schemes	0.034
Network management measures	0.000
Protecting Open Spaces	0.121
<b>Programme Management</b>	
Monitoring and Coordination	0.212
<b>National Productivity Investment Fund (NPIF)</b>	
National Productivity Investment Fund	0.968
<b>Total</b>	<b>6.047</b>

A total balance of £1.13 million was carried forward into 2018/19. This funding will be used to support the match funding for the Broadmarsh Roadspace Transformation Programme and carried forward LTP projects.

**Figure 1.1: LTP expenditure breakdown by block 2017/18 (not including external funding)**



Details of the forward programme for 2018/19 through to 2020/21 can be found in the LTP Implementation Plan 2018-21.

## **Workplace Parking Levy (WPL)**

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

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

In the sixth year of charging (2017/18) the WPL raised £9.7 million from 480 liable organisations. Enforcement focused on making sure that organisations had licensed the correct number of workplace parking places. High levels of compliance have been achieved, with no criminal or civil prosecutions needing to be made. Business support continued with travel planning, car park management, work with partner organisations and the continuation of grants to provide cycle facilities and parking management solutions at business sites.

The seventh full year of operation commenced on 1st April 2017. All large and medium sized organisations, liable for the levy, have renewed their licences. Enforcement continues to focus on licence validation visits which ensure that organisations have correctly licensed the number of workplace parking places they provide.



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



## 4. Indicators and performance

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

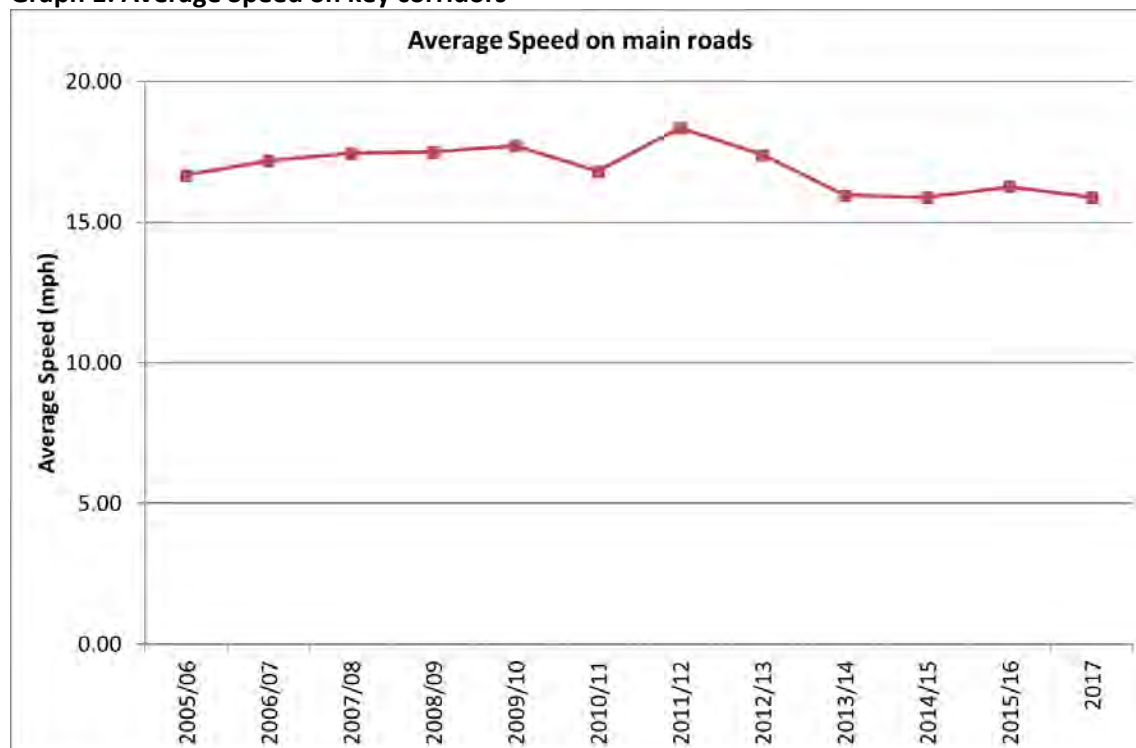
The seventh year of the Nottingham LTP monitoring data provides progress during 2017/18 against indicator baselines set using 2010/11 data. Progress is on track for 13 of the 24 indicators, with five indicators not being able to be monitored due to discontinuation of data. The full list of LTP performance indicators and their trend is detailed in Table 1.1 in **Appendix A**.

### Congestion

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

The data up to 2014/15 indicated that there was a decline in average speed, continuing a trend since 2011/12. The data for 2017 calendar year indicates a slight decline with traffic moving at 3.78 minutes per mile, equating to an average speed on 15.9mph.

**Graph 1: Average Speed on key corridors**

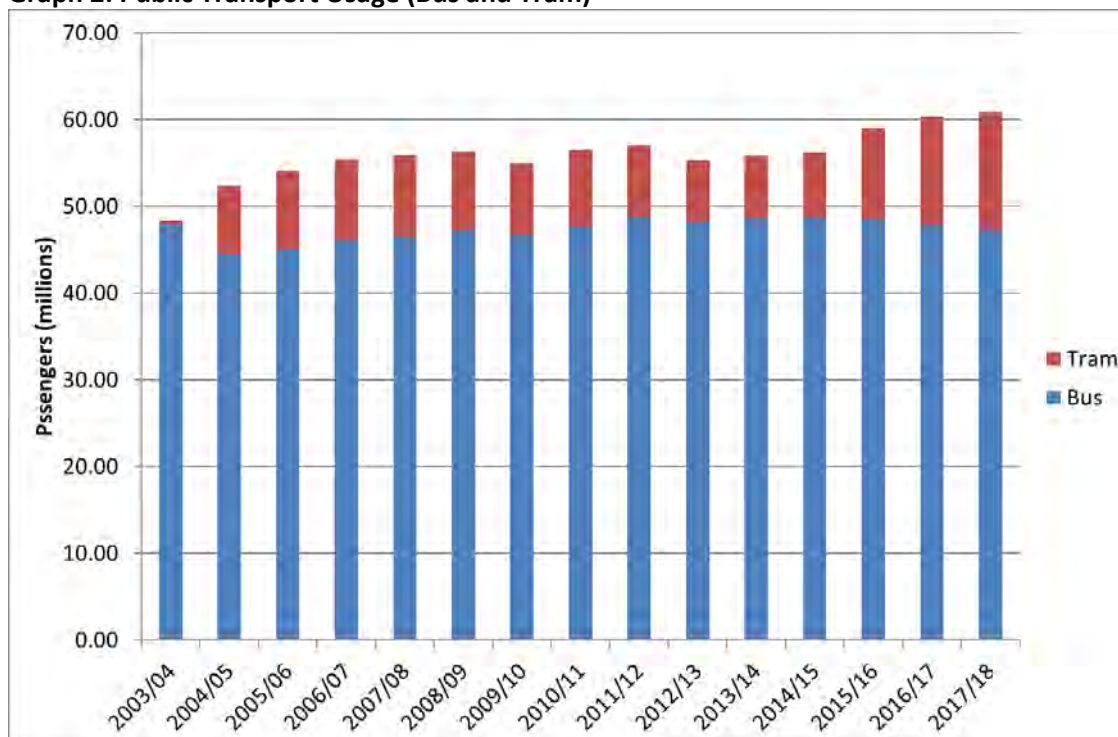


Note: 2017 figures are by calendar year; previous figures calculated by academic year.

### Public transport use

There has been an increase in the number of tram users over the last year in both the City and Greater Nottingham as a result of the opening of the NET Phase 2 extensions. The opening of NET Phase 2 in August 2015 has resulted in an increase in public transport usage, up to 60.88 million bus and tram passengers in 2017/18. As expected, the bus saw a slight decrease in the total number of passengers over the year. Mode share has decreased in the past year, now standing at 39.4% for public transport compared to 39% in 2016/17, but still higher than the baseline.

**Graph 2: Public Transport Usage (Bus and Tram)**



### Bus punctuality

Bus punctuality has previously been monitored according to three measures. However, the bus operators for the 2017/18 year have provided a single aggregate figure for the percentage of services on time. This means that the figure is not directly comparable with figures before 2016.

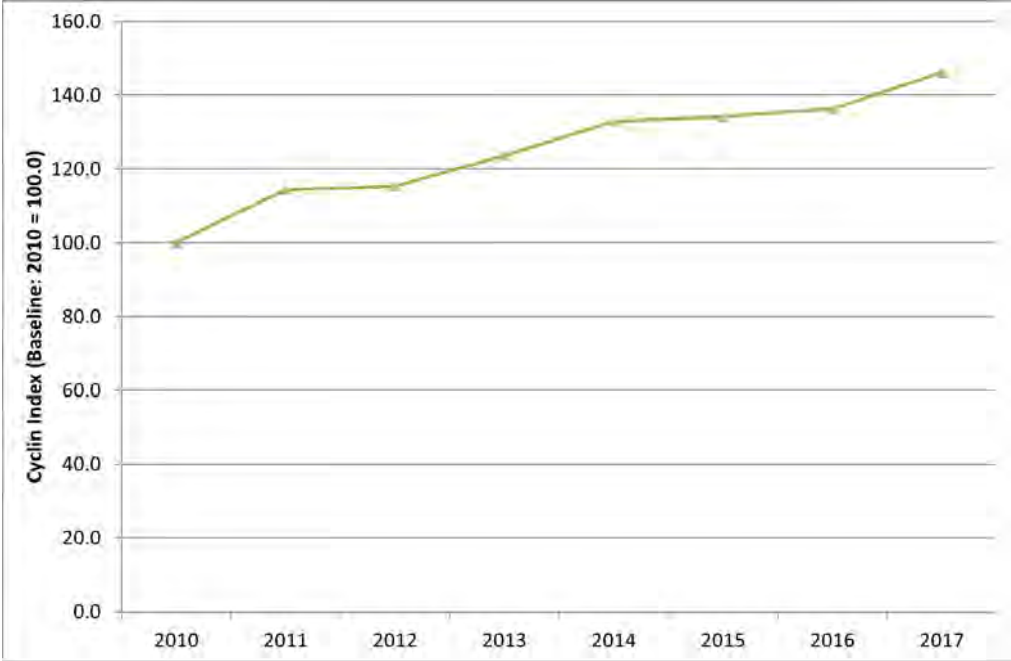
Nottingham City	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Percentage of services starting route on time	94.9%	95.3%	94.9%	95.3%	95.8%	96.3%	90.5%	89.0%
Percentage of non-frequent services on time	82.6%	84.4%	90.8%	84.5%	85.5%	90.4%		
Excess waiting time of frequent services	0.65mins (39secs)	0.68mins (40secs)	0.71mins (42secs)	0.79mins (47secs)	0.96mins (58secs)	1.05mins (63 secs)	-	-

Passenger satisfaction is also high with passengers satisfied with the services (91% 2017/18 compared to 84% 2011/12) and with the provision of transport information (97% 2017/18 compared to 95% 2016/17).

### Cycling

After only a small rise in cycle use, followed by a sustained increase in cycling figures, an increase has been reported in the number of cycle trips to 146.2 in 2017 from the 2010 baseline, a growth in the index of 9.9 from the previous year.

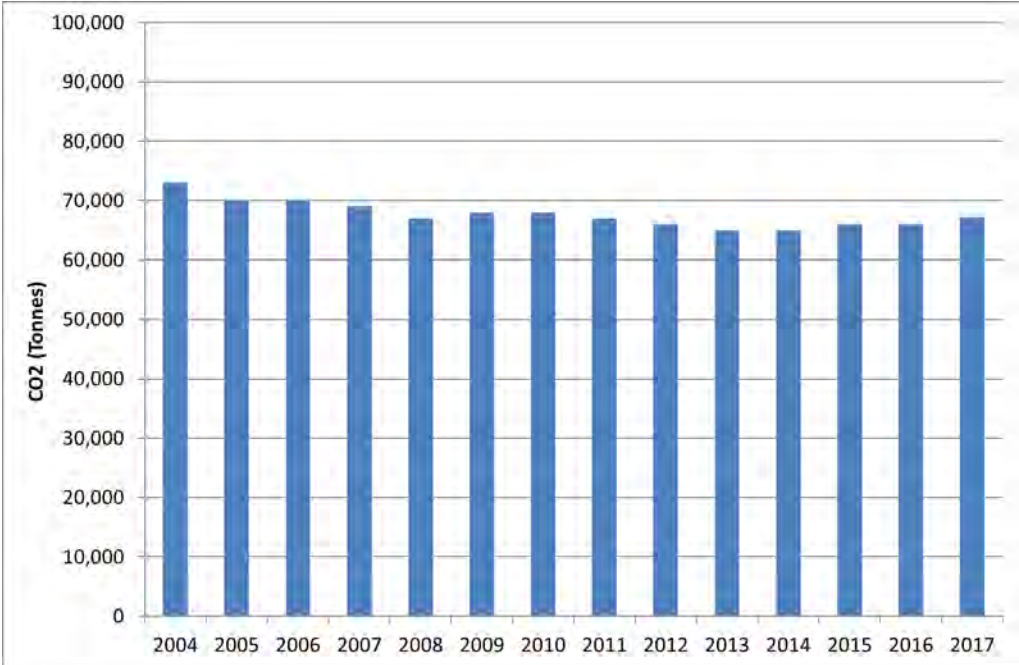
**Graph 3: Cycling Index (2010 baseline)**



**Carbon emissions from transport**

2017 data shows the volume of carbon emissions from transport has increased slightly from 66,000 tonnes the previous year to 67,200 tonnes emitted from transport within the city. This is after a continual fall in emission levels over the past five years. According to national Government data, Nottingham has one of the lowest levels of carbon emissions from transport of all the Core Cities.

**Graph 4: Carbon Dioxide Emissions from Transport**

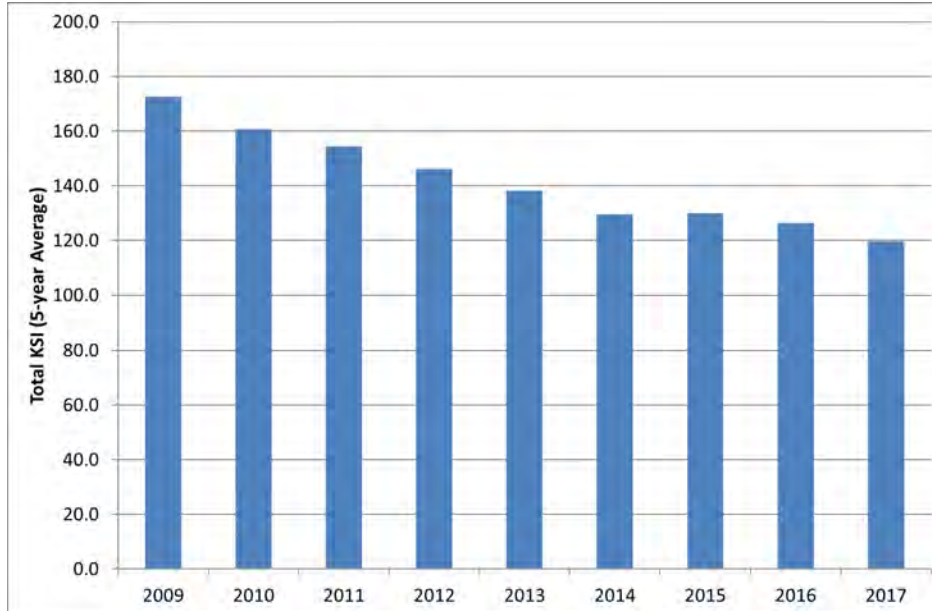


## Road safety

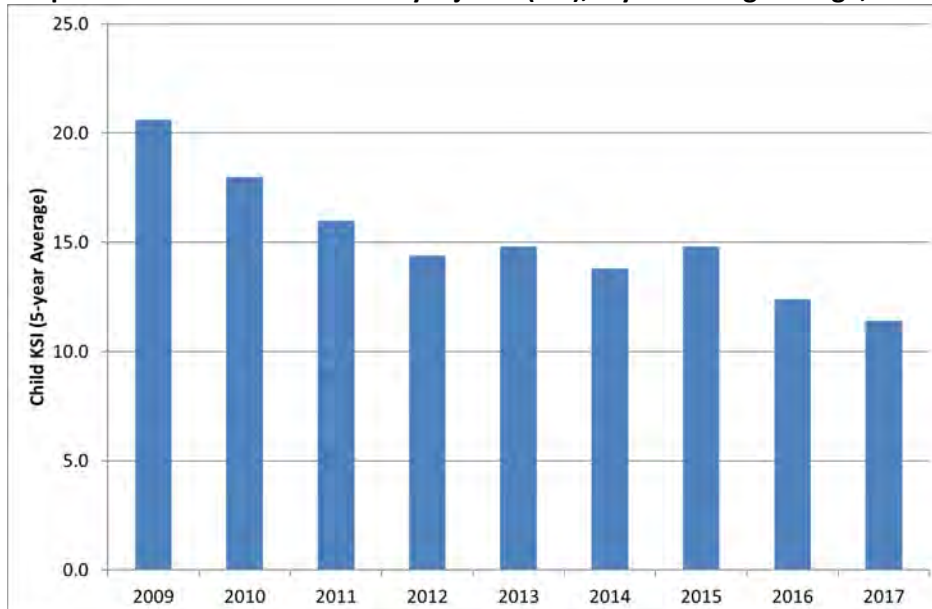
Each of these baseline figures are made up of a continual 5-year rolling average in line with road safety reporting requirements.

Statistics relating to road safety have improved over the monitoring period. People killed or seriously injured have however, fallen more slowly in recent years compared with previous years, with 126.4 in 2016 to 119.6 in 2017. However, the decrease in previous years means that there has been a 31% decrease from the 2009 baseline figure of 172.6.

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



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



The statistics for children killed or seriously injured have reduced after the increase seen in 2015 from 12.4 in 2016 to 11.4 in 2017. This represents a 45% reduction from the 2009 baseline figure of 20.6.







Total slight injuries, which is recorded as a 5-year rolling average, has seen a slight decrease from 1044 in 2016 to 1039 in 2017. This represents a 6% decrease from the baseline figure of 1109 in 2010.



## Maintenance Incentive Fund

The Maintenance Incentive Fund, was set up to increase performance in Maintenance efficiency. An annual self-assessment questionnaire is supplied to the Department for Transport (DfT), with funding linked to performance. This self-assessment form was supplied to DfT in March 2018 for the 2018/19 financial year.

Performance is placed into bands, with 1 being minimum performance, and 3 being best performance. There are a total of 22 questions that the authority answers. Questions 1, 2 and 5 are “core” questions, and the lowest figure for these will cap the overall score.

Question		2016/17 Score	2017/18 Score
1	Asset Management Policy and Strategy	2	3 
2	Communications	2	3 
3	Performance Management Framework	2	2 -
4	Asset Data Management	2	2 -
5	Lifecycle Planning	2	2 -
6	Leadership and Commitment	2	2 -
7	Competencies and Training	1	1 -
8	Risk Management	1	1 -
<b>Resilience questions</b>			
9	Resilient Network	2	2 -
10	Implemented Potholes Review	2	3 
11	Implemented the Drainage Guidance	2	3 
<b>Customer questions</b>			
12	Satisfaction	2	3 
13	Feedback	2	2 -
14	Information	2	2 -
<b>Benchmarking and efficiency questions</b>			
15	Benchmarking	2	2 -
16	Efficiency Monitoring	2	2 -
<b>Operational service delivery questions</b>			
17	Periodic Review of Operational Service Delivery	2	2 -
18	Supply Chain Collaboration	2	2 -
19	Lean Reviews	1	3 

20	Works Programming	1	1	-
21	Collaborative Working	2	2	-
22	Procuring External Highway Maintenance Services	2	3	↗

Summary	2016/17	2017/18
<b>Overall score</b>	<b>40</b>	<b>48</b>
Level 1	4	3
Level 2	18	12
Level 3	0	7
<b>Overall band</b>	<b>2</b>	<b>2</b>

As a result of the return, the local authority was considered as a band 2 authority. A funding allocation of £171,000 of maintenance funding was allocated as part of the Incentive Fund for 2017/18, with the funding used for an extended local road carriageway resurfacing programme.

The Incentive fund will operate through to 2020/21. Performance against the self-assessment questionnaire for the forthcoming year will be reported here as part of transparency of this process.

### ***Satisfaction with local transport***

#### **Citizens Survey 2017**

The 2017 Citizens Survey is conducted jointly by the City Council and NHS Nottingham City. The survey gathers citizens' perceptions on a variety of subjects including quality of life, health and wellbeing, community cohesion, feelings about Nottingham and satisfaction with the Council. 85% of citizens were satisfied with their local area, the same as in 2015 and 2016 and above the target of 80%.

A new question was provided on the 2015 survey, which provided a sample of the mode share of people travelling to work. Out of those surveyed, there was a decrease in the reported use of car/motorbike and public transport but there was an increase in the total numbers walking and cycling and other. It should be noted however, that the sample size of the survey is small, and needs to be considered in context with other indicators.

**Table: Mode Share results in Citizens Survey**

Mode	2015	2016	2017	Change from 2015
Car / Motorbike	56.5%	56.0%	53.5%	-3.0%
Public Transport	26.4%	23.6%	25.3%	-1.1%
Foot / Bike	15.9%	19.5%	18.8%	+2.9%
Other	1.2%	0.9%	2.4%	+1.2%

## 5. Looking ahead

The City Council is making great headway towards delivering a leading integrated transport system to drive the city's growth, attract inward investment, increase local employment opportunities and regenerate key areas of the city. A new three-year LTP Implementation Plan forming the delivery programme for how Nottingham's transport vision will be realised was published in June 2018 and is available to view at: [www.nottinghamcity.gov.uk/transportstrategies](http://www.nottinghamcity.gov.uk/transportstrategies)

The plan details the approved programme of schemes to be delivered from 2018 to 2021. During this timeframe Nottingham will be undergoing a significant transformation following a major transport infrastructure construction programme underway linked to the Broadmarsh redevelopment in the city Centre.

Over the coming year (2018/19) the City Council will continue to work closely with partners to coordinate transport projects which will see progress continuing to minimise disruption and ensure long term gains, including the investment in Broadmarsh roadspace transformation project, cycle ambition programme and other projects.

The City Council has been working with neighbouring authorities and key delivery partners to develop plans to minimise disruption through the construction period as much as possible. The councils are working together to:

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

In 2017 the council launched "Let's Keep Nottingham Moving", with the aim of better communicating the work the council does to keep traffic flowing. A major element of this was a new website – made live in early 2018 – and communications strategy. Channels such as printed material and social media have also been used to keep target audiences informed, with an emphasis on taking a more 'human' approach. The new website aims to provide a 'one stop shop' for all transport and travel information in the city, including policies, projects and live updates. Work to amalgamate information currently existing elsewhere is ongoing.

Further details can be found on the transport Nottingham website: [www.transportnottingham.com](http://www.transportnottingham.com)

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## Appendix A

Table 1.1: 2017/18 progress against LTP indicators baseline

Trend	Baseline	2017/18 Actual	Performance indicator
↗	55.96m (2007/08)	60.88m	Local bus and tram passenger journeys (millions)
↘	3.6mins per mile; 16.6mph (2010/11)	3.78mins per mile; 15.9mph	Journey time per mile (minutes and seconds) Average speed (mph)
↗	592 (2010)	570	Change in area wide traffic mileage (million vehicle miles per annum) across the city area
↗	100.0 (2010)	146.2	Increase in cycling trips compared to 2010 base year (index)
-	61.112m (2010)	No data	City centre pedestrian flow (millions)
↗	257 (2010)	655 (2016)	Number of pupils Bikeability trained
-	94.9% (2010/11)	89%	Percentage of bus services starting on route on time
↗	82.6% (2010/11)	(combined figure)	Percentage of non-frequent services on time
-	0.65mins (39secs) (2010/11)	No data	Excess waiting time of frequent bus services
↘	37.9% (2010/11)	39.4%	Mode share of public transport
↗	173 (2005-2009 average)	108	People killed or seriously injured (5-year rolling average)
↗	21 (2005-2009 average)	11.4	Children killed or seriously injured (5-year rolling average)
↗	1110 (2005-2009 average)	1039	Total slight injuries (5-year rolling average)
-	94.21% (2010)	No data	Percentage of households within 30 minutes travel time to a town centre with no more than a 400m walk to a stop
↘	47ugm-3 (2010)	41ugm-3	Annual mean nitrogen dioxide levels at Northern site (city centre air quality management area)
↘	43ugm-3 (2010)	41ugm-3	Annual mean nitrogen dioxide levels at Central site (city centre air quality management area)
↗	41ugm-3 (2010)	33ugm-3	Annual mean nitrogen dioxide levels at Dunkirk site (Ring road air quality management area)
↗	10% (2010)	9%	Principal roads in need of maintenance
↗	5% (2010)	5%	Non-principal roads in need of maintenance
↓	16% (2010)	25%	Unclassified roads in need of maintenance
↗	81% (2010)	97%	Percentage of local residents satisfied with local public transport information
↗	88% (2010)	91%	Percentage of local residents satisfied with local bus services
↘	68,000 (2010)	67,200 tonnes	Volume of carbon dioxide emitted by road transport (tonnes per annum) in the city
-	24% (2009/10)	No data	Percentage of footways in need of maintenance

### Trend key:

- ↗ On track and heading in right direction
- ↘ Progress slightly below desired levels
- ↓ Performance not in desired direction