

# North Nottinghamshire Local Transport Plan - Delivery Report 2001/02 - 2005/06

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# Contents

<b>Summary</b> .....	<b>3</b>
<b>1 Introduction</b> .....	<b>4</b>
<b>2 Impact of LTP1</b> .....	<b>7</b>
2.1 Local impacts .....	7
2.2 Wider policy issues .....	9
2.3 Economic regeneration/town centre vitality .....	10
2.4 Social inclusion .....	14
2.5 Contribution to regional objectives .....	17
2.6 Key achievements .....	19
2.7 Funding and schemes delivered .....	22
2.8 Long-term foundations .....	22
<b>3 Progress against strategies</b> .....	<b>27</b>
3.1 Public transport .....	27
3.2 Road safety .....	45
3.3 Sustainability .....	56
3.4 Principal road maintenance and bridge strengthening .....	73
3.5 Encourage voluntary adoption of travel plans by major employers .....	82
<b>4 Programme delivery</b> .....	<b>89</b>
4.1 How funding has been spent .....	90
<b>5 Progress towards targets</b> .....	<b>97</b>
5.1 Performance against core indicators .....	97
5.2 Road condition targets .....	97
5.3 Public transport target .....	100
5.4 Cycling target .....	101
5.5 Road safety targets .....	102
5.6 Accessibility target .....	102
<b>6 Indicator tables</b> .....	<b>104</b>
6.1 Core indicators .....	104
6.2 Local indicators .....	106

# Summary

This Delivery Report forms a summary of the progress made in terms of meeting the targets and objectives of the first Local Transport Plan (LTP1) for North Nottinghamshire. The report covers the impacts of the programmes delivered through LTP1, including links to wider policy issues, progress made against a selection of the strategy commitments in LTP1 (three mandatory topics of public transport, road safety and sustainability and two local strategies, principal road maintenance/ bridge strengthening and workplace travel plans). It also provides detail on programme delivery and commentary on progress towards the Plan targets.

Prior to LTP1, North Nottinghamshire had been successful in attracting only limited funding through the TPP system. Whilst this funding was welcomed it only enabled the Council to do limited essential transport works in the north of the county and there were significant maintenance problems with more roads in urgent need of works than in an acceptable state of repair, and limited transport choice for the majority of people.

The funding provided throughout LTP1 has, on the other hand, allowed significant improvements to be made across the whole Plan area. For the first time real transport choices have been provided throughout North Nottinghamshire, improving the economic vitality of both the district centres as well as the quality of life of residents. The LTP process has seen £95m invested in transport improvements, matched by a further £130m from the Council's revenue budget, and a significant £3m from other funding sources. The County has additionally invested over £20m of its own capital funding on local transport improvements. The County has been successful in obtaining funds through the performance element in relation to Integrated Transport Measures, utilising this money to boost the original programmes and helping the Council to meet its Plan objectives and targets. In all five years, total spend marginally exceeded funding allocation. This was achieved through careful programme management and by having a balanced programme with a range of scheme types and scales. The risk to total spend was mitigated by the utilisation of reserve schemes where any problems occurred.

Over the course of LTP1 the County Council has delivered over 3,000 schemes with varying levels of complexity. Each year the Council has managed its budgets with great care and efficiency to deliver the full planned LTP programme, maximising the benefits to residents of Nottinghamshire and contributing to Government's transport agenda. This process has been helped by the partnering arrangements within the organisation to ensure adequate resources are available. Through this process the County Council has been able to deliver a substantial number of measures to help travellers using all modes of transport and from all sectors of society.

During LTP1 the performance of the Plan has consistently been considered high, reflected in the Council being awarded Centre of Excellence status in 2001 for Integrated Transport, Beacon Status for Mobility and Access in 2003 and Beacon Status for Sustainability (including transport policy) in 2005. The report details LTP1's contribution to regional objectives, as well as wider policy issues, such as its significant contribution towards economic regeneration and social inclusion, improving access to employment opportunities through schemes such as MARR, public transport improvements to Robin Hood Airport and Mobility Management Action Area transport studies, as well as the successful strategies contained within LTP1. The report details how the schemes completed have assisted the implementation of key strategies within LTP1. It highlights the range and value of the strategy commitments made by the Authority in LTP1, how the Council delivered them (including examples and performance against targets - including stretching targets - where applicable) and how this delivery has diverged from what was originally planned, including additional achievements and performance against stretching targets.

In terms of outcomes, 79% of the core and 68% of the Plan's local targets have either been achieved or are on track to be achieved by the end of the first Plan period. Specifically the two core indicators where the Authority has failed to make its desired progress are in terms of increases in cycling levels, and maintenance improvements to the unclassified local road network. The Council have also achieved several stretching targets, including those related road safety and workplace travel plans.

# 1. Introduction

This Delivery Report forms a summary of the progress made in terms of meeting the targets and objectives of the first Local Transport Plan (LTP1) for North Nottinghamshire, detailing the range of schemes and strategies that have been implemented and the links to wider policy areas.

The Plan was produced by Nottinghamshire County Council and covered the period from April 2000 to March 2006. It has subsequently been replaced by a second Local Transport Plan (LTP2) which covers the period up until March 2011.

## The Plan Area

The area covered by the North Nottinghamshire Plan is shown in Figure 1.1. This represents an area of 147,496 hectares and includes the districts of Bassetlaw, Mansfield, Newark & Sherwood and the majority of Ashfield. The remainder of the Ashfield district, Hucknall, along with the other three districts of Nottinghamshire; Broxtowe, Gedling and Rushcliffe are all included in the Greater Nottingham Local Transport Plan, a separate document prepared jointly by Nottingham City and Nottinghamshire County Councils. The Plan area is bordered by four separate authorities; South Yorkshire, North Lincolnshire, Lincolnshire and Derbyshire, as well as the Greater Nottingham Plan. The requirements of these areas and the interactions between authorities were considered within LTP1.

North Nottinghamshire is a diverse area, but in strategic planning terms had two central and important themes which shaped the format of the Plan - the need for social, economic and environmental REGENERATION and the RURAL nature of much of the area. While both of these themes overlap in many ways, they also had their own uniquely associated problems which are, to a large degree, area-based. Accordingly the Plan focused particularly on regeneration in the urban part of the Plan area, and on rural / market town issues in the remainder of the Plan area.

The Plan area has a population of almost 400,000 with the largest concentration around the towns of Mansfield, Sutton-in-Ashfield and Kirkby-in-Ashfield. The population density of these districts is more than six times the equivalent densities in the other two districts. The remainder of the area is dominated by the market towns of Newark, Retford and Worksop and their surrounding rural hinterlands.



Figure 1.1 Nottinghamshire Plan Areas

## The Local Transport Plan Process

The Local Transport Plan formed a strategic planning document setting out the objectives, strategies and programme for achieving more sustainable and integrated transport. It sought integration with land use planning and policies for health, education and the environment and formed the bid for transport capital funding from central Government for improving transport in the Plan area.

Following the production of LTP1 for North Nottinghamshire, Annual Progress Reports (APRs) have been submitted to DfT against which the Council's performance has been judged. The ratings of these APRs are set out below:

Year	Rating	Score
2004/5	Excellent	88%
2003/4	Above average	80%
2002/3	Well Above average	85%
2001/2	Well Above average	82%
2000/1	Well Above Average	91%

As can be seen from these scores and ratings, the performance of the Plan has consistently been considered high. This was also reflected in the fact that Nottinghamshire was awarded Centre of Excellence status in 2001 for Integrated Transport, Beacon Status for Mobility and Access in 2003 and Beacon Status for Sustainability (including transport policy) in 2005.

## The Vision

The vision of the North Nottinghamshire LTP1 was based upon the themes of:

- **Creating sustainable communities** (Create safe, healthy and attractive places to live, broaden opportunities for the socially excluded and develop alternatives to the car)
- **Providing new facilities and improved services** (Develop an integrated public transport system with comprehensive coverage, frequent services and seamless interchange, where priority is given over the car and the needs of vulnerable road users as well as disabled users are catered for)
- **Making better use of existing resources** (Enhance the economic well being of the conurbation as a competitive and attractive place to invest through sustainable access for cars and freight for example, while maximising the potential of the network as it stands)
- **Changing travel behaviour** (Make people more aware of the alternatives to the car through improved information provision and the implementation of travel plans)
- **Integrating with land use planning and development control** (Ensure that transport developments are fully integrated and complementary to other developments within the conurbation and ensuring developers contribute towards addressing the travel demand they generate).

## LTP1 Objectives

This Report assesses the success of the Authority in meeting the objectives of the Plan, and these are set out below:

1. To protect and enhance the environment
2. To improve safety for all travellers
3. To promote the economy of town, district and local centres
4. To promote the economy of rural areas
5. To reduce social exclusion and rural isolation
6. To promote sustainable travel and transport.

This set of objectives was consistent with the over-arching Government objectives (NATA). They were developed from the previous approved packages to be consistent with all the principles of sustainable transport and having full regard for the economic, social and environmental needs of the Plan area.

### **Structure of the Report**

The remainder of this report is structured as suggested in the DfT guidance on LTP1 delivery reports. Thus the next chapter, Chapter 2, deals with the impacts of the Plan, including the links to wider policy issues. Chapter 3 details the progress made against the strategy commitments contained in LTP1. This covers both the required three mandatory topics of public transport, road safety and sustainability before highlighting two local strategies, principal road maintenance / bridge strengthening and voluntary workplace travel plans. Chapter 4 then provides detail on programme delivery, including how the LTP funding was spent, before the final chapters, Chapter 5, provides commentary on progress towards the Plan targets, with the actual proformas included in Chapter 6.

## 2. Impact of LTP1

This section sets out the overall impacts of LTP1 in terms of the difference it has made locally and its contribution towards the objectives of the Plan, on the basis of the capital funding, supporting revenue funding and other funding sources invested into transport provision.

It details the lessons learnt by the Council from past experience and working with partners to highlight the foundations which have been laid for further progress towards the transport priorities set out in LTP2.

### 2.1 Local impacts

Prior to LTP1, North Nottinghamshire had been successful in attracting only limited funding through the TPP system. Whilst this funding was welcomed it was only available for some parts of the Plan area and enabled the Council to do limited essential transport works in the north of the county. This allowed some very minimal success in accident reductions but there were significant maintenance problems with more roads in urgent need of works than in an acceptable state of repair, and limited transport choice for the majority of the people. The increase in funding levels provided through the LTP process is shown in Figure 2.1 below.

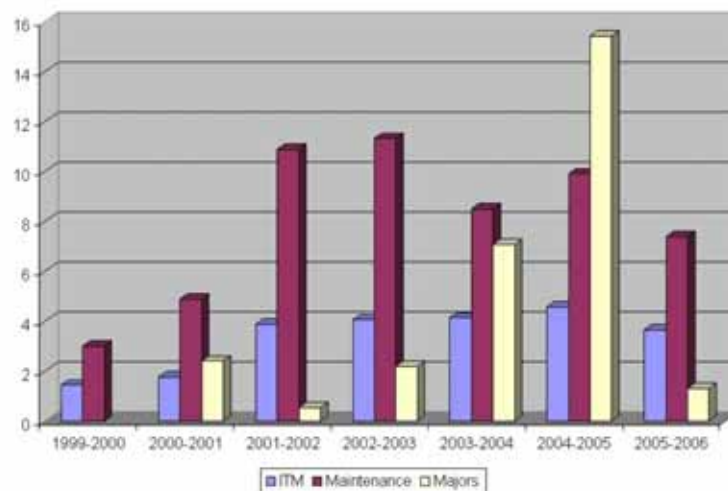


Figure 2.1 Funding levels

This funding provided throughout the first LTP period has on the other hand allowed significant improvements to be made across the whole Plan area. For the first time real transport choices have been provided throughout North Nottinghamshire, improving the economic vitality of both the district centres as well as the quality of life of the residents of the Plan area. The LTP process has seen £95 million invested in transport improvements, matched by a further £130 million from the Council's revenue budget, and a significant £3 million from other funding sources, such as emda, bus challenge, developer contributions and regional sources. The County has additionally invested over £20 million of its own capital funding on local transport improvements, including through its new Building Better Communities programme.

Over the course of the first LTP period the County Council has delivered over 3,000 schemes with varying levels of complexity. Each year the Council has managed its budgets with great care and efficiency to deliver the full planned LTP programme to maximise the benefits to the residents of Nottinghamshire and to contribute to Government's transport agenda. This process has been helped by the partnering arrangements within the organisation to ensure adequate resources are available. Through this process the County Council has been able to deliver a substantial number of measures to help travellers using all modes of transport and to help people across all sectors of society. Highlighted below are some examples of the types of schemes that the Council has been able to deliver:



- **Mansfield Ashfield Regeneration Route:** A £34m scheme to regenerate the area delivered on time and to budget has opened up significant amounts of land for development, as well as reducing the volume of traffic passing through the centre of Mansfield
- **Catergate pedestrianisation scheme:** The direct result of one of the Council's MMAA studies, this scheme has been undertaken in partnership with the District Council to improve the vitality of part of Newark town centre. The jointly funded scheme has been well received by the local businesses and the public alike
- **Sheepbridge Lane link, Mansfield:** In addition to the MARR route, key links have been improved to provide better access to existing as well as new developments
- **A60 bus lane, Mansfield:** Buses were experiencing significant delay along this radial into the town centre. By providing a dedicated bus lane journey times on this route were improved
- **A611 bus priority measures, Ashfield:** Operators had identified that one particular junction was causing delays to an important service and thus reliability and punctuality was being compromised. By signalling the junction buses are now able to access the main road without difficulty, significantly improving the punctuality of the service
- **Improvements to Service 60, Worksop:** Through negotiation with local businesses an important bus service from a deprived area has been safeguarded and adjusted to better meet the requirements and shift patterns for a significant number of employees with no other mode of transport available for their work journey
- **Improvements to Service 33, Newark:** By re-banding and upgrading a complete route this rural service saw a 26% increase in patronage
- **Rainworth complementary measures, Ashfield:** To complement the major bypass scheme opened in 2000, significant traffic calming measures and improved pedestrian and cycle links have been introduced into the village. These measures have reduced both traffic speeds and traffic volumes since their introduction
- **Southwell Town Centre improvements, Newark:** This historic town benefited from high quality speed reduction measures to improve the pedestrian environment within the town centre
- **Closure of St Peters Way subway, Mansfield:** The subway under the ring road had been a major barrier to pedestrian access to the town. There were significant fear of crime issues as well as general anti-social behaviour problems in the subway. It was filled in and a high specification fully disabled compliant surface level pedestrian/cycle crossing installed
- **Improvements to Chesterfield Canal, Retford:** In partnership with the British Water Board a substantial length of the canal footpath has been upgraded linking to the town centre
- **Coddington cycle links, Newark:** A high specification off-road cycleway has been installed in an area with historically good levels of cycling. The track was built to support a school travel plan at the local primary school and is extremely well used by both school children and the local community
- **Gateway treatments, various:** Parish councils have been very keen to see gateway treatments on the entrances to their villages to reinforce the change of speed limit. Interactive speed signs have proved particularly popular and have seen some significant speed reductions
- **Improvements for the disabled, various:** The County Council has been particularly proactive in upgrading its crossing facilities to be fully disabled compliant. Numerous schemes have been undertaken and the Council has completed all fully signalised crossings before the end of the first Plan period
- **A631 Safety camera initiative:** The County Council is fully signed up to the speed camera partnership and is keen to replicate the excellent results seen by these measures elsewhere within the country
- **'Wheels to Work' initiative:** The Council has supported a local 'Wheels to Work' initiative to help individuals access work opportunities. The scheme has now been running for four years and has grown year on year
- **Meden Valley environmental improvements:** The County Council has project managed a number of wider environmental / regeneration initiatives utilising external grant funding and has complemented these schemes by providing the necessary transport improvements.



## 2.2 Wider policy issues

The overall revised vision for North Nottinghamshire, as part of the wider county, is set out in Nottinghamshire's Community Strategy 'All Together Better'. This draws closely from the more localised vision set out in district community strategies, including those for Ashfield, Bassetlaw, Mansfield and Newark and Sherwood which fall within the North Nottinghamshire LTP area. This integration of vision between local and county level has been reinforced by the strong representation on the Nottinghamshire Partnership of district local strategic partnerships (LSPs).

All Together Better, in defining its shared vision for the future of Nottinghamshire, sets out five key priorities for action:

1. Safer and stronger - Making Nottinghamshire safer, building a strong sense of community and enriching lives
2. Healthier - Improving health and well being
3. Learning and earning - Helping everyone to reach their potential
4. Cleaner and greener - Protecting and improving the environment
5. Travel and access - Travelling easily and safely and being able to access all the services people need.

LTP1 had a major part to play in delivering elements of this vision. Travel and access feature prominently as a priority in their own right, reflecting the importance that partners place on achieving an efficient and effective transport network which provides people with the accessibility they need. However, transport also has a major role to play in delivering the other four key priorities. These contributions are detailed below:

### Safer and stronger

- Improving road safety has been a key priority for the LTP, with a dedicated road safety programme and associated core targets
- Tackling transport related crime and reducing the fear of crime, through measures such as lighting and CCTV, were also part of the LTP proposals
- The LTP and related land use planning documents emphasised the need for facilities and services to be located close to people, partly to generate more cohesive communities
- The LTP and the related Building Better Communities programme have both focused resources on improving local environmental quality and neighbourhood renewal.

### Healthier

- The LTP stressed the role that transport can play in promoting exercise, and promoted cycling and walking schemes
- A core objective within LTP1 was to improve the environment and this was subject to a specific air quality target within the Plan
- The LTP placed a high priority on accessibility, including access to health services.

### Learning and earning

- The County Council commits high levels of revenue expenditure to public bus services and school transport
- LTP1 sought to create a positive environment for business investment, and in particular to assist business competitiveness by improving access to local, regional, national and international markets.

### Cleaner and greener

- LTP1 had measures to improve poor air quality and local environmental quality, and as part of this to tackle noise hotspots
- At the global scale, LTP1 adopted a target for reducing growth in traffic levels and the subsequent emissions of greenhouse gases.

## Travel and access

- Effective traffic management, improved transport choice, improved public transport services, effective maintenance of transport infrastructure, better information and measures such as travel plans in businesses and schools were all components of LTP1 which meet specific commitments within the Community Strategy
- Commitments to improve public transport infrastructure through the LTP were complemented by historically high levels of County Council investment in revenue support for local bus services, education transport, and fare subsidy through the concessionary travel scheme.

### 2.2.1 Joint Nottinghamshire and Nottingham Structure Plan

LTP1 fully complemented and supported the vision for the Joint Nottinghamshire and Nottingham Structure Plan (JSP),

***"A thriving and prosperous County and City, with a good and improving quality of life for the whole community based on new development which promotes greater accessibility to homes, jobs, services and facilities in an enhanced environment".***

The policies of the JSP were framed with this vision in mind. In order to realise this vision the following objectives were set:

- To further social inclusion through the regeneration of disadvantaged areas by ensuring that all members of the community have improved access to a wide range of employment, housing, services, education, training, cultural and leisure opportunities
- To promote health and social well being through the provision of sufficient suitable good quality housing, designing safer and more attractive environments and improving accessibility to leisure and recreation facilities
- To produce good quality environments in urban and rural areas so that the unique character and distinctiveness of Nottinghamshire, with its attractive market towns, the Trent Valley and Sherwood Forest and the City of Nottingham, with its industrial heritage, parks and waterways are protected and enhanced
- To improve economic prosperity and employment opportunities by encouraging economic diversification and by providing for a wide range of suitable sites and premises for business
- To further integrate land use and transport so that the need to travel is reduced while accessibility to employment, homes, services, facilities and other resources is improved by enhanced sustainable transport choices
- To protect the environment of the Plan area by avoiding significant harm and securing appropriate mitigation with particular regard to protecting and enhancing biodiversity
- To ensure that finite natural resources are managed prudently and to encourage energy efficient patterns of development, including maximum use of urban and previously developed land.

Transport strategy must integrate at the local level not just with land use planning policy, but also with wider policies including those related to housing, economic development, education, health, social inclusion, crime and disorder, the environment and social services provision.

For the purposes of this Delivery Report detail has been provided on only two of these, economic development / town centre vitality and social inclusion, and these have been chosen as they are consistent themes (as detailed above) in both our Community Strategy and Joint Structure Plan.

## 2.3 Economic regeneration/town centre vitality

The regeneration of Nottinghamshire has long been one of the County Council's key priorities, reflected within its strategic planning processes. Economic redevelopment and transport policy are integrated at the local level partly through the allocation of land for industrial and commercial development in land use plans, and partly through the planning of transport infrastructure and

services to provide access to jobs and markets. The policies within the JSP and local plans seek to balance the need to locate businesses near their potential workforce and/or public transport links, but also with good access to the national transport network.

Transport strategy within LTP1 was designed to support economic regeneration. The centrepiece of LTP1 was the Mansfield and Ashfield Regeneration Route (MARR), which has been highly successful in linking former coal mining communities to the national road network and to new employment opportunities. Additional supplementary schemes to maximise the benefits of MARR and to allow better access to, particularly, jobs have also been completed. An example of such a scheme is Sheepbridge Lane link which although pre-dating accessibility planning techniques, was undertaken by the Authority with this purpose in mind. The new LTP contains proposals to build on these opportunities provided by MARR. Furthermore the accessibility planning process has placed priority on providing access to jobs and training.

Studies completed both by local authorities and independent consultants have long illustrated that fundamental transport infrastructure weaknesses in the coalfield areas not only impact upon the economic development of the local area but seriously undermine other broader initiatives geared towards benefiting the sub-region as a whole. This was again clearly articulated in the Coalfields Task Force report, where early investment in the road and communications infrastructure in other former coalfield areas has proved to be the catalyst for driving a dramatic up-turn in economic activity. The report concluded that road schemes which "...address the problems of strategic access as one essential element of a wider regeneration package have the potential to deliver substantial benefit to coalfield communities".

Some of the opportunities that have been used by the Council to help regenerate depressed areas are:

- Significant infrastructure investment to open up land for redevelopment
- The extensive use of partnership working, such as working with district councils on issues such as development control, and local strategic partnerships (implicit in MMAA work)
- Localised transport improvements to revitalise areas and make them more attractive to investment, bringing economic benefits to the region and help lure fresh investment into depressed areas (as already described above)
- Supporting both national schemes, such as Neighbourhood Renewal, as well as other County Council initiatives, such as Building Better Communities, with LTP funding and external funding to provide added value to these schemes.

### **2.3.1 Mansfield and Ashfield Regeneration Route**

The Mansfield and Ashfield Regeneration Route (MARR) was completed in 2004 and at £34m is the largest regeneration project ever undertaken by the County Council. The West Nottinghamshire Area has a fragile local economy with high unemployment following the loss of much of its major industries, in particular coal mining and textiles. Many of its residents have had to secure employment elsewhere increasing the distance they commute. The primary objectives of the scheme were therefore to provide access to new development land and create up to 10,000 job opportunities in the area.

The scheme included the construction of a 10km single carriageway road to the south and west of Mansfield. A shared off-carriageway cycle and pedestrian track has been provided along its length with crossing facilities for pedestrians, cyclists and horse-riders. This provides both sustainable transport options to the developments and helps to reduce community severance. The scheme has also improved the existing road links from Mansfield to the M1 in the west and the A1 in the east.

The new road was predicted to divert up to 5,000 vehicles a day from residential streets in Mansfield, making them much safer for all users. It was also expected to improve the reliability and punctuality of bus services into Mansfield by reducing congestion on the existing roads. Early indications are that the road has been even more successful than anticipated but detailed 'after' surveys are not yet complete. Once the surveys have been fully analysed consideration can be given to reallocating existing roadspace in Mansfield to buses and cycles.

## 2.3.2 Oakham Business Park Link

This £1.4m project adjacent to Oakham Business Park in the Mansfield district was completed in 2005. The scheme created a new highway link and signal controlled junction providing access to 6.5 acres of new industrial development land. The new crossroads, formed by Sheepbridge Lane, Quarry Lane and Oakham Way also provided a link between Mansfield Town Centre and MARR.

The scheme aided regeneration, providing new employment opportunities and better access to these potential employment sites. The scheme included disabled, pedestrian and cycle facilities, which link into existing routes to provide a comprehensive network. It also provides an additional public transport route into the business park, making the park more accessible to sustainable modes. The scheme, incorporating an additional MARR link, has helped to relieve traffic congestion in the Mansfield area.

Due to the scheme's regeneration benefits the County Council was successful in securing over £0.5m of external funding towards its implementation. The new development has the capacity for 10,000sqm of floorspace and potential to create up to 130 new jobs.

## 2.3.3 Mobility Management Action Areas

A major success of the first LTP has been the links created between the Mobility Management Action Area (MMAA) studies and the undertaking of tandem economic health-check surveys. This is an approach that will be echoed in the second LTP with the added benefit of additional information coming on stream from the accessibility planning work. This joint approach, very often in partnership with the local district council's economic development staff, has been extremely successful in engaging with the local business community. Jointly developed action plans are produced that target a range of needs and foster a collaborative approach, both from the community and from other agencies, to integrate the delivery of services. One such example is the work undertaken in Newark Town Centre as a direct result of the Newark MMAA partnership's desire to increase the vitality of the town centre.

### **Carter Gate Pedestrianisation Scheme.**

Extensive public consultation undertaken as part of a MMAA transport study in 2001/02 highlighted several issues concerning pedestrian access in the Carter Gate area of Newark. Key concerns related to volumes of traffic in the town centre and the conflict (or potential conflict) between pedestrians and vehicles. Other concerns related to illegal parking and the poor environmental image of the area.

A high quality pedestrianisation scheme was implemented on Carter Gate to transform this busy and congested road to an attractive, pedestrianised area. Improvements were also made to adjacent parts of Balderton Gate and Barnby Gate. The scheme improved links between key shopping and service areas such as the bus station and the Market Place. The design removed the clutter on the street and created a high quality environment to complement the historic buildings. It was implemented using wall-to-wall paving in high quality materials with the traditional footway and carriageway street-scape delineated through use of colour and type of material.

Non-essential traffic was removed from the street by creation of a Traffic Regulation Order (TRO) implementing the same restrictions as the nearby Market Place area. Changes to the Beaumont Cross traffic signals considerably limited the opportunity for vehicles to enter Carter Gate from this junction and this has significantly reduced traffic using the route as a cross-town link and assists enforcement. Formal bays have been provided for disabled parking during the times that the TRO is in force. Loading was restricted to before 10am and after 4pm, enabling businesses to easily service their premises, whilst retaining pedestrian priority for the majority of the day.

Cycling continued to be permitted along the street, as the alternative cross-town route would use much busier traffic routes with consequently higher accident risk. Improvements for buses were also incorporated into the scheme, with the introduction of a plateau at the Appleton Gate / Barnby Gate junction. This works to keep the area clear of parked / loading vehicles which previously obstructed the route for buses.

The £750,000 investment has helped shoppers, people with pushchairs and mobility scooter users get about more easily, making the area a more pleasant place to stroll, shop and relax. The local newspaper reported that businesses on Carter Gate viewed the scheme a "resounding success" and that they immediately saw an increase in trade.

The work will be continued through additional work in Newark to further extend the popular pedestrianisation discussed above and paralleled in Mansfield to deliver the new major scheme for North Nottinghamshire - Mansfield Bus Station redevelopment.

### **2.3.4 Southwell Town Centre Improvements Scheme**

Significantly widened pavements and a one-way system were introduced on the main shopping area in this traditional market town. Speed plateaux were also introduced along the length of the street with designated loading and disabled parking areas to better manage traffic. Prior to the introduction of the scheme two way traffic flows were very heavy with the resultant congestion creating a very pedestrian unfriendly environment where the vehicle was the dominant factor.

The outcome is a massive reduction in traffic using the route, reduced speeds outside of the busy periods and a much improved pedestrian environment. The scheme has been delivered in partnership with Newark and Sherwood District Council. The town centre traders were also closely involved in the scheme development since the outset. Traders were consulted on the locations of the designated loading and disabled parking bays in addition to the materials used and paving design.

Upon completion of the scheme a publicity leaflet was produced and widely distributed in the area, this contained information regarding the highway changes and also covered various places of interest in and around the town. This represented something of a change in such publicity to reflect the regeneration elements of the scheme. Feedback from local users has been positive.

### **2.3.5 Building Better Communities**

The Building Better Communities (BBC) programme has invested around £10m of Council funds between 2004/05 and 2005/06 in the county's built environment. The initiative has concentrated on physical improvements across the county with an emphasis upon the more deprived wards.

The first year of the project was in 2004/05, with 240 schemes being delivered and 85% of the spend being in the top 25% of deprived wards (based upon Indices of Multiple Deprivation 2000). Requests for schemes have been invited annually on a 'ground up' basis from parish councils/community groups which are then endorsed by the local County Council Ward Member for consideration in the programme.

Funded projects were prioritised against the following criteria:

- Maximum impact on improving the appearance of the area
- Impact upon social disadvantage by providing community benefits
- Ability to lever in additional funding
- Satisfying a long standing or community defined need.

In addition, requests have been taken through a cross checking process that looks at the added value and integration that can be achieved if maintenance issues, transport measures, health and education benefits and additional grant funding bids are packaged together.



There have been numerous examples of BBC and LTP programmes being matched to achieve added value and broaden the extent of the proposals, one such example is detailed below:

Sherwood Drive, Ollerton. Funding for this £300,000 project has been contributed from four different sources demonstrating the cross checking procedure to best effect. The project is essentially an environmental improvement scheme using high quality materials and incorporating widened footways, new street furniture, taxi and loading bays and a dedicated cycle route. Funding for this scheme was made up of contributions from: Sub Regional Strategic Partnership (SSP) £95,000; Developer Contributions £60,000; BBC £70,000; and LTP1 £75,000.

## 2.4 Social inclusion

North Nottinghamshire contains significant levels of social deprivation, as identified in the 'Social Need in Nottinghamshire 2004' study. The study was designed to provide a more local perspective to the Government's indices of deprivation. This was the fourth study into social need undertaken in Nottinghamshire.

As part of this study, the main aspects of social need have been identified as:

- Low income
- Unemployment
- Poor housing
- Poor health and disability
- Family difficulties and crime
- Educational difficulties
- Lack of skills.

Twenty-two indicators were selected to measure these themes. Very often, individuals, households or groups of people who experience difficulties regarding any of the above will be affected by several others and will therefore suffer from multiple disadvantage. This, together with a lack of access to opportunities, can be defined as social need.

Nottinghamshire and Nottingham have been subdivided in the studies into 380 zones. Each zone is defined as a sufficiently large population to provide reliable results and wherever possible reflects the boundaries of locally identifiable communities with similar social and economic characteristics. Zones have been ranked on the basis of their total indices score to identify those areas with the highest social need. Those zones with above average social need have been ranked into extreme social needs, serious social needs and moderate social needs. Zones with below the average score were regarded as having below average social need. 134 zones have been identified with above average social need.

The districts with the most widespread problems are Mansfield and Ashfield, each of which has multiple zones exhibiting serious and moderate social needs. The most extensive area of highest social need is in Mansfield which has four zones with extreme need, whereas Bassetlaw and Newark and Sherwood each have one zone with extreme need. Worksop has the zone with the highest social need in Nottinghamshire, namely Manton North. The Newark and hinterlands area, however, has the most marked cluster of zones with social need in the county. In the Ashfield/Mansfield sub-area there is a marked concentration of serious need in Sutton-in-Ashfield, whilst the Mansfield district has the highest overall social needs score outside of the city of Nottingham. Four zones in Mansfield Woodhouse have extreme need and five others, elsewhere in the district, serious need. Half of all Mansfield's 44 zones are classified as having above average social need.

Car ownership levels is one of the key factors influencing social inclusion and rural isolation. In Nottinghamshire car ownership has increased significantly, from 49% of households in 1971 to 59% in 1981, 66% in 1991 and 76% of households by 2001. The large increase partly reflects the changing nature of household formation, with the growth in single person households. In North Nottinghamshire the figure is marginally lower at 74%. These figures disguise some very wide variations, between some inner urban areas (up to 50% of households without a car) and some of the more rural areas (up to 94% of households with a car). Generally, car ownership

in the urban areas is lower than that in the district as a whole, reflecting the lack of real alternatives to the car outside of the main urban areas. For the North Nottinghamshire Plan area, as at 2001, approximately 70% of households in the urban areas had access to a car compared to almost 80% in their hinterlands.

Clearly, social needs cannot be met solely through the policies and measures included in LTPs, but transport measures can and do contribute. These social needs are wide and endemic and can only be altered by a fundamental change in the community's educational aspirations and desire for improvement. These wide ranging needs are fully understood by the Council and efforts to assist these communities through targeted policies to improve education, provide skills training and to encourage local employment are key priorities in its strategic plan. To complement this, areas of high social need such as Manton in Worksop, have benefited in recent years from the development of local employment sites at Manton Wood and the Old Manton Wood Colliery site. Access links to the Manton Estate have been considerably improved by the provision of better footways, new cycle lanes and a new bus service through LTP1 programmes.

Achieving social inclusion is an important objective for the County Council, and for many other local partners. Major problems still exist to the west of the county with the legacy of the decline of the coalfields and the impact this has had on employment, skill levels and environment. Rural isolation in the north-east has its own problems of access to jobs, education and services. The north-west combines problems of rural isolation, the decline of heavy industry and the poor quality of its environment. In the east, relative prosperity and a good quality environment are marred by pockets of deprivation.

Social need exists not just geographically, but also with specific groups. These include the elderly and those with physical and learning disabilities, many of whom fall within the scope of social services provision, and others such as ethnic minorities.

LTP1 has aimed to tackle social inclusion in its widest sense. In general, demand for public transport is highest in areas where there are a large number of households without access to a car; in areas experiencing high levels of deprivation; areas where there is a high concentration of population on low incomes; and areas with a high population density. Demand for public transport is lowest in rural areas where there are high levels of car ownership, in particular large numbers of households with access to two or more cars. Analysis for North Nottinghamshire, however, shows significant areas where demand for public transport may not be high enough to justify the provision of commercial services but where there is still a demand for some form of public transport to be provided. The rural areas of Bassetlaw district particularly around Retford fall into this category.

## **2.4.1 Public transport issues**

The effect of the County's Supported Bus Network on accessibility levels in communities is significant. Analysis has shown that if funding support for all county supported services was withdrawn many communities would face a reduced level of service and some communities would have no services provided at all. In some areas there may be an increase in the distance walked to the nearest bus stop with a desired frequency. The service standard relates to all households being within 10 minutes (800m) walk of their nearest bus stop with an hourly service frequency on weekdays 0600-1800 hrs. This standard across North Nottinghamshire currently stands at 77% (well above national average) but this would reduce to only 51% if all supported services were withdrawn. Over this Plan period NCC has provided £21m to ensure maximum network coverage and over £50m in total on revenue support for public transport.

The County's budget for securing socially necessary bus services has come under increasing pressure in recent years due to continuing withdrawals of marginal services provided by commercial operators, and rising costs. To try and prioritise this revenue funding for tendered bus services in a fair and consistent manner, a performance management framework was drawn up to assess competing claims on the budget. This was used to assess all claims on the revenue budget for supported services in relation to existing funding commitments.



The County Council used the following variables to prioritise each local bus service contract and non-statutory school transport contract:

- Subsidy per passenger
- Passengers per trip
- Journey purpose
- Car ownership levels in the communities which the service serves
- Availability of alternative public transport provision in the communities served
- Index of Multiple Deprivation levels in the communities which the service serves.

In addition to supporting conventional public transport, the County has also supported the following schemes designed to supplement the local bus network:

- Three Bus Challenge schemes (Village Lynx Rural Bus Challenge, Ashfield Access Lynx Urban Bus Challenge and Boughton Boomerang Rural Bus Challenge). These schemes are a combination of conventional bus routes and fixed route Demand Responsive Transport
- 14 voluntary car schemes, 13 social car schemes and 10 Community Transport minibuses. Figures for the 2004/05 financial year show there were 257 volunteer car scheme drivers and over 2,400 car scheme users making 163,000 trips. There were also 100 volunteer minibus scheme drivers and over 200,000 minibus kms run.

This has been complemented by a strong emphasis within LTP1 on the provision of accessible vehicles, a programme to install raised kerbs at bus stops, and the production of public transport information that is accessible to all, including those who are sight impaired or cannot read English.

For those who cannot take advantage of the bus network, the County Council also supports community transport providers which operate in many areas, and operates a dial-a-ride service which provides specialist transport for those with more severe mobility problems.

For many the cost of transport contributes to social isolation. The County Council together with districts have recently negotiated a highly regarded concessionary travel scheme that is considerably more comprehensive than the statutory minimum, and enables the elderly and disabled to travel free of charge on buses and trams, and at half price on trains and community transport. It also offers discounted travel for some students. This scheme replaced an existing statutory minimum scheme.

## **2.4.2 Access to employment / local services**

As discussed above, improving access to jobs and other local services has been a key priority throughout the first LTP period. In addition to the changes to public transport, the County has invested significant funding into local infrastructure improvements and supporting local initiatives targeted at improving transport choice. Examples of such types of scheme include:

- Meden Square, Pleasley - The refurbishment of the square in Pleasley, an ex-mining village north west of Mansfield, has created a village nucleus, while also improving pedestrian safety and accessibility to local shops and services. The scheme arose from discussions with the local community, all of whom make use of this open space and have particular needs associated with its redesign. Consultation on scheme design was undertaken face to face with key individuals and groups on site in Pleasley, in their homes or work places. Specific design features include pavement widening, junction realignment, pedestrian crossings, landscaping, tree planting, lighting and seating. A village square was created using heritage materials for stonewalling and a focal point Victorian style bus waiting area. This scheme has reduced traffic speeds and related accident risks, delivering significant environmental impacts. The scheme has improved accessibility to the square, both as a leisure resource and as a location to access shops and services. Previously the area suffered from inadequate access options, which limited the personal and economic opportunities available to local people who were physically, economically or socially disadvantaged. The scheme was completed in autumn 2005 and feedback from the local community has been

extremely positive. Vulnerable road users, such as residents at the local home for the elderly say they feel safer and able to travel to the local amenities.

- Community transport - The County has supported this service with over £1m of revenue supported through the Plan period. This has enabled a good network of community transport operators to be established. Through LTP funding the Council has also helped to replenish vehicle stocks and enhance fleet numbers where evidence of demand can be demonstrated.
- Pedestrian links - The County has prioritised facilities for this mode. This has meant that significant numbers of additional signalised crossings and refuge points have been installed, as well as improvements to existing, and introduction of new, footways to local services. In rural areas, parishes have been particularly keen to see both improved and new footways linking villages without local facilities to their nearest settlement with such basic services.
- Cycle links - The County has concentrated its cycling improvements on either commuter trips or access to local facilities. This has included dedicated cycle lanes, shared use facilities and secure cycle parking provision. Whilst substantial funding has been provided in this area, there has currently been little general improvements in the levels of cycling. This is of concern and is being reviewed to ensure value for money is being achieved, but it has to be recognised that cycling levels can only really be expected to increase once a complete network is in place.
- 'Wheels to work' - This was launched in 2002 and offers the loan of a moped to young people (aged 16-24) and the long-term unemployed (6+ months) living in, or trying to access, rural Nottinghamshire to overcome the initial problem of accessing work, training or education. The scheme works to increase transport choice and reduce isolation in rural areas. The scheme currently involves 45-50 mopeds. The initiative is managed by the Nottinghamshire Rural Community Council and supported by Nottinghamshire County Council, Greater Nottingham Partnership, Connexions, Jobcentre plus, and colleges and training agencies across Nottinghamshire. The project proved very popular from an early stage and helped people in rural areas access these services, as well as promoting cycling and the associated health benefits.
- Dial a ride - The countywide dial-a-ride service has supported those whose disabilities prevent them from using mainstream public transport, community transport or other sorts of transport provision. This service has been supported to the value of almost £1.5m over the course of LTP1. This has helped to see increased usage of this service, with there now being over 4,000 registered users, an increase of more than 100% from the start of the first Plan period.
- Disabled provisions- The County Council set itself a very ambitious target, to complete the upgrade of all signalised crossing facilities to approved DDA standards by the end of the Plan period (Best Value Performance Indicator BV165). This work has been completed on schedule putting the Authority way ahead of many other local authorities in this area. This work has been supplemented with an extensive programme of tactile / dropped crossing provisions reflecting the importance placed on this area by the Authority. The work will be extended further through LTP2 by looking at junctions with either facilities on only some arms or no facilities at all.

## 2.5 Contribution to regional objectives

Nottinghamshire County Council has engaged prominently in the development of regional policy, in particular the Regional Spatial Strategy (RSS), the Regional Economic Strategy (RES), and the Regional Transport Strategy (RTS). In line with Government policy, the core strategy within these documents is based on:

- Reducing the need to travel and traffic growth
- Promoting a 'step change' in the level of public transport, and
- Only developing additional highway capacity when all other measures have been exhausted.

The first of these has been contributed to through the Authority's work on travel plans which have reduced the level of sole car journeys, and through land use planning which has had the added benefit of helping to reduce rates of traffic growth across the Plan area. Significant funds have been pumped into supporting bus services not only through conventional services but also

with community transport and dial-a-ride facilities. These measures have helped to increase bus patronage levels year on year. The Council has only introduced additional highway capacity to either reduce congestion for public transport benefits or on regeneration grounds.

The policy in the RTS that sets the regional transport objectives states that local authorities should "have regard to the following objectives when drawing up their Local Transport Plans".

The thrusts of the six objectives are:

1. To support sustainable development in the region's principal urban areas and sub-regional centres (i.e. Mansfield, Worksop, Retford and Newark)
2. To promote accessibility and overcome peripherality in rural areas
3. To support the region's regeneration priorities
4. To promote improvements to inter-regional and international linkages
5. To improve safety and reduce congestion
6. To promote opportunities for modal shift away from the private car and road based freight transport.

These objectives are entirely consistent with the thrust of both LTP1 and the new LTP2.

Nottinghamshire County Council was engaged closely in RSS and the current review of RSS, as well as in the debate about future growth levels and patterns. It also took the lead in the early work to develop a Northern Sub-area Strategy within the revised RSS. Although work is at an early stage, the following considerations are key to the County Council's position:

- The need to adopt growth levels and patterns which support sustainable communities, improved accessibility, and a reduction in the need to travel
- The need in North Nottinghamshire in particular to achieve economic regeneration, and support business competitiveness
- The need for appropriate transport infrastructure to support the levels and pattern of growth provided for in RSS.

Clearly two key areas to support these regional issues are thus economy and housing. Starting with the latter, the County is not directly responsible for housing issues but has worked extensively with the district councils to ensure that all housing is in the most sustainable locations possible. RSS sets an objective that at least 60% of housing provision is located on previously developed land, the figure for the county is well above this threshold and although a rural shire county, nearly 100% of urban households and over three quarters of rural households (compared to 55% nationally) are within 800m of an hourly or better bus services. The County Council has also developed the 'Sustainable Developer Guide' based upon advice contained within Planning Guidance, the Joint Structure Plan (2004), as well as County Council policies. The guide was produced in conjunction with the district councils so that it could be used as a basis for development control by planning authorities (further details on the guide is included within commitment 8 of Section 3.3.3 - Climate change).

With regards to economy, the RES for the East Midlands, 'Destination 2010' (emda, 2003) highlighted the areas of enterprise and innovation, employment, learning and skills, and creating a climate for investment as the key drivers for economic success. With regards to these, LTP1 has had the greatest impact on access to employment, learning and skills, and creating a climate for investment, contributing towards creating a competitive region and sustainable communities.

Two of the key drivers in LTP1 have been MARR and the MMAA process. MARR was supported regionally as a major scheme to regenerate west Nottinghamshire and to open up significant land for development to regenerate the whole area. This process has started with the scheme having been completed but it has not yet been open long enough for its full benefits to have materialised. To date nine locations are either newly under development or have now improved access to existing developments, with the potential to create 10,000 jobs. The MMAA process has been utilised to revitalise town centres with positive results, an example of such is given

in section 2.3.3. As part of MMAAs, pedestrian links have been provided to ensure that residents have easier access to employment by reducing the barriers to walking, while also opening up areas for redevelopment that are readily accessible on foot.

Other key regional developments over the first Plan period have also been supported, such as the RHADS. The County Council have worked with the airport and bus operators to ensure quality bus services to the airport, and the Aviation Academy training centre on the site, from the county hinterlands with particularly high economic inactivity (further details on this are included within Sections 3.1.1 - Bus strategy and 3.3.1 - Airport surface access). This has allowed county residents sustainable access to training opportunities and the 800 jobs that have been created so far at the newly created airport and subsequent developments. But importantly, it will help access to the anticipated 7,000 jobs that will be created at the airport by 2030. Further examples of improving access to employment and training are included in this report in the strategy sections of Chapter 3, particularly 3.1 - Public transport and 3.5 - Encourage voluntary adoption of travel plans by major employers, as well as in Chapter 5, Accessibility of LTP2.

The County Council also realised the importance of the Principal Road Network in aiding regeneration and helping the economy of the region through better communications. The Council therefore prioritised these roads during LTP1 and significantly improved them, as detailed in Section 5.2 of this report. Congestion also reduces economic competitiveness and this is identified in the RSS. The package of measures the Council implemented during LTP1 have played a significant role in limiting traffic growth in the market towns as detailed within Section 3.3.3 - Climate change (particularly commitment 9) of this report.

The County Council will continue to engage in regional policy on spatial planning and transport to ensure compatibility with the transport objectives set out in the latest LTP. The County also submitted a regional conformity checklist, which was approved by the East Midlands Regional Assembly, with its LTP2.

## 2.6 Key achievements

In terms of outcomes, 79% of our core and 68% of our local targets have either been achieved or are 'on track' to be achieved by the end of the first Plan period. Specifically the two core indicators where the Authority has failed to make its desired progress are in terms of increases in cycling levels, and maintenance improvements to the unclassified local road network. Whilst this is disappointing the true picture in these areas is currently unsure. Background monitoring across the Plan area suggests that there have been some cycling improvements over the first Plan period, but the approved methodology for the actual indicator has shown fluctuating cycling levels. This methodology is not robust and has been replaced with a more comprehensive survey for LTP2. On the maintenance side, again the methodology has given rise to problems over the first Plan period. With limited maintenance allocations and changing survey methodologies, the County concentrated largely on the principal road network over the course of the first Plan period. This decision has been hugely successful with the Authority moving nationally from the bottom quartile to now being not only in the top quartile but at its upper end. This has clearly limited the improvements possible on the unclassified network to date. This process will though now be changed so that this high level can be maintained on the principal roads and more priority given to the non-principal network. The County has additionally decided to pump £16m of its own capital money into this area over the next four years so as to increase the speed at which these roads are improved.

### 2.6.1 Safety

Nottinghamshire County Council is pleased to be able to report that the funding gained during the first Plan period has enabled the Council to make significant moves towards achieving the national road safety targets. Although the last couple of years had seen a leveling off rather than a continued fall in levels of killed and seriously injured the Council has now started to re-invigorate this key priority as seen in the final year results (specific details are provided in the road safety section - Section 3.2 - but a couple of example of such schemes and their benefits are provided below).

## **Hallcroft Estate Safety Scheme**

A significant accident remedial scheme was implemented on the Hallcroft Estate in 2003. The ex-council estate, located to the north west of Retford town centre, had an accident problem involving vulnerable road users spread through the area. The 1500 household estate was experiencing an average of 6 reported casualties per annum. Consultation with local residents, businesses and community groups helped identify speed of traffic, road safety problems and the levels of HGV traffic as key problems. To overcome these issues a combination of flat topped plateaux, round topped humps and a 7.5 tonnes weight restriction were introduced. In addition, cycle routes facilities were introduced to improve accessibility for sustainable modes. The scheme, which was introduced in conjunction with a school safety zone project, reduced accidents in the area by 4.5 per annum, an excellent accident saving of 75%.

## **A617 / A6075 Rufford Arms Junction Improvement**

This busy off-set crossroads to the north west of Mansfield required vehicles and pedestrians to negotiate two adjacent sets of traffic lights, complicating manoeuvres which resulted in restricted movements through the junction and a high number accidents. The junction was significantly improved in 2001 at a total scheme cost of £914,000. The side-roads were re-aligned and the junction simplified to present only one set of traffic controls. Pedestrian crossing facilities and bus priority measures were also incorporated to improve access for other modes. Additionally the scheme addressed a right turning accident problem, which between 1998 and 2000 generated 14 reported casualties, of which 3 were serious. The three years subsequent to the improvements, have seen a reduction of around a third in serious and slight injury casualties.

## **2.6.2 Public transport**

The County Council has also reviewed the supported bus services and as such the already high levels of access to bus services across the county should be continued with over three quarters of the population in rural villages within ten minutes of an hourly or better bus service. This level of network coverage has been influential in ensuring actual overall patronage increase across Nottinghamshire as demonstrated in BV102. These operator figures show a consistent increasing trend against a general national negative trend and one such positive initiative is highlighted below.

### **Sherwood Arrow (Service 33) Bus Quality Partnership**

An ambitious programme of Bus Quality Partnerships (BQP) were identified and delivered during LTP1. One such Quality Corridor was developed in 2001/2 in conjunction with Stagecoach Bus Company. The route runs from Worksop to Nottingham, through parts of rural Nottinghamshire, including Sherwood Forest. It provides a valuable link for commuters from towns and villages on the route as well as improving accessibility to the county's historic leisure sites, such as Sherwood Forest and Newstead Abbey. Infrastructure improvements included the introduction of 12 new shelters, while over 40 stops were upgraded to include raised bus boarders, new bus flags and new timetables. Stagecoach branded the buses as the 'Sherwood Arrow', new literature was produced to promote this and an official launch of the new service was held in June 2002. This investment resulted in a 26% increase in bus patronage.

## **2.6.3 Travel plans**

The County Council has also had significant success in encouraging both employers and schools to introduce travel plans. This process can only assist in changing travel behaviour on these key peak hour trips to work and school. School travel plans (STPs) have been used to identify problems with access and where these were addressable, safer routes schemes were implemented. Most scheme have a direct impact and on last analysis schemes where STPs had been implemented showed on average a 10% reduction in car usage. Local indicators for journeys to work have shown increased use of non-car modes (+14%), increased use of public transport (+40%) and a reduction in car use (-3%).



## **Heathlands school**

Extensive work was carried outside this recently opened school to provide better access by foot and on cycle. The school was located close to a disused railway line but with significant level differences. The access bridge over the rail line was a single file humped bridge with no pavements and poor visibility. Thus, using private finance initiative with the Council's Education and Property Services Departments, the bridge was flattened and ramps were provided to encourage walking and cycling. At the same time the carriageway width was increased to allow for generous footways and a raised plateau was provided at the school entrance.

## **'TransACT' Travel Plan Scheme**

Nottinghamshire County Council, in conjunction with Nottingham City Council and external funding partners, have been running the successful TransACT Travel Plan scheme since October 2002. Initially the scheme was specifically targeted at small / medium sized businesses (SMEs) in Nottinghamshire and offered organisations grants of up to £20,000 towards consultancy and capital costs incurred in setting up a travel plan. The scheme was delivered in partnership with Nottinghamshire Chamber of Commerce and Industry and Business Link. This link between local authority and the private sector's business support organisations proved particularly effective in reaching SMEs, a usually difficult market. This system operated successfully for over three years. In 2005 the scheme was broadened and separated into three strands, 'TransACT lite', 'TransACT' and 'TransACT Gold'. The scheme now offers tailored assistance to businesses ranging in size from less than 20 to more than 250 staff. This has allowed the Authority to not only stretch its target for employees covered by a travel plan but to meet this ambitious stretch of double the original target.

## **2.6.4 Traffic levels**

The Council's restraint policy measures have also enabled traffic growth across the Plan area to be limited whilst the number of public transport journeys have continued to rise. This has also contributed to no worsening of air quality with no Air Quality Management Areas declared in North Nottinghamshire. An example of such an improvement is provided below.

### **Rainworth – Demand Management Scheme**

Comprehensive improvements have been carried out in Rainworth, designed to reduce the speed and volume of traffic using the village and improve priority for non-motorised users. A series of plateaux have been built through the village. The features have been located and the scheme developed in consultation with local residents. The main road, to a certain extent severs Rainworth with a school and shops being to its north which can be difficult to cross at times. This has improved considerably since the scheme was introduced, Annual Average Daily Traffic (AADT) flows have reduced considerably from the prediction of 10,500 to 6,700 with the introduction of the traffic calming, a fall of over 36%. Taking into account the by-pass, traffic volumes have fallen even more dramatically from a recorded AADT of 17,900 to the current 6,700. Also encouraging is a significant fall in 85<sup>th</sup>ile speeds at the western end of the village from 41mph to 31.5mph. Additional improvements in association with the traffic calming scheme have also been carried out at the signalled junction of Kirklington Road and Southwell Road. Prior to the improvements, vehicular turning movements were complex and unclear for pedestrians through what was an extremely large junction. The improvements include improved pedestrian crossing points, increased pedestrian waiting areas and footway, all effectively reallocated from former carriageway.

## **2.6.5 Scheme assesment**

Whilst it is difficult to explicitly quantify the contribution of all individual schemes, or even blocks of schemes, Table 4.4 in Chapter 4 - Programme delivery, shows how the programme is compiled and how both individual and types of schemes are considered as to their contribution towards the overall objectives of the Plan. This process has clearly been successful with such a positive set of results, both outputs and outcomes, already highlighted.

## 2.7 Funding and schemes delivered

In the region of £95m has been invested in transport provision in North Nottinghamshire through the first Local Transport Plan process (see Finance Forms). The split of this funding between the key areas of investment is set out in Figures 2.2 and 2.3 below.

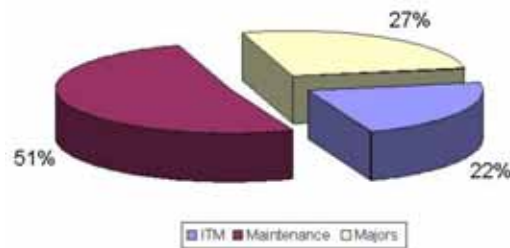


Figure 2.2 Total funding split between key areas

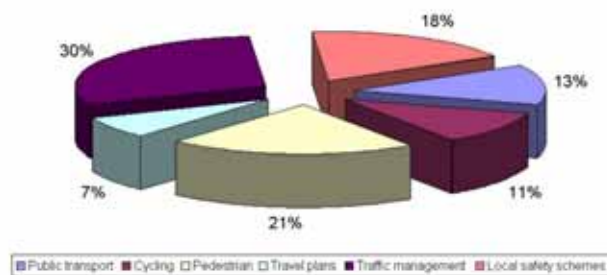


Figure 2.3 ITM funding split between key areas

The Authority has delivered this substantial allocation broadly in line with the planned spend set out in the original Plan, and as discussed previously, this has largely been successful in delivering the Plan's objectives and targets.

The delivery of our programme reflects the broader objectives and desire to provide REAL transport choices for ALL. Over the first LTP period, the balance of investment has shifted significantly towards public transport, walking and cycling (45%) and measures which promote transport choice and changes in public attitude and behaviour (7%). This has led to improved accessibility of services, increased levels of social inclusion, increased levels of public transport patronage and significantly better understanding and buy-in to the need to maximise the use of other modes of transport with 56% of schools having approved travel plans and 22% of major employers. More detail on exact spends are provided in Chapter 4.

Geographically the majority of the funding has been spent in the district centres (see figures 4.1 to 4.3 in Chapter 4) with the remainder shared evenly between their rural hinterlands. The Authority has recognised the Government's commitment to removing the maintenance backlog and has utilised all of the funding provided and extra, equating to 51% of the total block allocation.

## 2.8 Long-term foundations

LTP1 has helped form a strong foundation from which LTP2 will build upon to help deliver the national and local objectives set out within LTP2 within various key areas.

### 2.8.1 Strategy development

Key strategies have been, and will continue to be, reviewed regularly to ensure that they are effective in delivering national and local objectives. Full detailed strategies were reviewed as part of the development of LTP2, along with setting indicators and targets to monitor their



effectiveness in delivering LTP2 objectives. Procedures have also been established to review and monitor both strategies and targets (as detailed within pages 279-318 of LTP2, Appendix B - Indicator Information).

Foundations have also been made within other wider County Council key strategies such as the Community Strategy which focuses on; safer and stronger, healthier, learning and earning, cleaner and greener, and travel and access, all of which have close links to LTP2. Similarly, LTP2 links closely to district councils community strategies as well as the Council's Strategic Plan and local area agreements and the Local Development Framework. These links are detailed more fully within pages 31-40 of LTP2, Chapter 2 - Wider Context.

Some of the foundations that have been set within the key strategy areas are detailed in table 2.1 below and detailed strategies can be found in LTP2 - Chapters 4-11.

Strategy area	Foundations
Accessibility	The County Council has developed an accessibility strategy as part of its LTP2 submission. An accessibility partnership has been established that has identified, through workshops, a programmed series of agreed priorities to tackle over the five-year period. This programme is framed in terms of the themes, local geographical areas, and sections of the population that are to be prioritised for joint working. These triggered 'Local Accessibility Assessments' resulting in specific 'Local Accessibility Action Plans' (LAAPs). LAAPs have been drawn up across a range of services resulting in a detailed strategy to address accessibility problems and opportunities. These will contribute to the Local Accessibility Transport Studies programme for LTP2. An Accessibility Planning Steering Group has also been established to review the effectiveness of the strategy.
Road safety	A detailed road safety strategy has been developed and is contained within the County Council's Cross-Service Road Safety Improvement Plan (2003-2010) which was drawn up in consultation with an extensive range of internal and external bodies, and is regularly reviewed to ensure its effectiveness (most recently in 2005). It encompasses all aspects of casualty reduction, including a mix of education, enforcement and engineering measures as well as encouragement of road users to adopt more sensible/smarter travel behaviour, across all road users of all ages. The strategy also includes school travel, partnership working, investment, analysis of accident data and speed management. The strategy is based on detailed casualty analysis and addresses identified casualty problems, thereby maximising value for money from available resources. A Road Safety Board has also been established to regularly review the effectiveness of the strategy.
Quality of life	Elements that contribute to quality of life can be identified as social needs, needs of disabled people, education, health, physical environment and crime and fear of crime. The key strategy areas to address these issues include prioritising the areas of need, integrating with other initiatives to add value and raising awareness and opportunity for the community to value and preserve their environment. Partnership working with stakeholders is vital to delivering the strategy. The Rights of Way Improvement Plan details the opportunities it offers to improve the quality of life, such as accessibility, health and recreation.
Congestion	The County Council's congestion strategy recognises that congestion has an impact on several of LTP2's other priorities, such as improving air quality and health, regeneration, quality of life and making best use of the existing network. The strategy focuses on continued monitoring of the situation and the provision of both demand-side solutions and supply-side solutions to restrain traffic growth. To address the issue of potential congestion, a mix of awareness raising measures will be used along with proactive network management to encourage modal shift, reduce the need to travel and reduce traffic growth.
Air quality	The County Council's strategy for assessing, monitoring and managing air quality is detailed within the partnership document 'Nottinghamshire Air Quality Strategy', produced in 2001 by the multi-sector Nottinghamshire Environmental Protection Working Group. It identifies the need to reduce air pollution by encouraging alternative travel modes and promoting sustainable development through the LTP and development plan processes. Work is currently underway to update and review the strategy, which will be published later in 2006. It is recognised that Air Quality is closely linked to the congestion theme, and as such the Air Quality Strategy also includes the promotion of cleaner vehicles and 'smarter choices' directed at modal shift and reducing the need to travel. A Strategic Environmental Assessment (SEA) has been carried out on the impacts of LTP2 and local air quality, climate factors and other environmental factors are all considered and appraised in the SEA.
Regeneration	Regeneration problems require an integrated strategy to identify opportunities to develop modern, efficient communications infrastructure. In terms of transport much progress has been made in recent years to improve the accessibility of the west of the county. The LTP2 transport strategy will support regeneration in the following three main areas. Firstly, it will provide access to education, further education, skills training and employment zones. Secondly, it will help create employment sites and economically vibrant and attractive towns and villages. And thirdly, it will provide support for local

Strategy area	Foundations
	partnerships to create integrated 'Action Plans'. Local empowerment will also be supported by giving ownership of local transport strategies to affected communities through LATS.
Making best use	The Council considers the highway network a key community asset that is central to the integrated movement strategies contributing to the delivery of wider economic, social and environmental objectives. These principles are incorporated into a network management regime with the core objectives of network safety, network serviceability and network sustainability. Central to the County Council's objective to deliver a safer, improved network service for all road users is the strategy to develop and implement a Transport Asset Management Plan which will consider the methods employed to assess the highway network's condition and will detail the policies in place to maintain it, parking control powers available through Decriminalised Parking Enforcement, the opportunity to reduce trip lengths through development control functions and the powers and duties inherent in the Network Management Duty. These are particularly relevant in how they can add value to the other LTP policies by concentrating on making better use of existing highways rather than relying on increased provision. Similarly, the Traffic Manager (in tandem along with strategy to halt traffic growth) will help ensure that the network is used to its maximum potential.

Table 2.1 Foundations developed within the key strategy areas

## 2.8.2 Partnership working

The County Council is committed to continuing its current process to enable full participation across the Plan area throughout the second Plan period. Future consultation will continue to be undertaken on individual schemes and strategy as part of their development. Similarly, involvement in the local strategic partnerships will continue throughout the Plan period.

During the second LTP period there will again be a programme of continued consultation at a local level, similar to the MMAAs of the LTP1. In LTP2 these initiatives will be called Local Accessibility Transport Studies (LATS) and will be linked to the development of Local Accessibility Action Plans. To build on the lessons learnt during the first LTP period, it is intended to broaden the scope of the current MMAA process so that LATS include an element of accessibility planning to widen the range of the results. LATS will be integrated into the wider needs of the community by including transport needs assessments, partnership working with active town centre management groups (reporting to the area Local Strategic Partnership), partnership working with district council planning authorities in support of the development of Local Area Action Plans (as required by the new Local Development Framework process in the place of Local Plans), use of accessibility planning techniques and economic healthcheck analysis. This work will be undertaken with the support of relevant local partnerships. Where no partnership exists, a capacity building exercise will be used to establish a community group. The use of travel planning and general travel awareness raising was an integral part of MMAAs and the smarter choices programme of work will continue to be included in LATS (as detailed within section 3.5 - Encourage voluntary adoption of travel plans of this report and section 8.2 - Demand-side solutions of LTP2). Similarly, working in partnership with employers will help to continue to deliver travel plans and their associated modal changes.

Partnership working was undertaken with a wide range of groups and was a core element of all the strategies in LTP1, recognising that it was vital to deliver the objectives of the Plan. For example, Bus Quality Partnerships (as detailed within section 3.1.1 - Bus strategy of this report) involved a range of partnerships to help deliver improved services, promotion, maintenance, patronage, quality of fleet, punctuality and accessibility. A multi-agency steering group has been established to formulate policy, determine service standards and identify potential routes, its members including the County Council, operators, neighbouring authorities, district councils, community transport groups and the Highways Agency. Each Partnership route also has its own steering group to manage the performance of the route and make recommendations to improve its quality, including promotional activities.

The use of best practice, developed jointly with other local authorities or taken from elsewhere, has played a vital role in delivering LTP1 and will undoubtedly help deliver the objectives of LTP2. County Council documents, such as the Cycling Design Guide and the Highway Network

Management Plan, have been drawn up and are regularly reviewed taking into account national, and where appropriate international, best practice. A few examples of best practice that have been taken, and/or developed from elsewhere are included within table 2.2 below.

Initiative	Source	Actions undertaken
Accessibility		
Real time bus information provision	Nottingham, Derby and Leicester City Councils and Derbyshire and Leicestershire County Councils	A core system - StarTrack - (rather than a stand alone) similar to that being developed in the "three cities" area will be developed to link services with systems operating in other areas, such as Greater Nottingham and South Yorkshire PTE, if the opportunity arises
Road safety		
Inter-active speed signs	Warwickshire County Council	The development of specific signs with messages unique to a location
Congestion		
Online car-sharing scheme	Derbyshire, Leicestershire and Lincolnshire County Councils	The same provider has been adopted as these authorities (which will also aid effective cross-boundary working) based on the lessons they learned
Air Quality		
Use of cleaner vehicles	Powershift and Seven Oaks District Council	The County Council purchased dual-fuel and electric vehicles for the Council fleet
Quality of life		
Rights of Way Improvement Plan (ROWIP)	York City Council	The ROWIP has been developed using York City Council's 'whole network' approach
Regeneration		
Newark Town Centre Improvements	Lincoln City Council	The scheme was developed using practices Lincoln have developed to take account of the heritage and conservation concerns of such schemes in a historic conservation area
Making best use		
Decriminalised Parking Enforcement (DPE)	Lancashire County Council	DPE strategy has been developed based on Lancashire's two-tier template

Table 2.2 Examples of best practice taken from elsewhere

The County Council has also been involved in a range of regional and national groups to develop wider best practice amongst the group members, taking all of the group members experiences into account. Examples of such groups are detailed throughout LTP2, but some of the groups are included in table 2.3 below.

Group	Best practice developed
Accessibility Fora	Sharing our knowledge and learning from others through understanding other authorities perspectives/experiences (also assisting effective cross-boundary working)
East Midlands Safety Audit Forum	Part of the group's role is to exchange views on how to deal with problematic casualty sites (also assisting cross-boundary working)

Group	Best practice developed
Midlands Service Improvements Group	A regional group developing a Transport Asset Management Plan (also ensuring effective cross-boundary working)
Regional Best Value Groups	Several ideas have been gleaned from these groups, such as engineering measures (flicker boards at roundabouts) as well as procedures (four year bulk clean and change of street lights)
Cycle benchmarking group	Part of the group's role is to exchange views on cycling best practice

Table 2.3 Regional and national groups

The County Council also intend to continue to use best practice whenever appropriate. For example, the County Council are currently identifying best practice on developing car clubs as part of the development of its smarter choices programme.

### 2.8.3 Programme delivery

A provisional five-year forward programme of schemes has been developed for LTP2, based on projected expenditure for such schemes, to help deliver successful strategies and objectives. Over the course of LTP1 the County Council delivered over 3,000 schemes of varying complexity. The Council has a proven track record of successful programme delivery, and the lessons learnt during LTP1, as well as from other authorities, coupled with past experience should help this to continue. This process has been helped by long-term external partnering arrangements to ensure adequate resources are available for delivery.

LTP capital has been supplemented with non-LTP capital, revenue and external funding sources and this will continue throughout LTP2. The Council will continue to manage its budgets with great care and efficiency to deliver the full planned LTP programme, through effective project management and risk management, to maximise the benefits to the residents of Nottinghamshire and to contribute to the Government's transport agenda (further details concerning programme delivery are detailed within Chapter 4 of this report and pages 226-263 of LTP2, Chapter 12 - Five year programme .

## 3. Progress against strategies

This section details the implementation of key strategies within LTP1. It highlights the range and value of the commitments made by the Authority in LTP1, how the Council delivered them (including examples and performance against targets where applicable) and how this delivery has diverged from what was originally planned, including additional achievements.

The section focuses on the three defined core strategies of public transport, road safety and sustainability, as well as principal road maintenance and travel plans.

Principal road maintenance has been selected as great emphasis was placed on bringing the Principal Road Network (PRN) up to a good standard of repair in order to:

- Aid regeneration, in helping the economy through better communications
- Improve the environment, by reducing noise and traffic problems on the better maintained network, and
- Assist road safety, through the provision of specified standards of surfacing.

Since their inception in this country in 1996, Nottinghamshire County Council has led the way in the use of travel plans as a means of encouraging more sustainable forms of travel to work. The Council has continued to build on this work and embrace a widening network of organisations from major employers such as Wilkinsons and B&Q, both with over 2,000 employees, to small/medium employers with 50-250 employees, to micro employers with less than 25 employees.

### 3.1 Public transport

#### 3.1.1 Bus Strategy

The County Council's comprehensive bus strategy was reviewed in 2000/01 and again in 2005/06. This has led to increases in satisfaction with bus services in the county. Satisfaction levels with local bus services are undertaken every three years (to determine BV104) and were last undertaken in 2003/04. The 2003/04 survey placed the County Council in the top quartile (of users and non-users of public transport) and in fact places the Council as the third placed shire county in the country. To help ensure continuous improvement the County Council also undertake annual surveys to monitor satisfaction in the interim years. The most recent of these surveys, undertaken in 2005/06, shows a further 4% increase in satisfaction levels to 64% (users and non-users). The strategy has also helped increase patronage numbers and improve accessibility in both rural and urban areas with 77% and 95% of these areas respectively being within 800m of an hourly or better service.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
1. Undertake a comprehensive assessment of	Consultants specialists were employed to carry out an assessment of the Council's public transport strategy in 2000/01. The assessment identified areas where substantial improvements to services and networks could be delivered. These improvements included developing a three-tier structure	A public transport users conference was established and held annually to help consult, inform and receive feedback from users.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements												
<p>Nottinghamshire County Council's public transport strategy, including community transport.</p>	<p>of public transport services; keylines, linklines and local feeders. Keyline services link main settlements, linklines then service sizeable settlements and smaller communities away from main corridors, while local feeders operated as demand responsive services to fill gaps. This helped provide a co-ordinated network across the county which achieved best value in terms of funding rural services, promoting increased patronage and strengthening social inclusion. The tendered service network was re-evaluated to identify priorities for network development, and a performance management framework developed to provide a comparative assessment tool (more detail is included within Section 2.4.1 - Public transport issues). Meaningful targets were identified and consistently monitored including modal split and, number and scale of bus quality partnerships (BQPs).</p> <p>Full local participation was involved through work with groups such as the Local Strategic Partnerships, Bus Users Forum and through the countywide programme of Mobility Management Action Area (MMAA) transport studies. An ambitious programme of interchange improvement (see commitments 13-15 below) and BQPs (see commitment 2 below) were identified and delivered.</p> <p>A survey of bus stop and interchange facilities was conducted and a plan identified for their improvement. Issues relating to commercial ticketing arrangements were also investigated and schemes designed to address these issues, facilitating the potential for integrated ticketing, which is detailed within commitment 2 below.</p> <p>Work was carefully targeted to change 'hearts and minds' to use public transport through school travel plans, commuter plans, TravelWise, travel awareness and Smarter Choices initiatives.</p> <p>Consideration was also given to how the commercial coach network could inter-operate with buses to maximise benefits to users. For example, coach drop-off points were introduced at major conurbations. School bus services, running at peak times, were also utilised as public bus services, so that operators could also carry fare paying passengers other than school pupils on the extensive network. This allowed local bus and school transport to be integrated wherever possible to offer a co-ordinated service, and to ensure that the best use of resources was achieved.</p> <p>The Council allocated substantial amounts of revenue and capital funding during the first Plan period to deliver the bus strategy and the three-tier system as detailed below.</p> <table border="1" data-bbox="483 1102 1554 1394"> <thead> <tr> <th data-bbox="483 1102 1128 1150">Revenue funding</th> <th data-bbox="1128 1102 1554 1150">Amount</th> </tr> </thead> <tbody> <tr> <td data-bbox="483 1150 1128 1198">Education transport</td> <td data-bbox="1128 1150 1554 1198">£28m</td> </tr> <tr> <td data-bbox="483 1198 1128 1246">Supported services</td> <td data-bbox="1128 1198 1554 1246">£21m</td> </tr> <tr> <td data-bbox="483 1246 1128 1294">Concessionary fares</td> <td data-bbox="1128 1246 1554 1294">£3.5m</td> </tr> <tr> <td data-bbox="483 1294 1128 1342">Community transport</td> <td data-bbox="1128 1294 1554 1342">£900k</td> </tr> <tr> <td data-bbox="483 1342 1128 1394">Social services dial-a-ride</td> <td data-bbox="1128 1342 1554 1394">£1.5m</td> </tr> </tbody> </table>	Revenue funding	Amount	Education transport	£28m	Supported services	£21m	Concessionary fares	£3.5m	Community transport	£900k	Social services dial-a-ride	£1.5m	<p>As part of its bus strategy the County Council significantly improved the network across the Plan area by developing a co-ordinated network of bus services throughout the county which improved accessibility to district centres and services and was more responsive to the needs of the local community, targeted on specific journey purposes, and integrated with rail and community transport. This approach along with partnership working with a variety of agencies such as Jobcentre Plus and connexions led to the Council being awarded Beacon Council status for 'Better Access and Mobility' in 2003/04. Consequently a programme of dissemination activities was delivered, including website pages, a conference and publications.</p> <p>The County Council undertook a series of major dissemination events on our work with ITSO (electronic smartcards), with the two-day 'Moving On' conference, held in June 2003, which attracted over 100 delegates from both the public and private sectors.</p>
Revenue funding	Amount													
Education transport	£28m													
Supported services	£21m													
Concessionary fares	£3.5m													
Community transport	£900k													
Social services dial-a-ride	£1.5m													

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments		Changes to what was planned/ additional achievements
	<b>Revenue funding</b>	<b>Amount</b>	
	Promotion / information	£800k	
	<b>TOTAL</b>	<b>£55.7m</b>	
	<b>Capital funding</b>	<b>Amount</b>	
	Infrastructure	£1.7m	
	Demand restraint	£3.6m	
	<b>TOTAL</b>	<b>£5.3m</b>	
	External funding is detailed in commitment 4 below.		
	The effect of the County's investment on the supported bus network can be seen in the considerable improvements to services and networks. Analysis has shown that in 2002/03 only 56% of rural households were within 800m of an hourly or better service, whereas this figure had increased to 77% by 2005/06 due to improvements in the network. This standard would reduce significantly (to 51%) should Council funding for supported services be withdrawn, more details on this are included within Section 2.4.1- Public transport issues of this report. By the end of the Plan period 95% of urban households were within 800m of an hourly or better service.		
	Subsidy per passenger is also a consideration in the supported bus network and monitoring of the average costs for these services per passenger has met its 2005/06 target, as detailed in commitment 6 below.		
2. To undertake effective partnership working between the Council and operators, committed to promoting and improving bus use.	<p>Strong partnership working with other local authorities and the bus operators has delivered major service improvements, including showcase BQP routes. These service improvements have been achieved through close partnership work with service providers alongside an investment strategy (linked to the three-tier provision) to deliver high quality public transport operations and also applied restraint to the use of the private car.</p> <p>This close working is clearly indicated in the ambitious implementation programme for BQPs identified in LTP1. The Council set a target to establish nine BQPs. This target was achieved with nine services established throughout North Nottinghamshire including:</p> <ul style="list-style-type: none"> <li>● RENEW</li> <li>● Rainbow 1</li> <li>● Rainbow 3</li> <li>● Service 33 (Sherwood Arrow)</li> </ul>		<p>Bus operators were involved at an early stage in MMAAs which were undertaken in the district centres.</p> <p>Operators were also involved in joint pilot projects with other services within the Council, such as travel plans and travel awareness initiatives, including:</p> <ul style="list-style-type: none"> <li>● Manton Wood, service 60 timetable improvements coordinated to coincide with shift times of a new B&amp;Q employment site development</li> <li>● Brunel Drive Industrial Estate bus trial</li> <li>● Sustainable travel promotion events such as 'In Town Without My Car'.</li> </ul>



Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<ul style="list-style-type: none"> <li>● Service 19</li> <li>● Boughton Boomerang</li> <li>● Lynx A</li> <li>● Lynx B</li> <li>● Village Lynx.</li> </ul> <p>BQPs have been developed linking the City Centres in neighbouring authorities to district centres to the rural hinterlands, recognising the relationships between them, and improving the inter-connection and quality of services. Cross-boundary BQPs have also been developed with neighbouring authorities to link rural areas with City/ district centres in the neighbouring authorities, such as Service 19 developed in partnership with South Yorkshire PTE from Worksop to Rotherham (launched in 2001/02). The Council set itself a target of introducing nine BQPs and this target has been met, with nine BQPs being introduced extending from the centres to the rural hinterlands. In urban areas partnerships generally included investment plans for vehicles, highways improvements and bus priorities to improve reliability. In rural areas the lower levels of patronage and service frequency meant that a greater emphasis was placed on better waiting and boarding facilities and enhanced information.</p> <p>The BQPs have focussed on providing a higher quality public transport journey, incorporating demanding maintenance and operational performance regimes, better awareness, improved reliability and attractive mode image.</p>	<p>The Council worked with neighbouring authorities to address cross-boundary travel needs, including joint BQPs with Derbyshire County Council on Rainbow 1 and South Yorkshire PTE on Service 19, Worksop to Rotherham. The Council is currently working with neighbouring authorities on travel options for Robin Hood Airport Doncaster Sheffield (RHADS) in neighbouring South Yorkshire. The Council also worked with Doncaster Metropolitan Borough Council to set up, promote and support a free shuttle bus for staff, visitors and patients travelling between split hospital sites in Doncaster and Worksop (in Bassetlaw).</p> <p>Quarterly meetings were held with operators to improve information sharing and partnership working. The meetings were used to advise operators of our network objectives, inform them of planned works (for example, maintenance works which will involve diversions) and discuss potential investment on routes. These meetings have resulted in improvements to services, such as along Gateford Road, Worksop where signing and lining schemes were installed to deter cars from parking at bus stops to improve punctuality and ease of access to services.</p> <p>The Council also worked with operators to promote schemes designed to increase the number of tickets sold 'off bus', such as multi-buy and mega-rider ticketing. These have been promoted through travel plans (employers buying large numbers to sell on to staff at discounted rates) and generally to the public. An ITSO project is also underway to promote the Freedom Card (smartcard) to users and operators countywide.</p>
<p>3. Integrate public transport with traffic management policies leading to a focus on bus priority.</p>	<p>Public Transport improvements formed the cornerstone of the package of measures proposed to achieve the objectives of LTP1.</p> <p>Congestion was identified as a potential barrier to providing a reliable service. Consequently cost effective highway works were essential, including bus lanes at appropriate locations, and improvements at pinch points, especially bus priority at junctions. A five year programme of traffic engineering measures to improve bus priority was developed including:</p>	<p>Work was carried out to secure early penetration by, and other improvements to, bus services serving new developments through the transport assessment process, and the use of developer contributions. For example, as part of section 106 agreements Wilkinsons provided footways and cycleway links to bus stops at their Worksop depot, whilst Hazelwoods provided a real-time monitor on-site as well as funded part of Service 60 to the site for three years.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements								
	<ul style="list-style-type: none"> <li>BQP routes which involved elements such as considerable intra-council working leading to a range of activities, from advance highway programming through to the North Nottinghamshire Bus Quality Partnership steering group</li> <li>Junction improvements, including widening, traffic signalling and mini roundabouts, such as the signalling installed at Shoulder of Mutton junction, Ashfield, which addressed a 'pinch-point' for the Rainbow 3 BQP</li> <li>SCOOT / MOVA and 'bus gate' installation</li> <li>Infrastructure improvements (as detailed within commitments 8-12)</li> <li>MMAAs, a series of transport studies held in district centres throughout the Plan area, involving major public consultation to determine a package of schemes and policies to improve transport in the specified area.</li> </ul> <p>Bus operators were also a member of district transport consultative groups. These groups were set up by the County Council and, in addition to operators, were attended by the Police, Emergency Services, freight groups, other interested transport groups and representatives from the Council. The groups considered the impacts of highway scheme designs and made recommendations on either their progress or redesign.</p>	<p>During LTP1 the County Council started the process of obtaining decriminalised parking enforcement powers. It was recognised at an early stage that these powers should include and promote enforcement of parking regulations at bus stops and bus priority measures.</p>								
<p>4. Make best use of additional external funding for rural transport, including implications for future policy decisions on rural transport.</p>	<p>LTP funding was allocated for infrastructure improvements, such as at key interchange points, for the three-tier public transport system. The rural transport strategy identified the potential to bid for further external funding, which could be used to pump-prime new keyline services. These keyline services would then, as outlined in the wider strategy, link through second tier 'linkline' services and third tier 'local feeders', providing an integrated public transport system.</p> <p>The County Council has significantly increased its revenue support for conventional bus services, voluntary car schemes and community transport schemes, particularly in rural areas, against a tide of rising costs above inflation in this sector (ATCO Price and Expenditure Survey 2005). This has enabled the wider network to be sustained and enhanced.</p> <p>The importance of the rural bus network is reflected in the County's revenue commitments which is detailed in commitment 1 above. Capital funding was also provided through both LTP and County Council funds. While some other external funding was secured, notably SRB monies for the WATCH project, the provision of services has been most greatly assisted by successful bids for the 'Rural Bus Challenge' and later the 'Urban Bus Challenge'. Details of external funding secured by the County Council over the first Plan period is shown in the table below.</p> <table border="1" data-bbox="483 1241 1554 1441"> <thead> <tr> <th>Funding type</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>Rural Bus service Grant (RBSG)</td> <td>£4.4m</td> </tr> <tr> <td>Rural Bus Challenge</td> <td>£2.8m</td> </tr> <tr> <td>Urban Bus Challenge</td> <td>£1.1m</td> </tr> </tbody> </table>	Funding type	Amount	Rural Bus service Grant (RBSG)	£4.4m	Rural Bus Challenge	£2.8m	Urban Bus Challenge	£1.1m	<p>The County Council has created a multi-agency steering group for North Nottinghamshire BQP programmes, involving the operators, Highways Agency, South Yorkshire PTE, Derbyshire County Council, district councils and community transport groups. This was tasked with developing an action plan for targeting investment in corridors where a significant improvement in overall quality and patronage is sought. Nine BQP services have previously been established in the area and the group identified a BQP to Robin Hood Airport Doncaster and Sheffield (RHADS) as a potential route. Development work is in process for this BQP service to the new RHADS. The steering group has also formulated and agreed a new 'memorandum of understanding' to use in delivering new BQPs. This memorandum identifies and agrees the responsibilities and commitments of each partners to the BQP.</p> <p>Each BQP also has its own steering group to manage the performance of the route and make recommendations to improve its quality. For example, through these groups bus drivers have helped amend timetables/ routes to most effectively timetable the service.</p>
Funding type	Amount									
Rural Bus service Grant (RBSG)	£4.4m									
Rural Bus Challenge	£2.8m									
Urban Bus Challenge	£1.1m									

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments		Changes to what was planned/ additional achievements
	<b>Funding type</b>	<b>Amount</b>	There is also a programme of periodic refreshment of BQP routes, re-visiting existing BQPs to ensure they retain current high quality standards, from which most recently Service 33 was re-branded and re-launched in 2003.
ITSO		£0.8m	
Other projects		£0.025m	
<b>TOTAL</b>		<b>£9.1m</b>	
	<p>Tendered and rural bus grant services played a key role in linking the rural parts of the county to local urban centres. It has made a significant impact on service provision within the rural areas. New services were determined by comparing existing provision with key factors, including the social needs study, and consultation with communities at the local level. The County Council's Performance Management Framework for determining buses has also played a significant role in determining and reviewing the effectiveness of these services and this is explained in more detail in Section 2.4.1 - Public transport issues of this delivery report.</p> <p>The Rural Transport Partnership Board was set up with membership including local authorities, bus and rail companies, health authorities and the Rural Community Council. A successful bid to the Countryside Agency provided backing for the creation of the Rural Transport Partnership Fund (RTPF), with funding of up to £25,000 available for projects receiving up to 75% of the total project cost. A delegated fund is also available for small scale projects.</p> <p>Initially two priority keyline routes were developed as rural BQPs, Newark to Retford (RENEW) and Nottingham to Worksop (Service 33 - Sherwood Arrow). A review of the performance of demand responsive transport (DRT) in relation to RENEW scheme was undertaken and the success identified in this review led to DRT being introduced elsewhere in the county on new routes such as the Boughton Boomerang.</p> <p>RTPF funding was also used for a series of interchange improvements which are detailed within commitment 15 of Section 3.1.3 - Public transport interchange, below.</p> <p>The successful impact of this rural funding (as well as LTP and County Council funding) can be seen in the improvements to services and networks demonstrated through increased accessibility of rural households, as well as increased levels of patronage, reductions in subsidised services and increased levels of public satisfaction.</p>		
5. Develop and introduce a holistic approach to transport provision to integrate	The County Council sought innovative and new ways to provide accessibility, particularly where traditional local bus services could not be justified financially. Working with other transport providers, such as health, social services and community transport, where it may be appropriate and efficient to use their resources to provide supported bus services. This included demand responsive services, dial-a-ride, community transport and taxis where this provided a more cost effective solution. For		The TATA (Transport Accessible to All) guide was introduced to provide information for people who need to use accessible transport to reach essential goods and services. The guide provides a comprehensive resource listing all the forms of transport available, all the local providers and their contact details. It was published

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>'conventional' bus services more closely with health and community transport and the voluntary sector in both rural and urban areas.</p>	<p>example, at the end of the first Plan period the County Council supported 10 community minibus and 14 voluntary car schemes and more detail on the services the Council helped provide are included within Section 2.4.1 - Public transport issues, of this report.</p> <p>A review of community transport involving extensive consultation with these sectors was undertaken. This provided the basis for a five year strategy and costed action plan to be developed, which provided clarity, equity and stability in funding, and offered the sector a choice of support and facilities dependent on individual scheme needs. This enabled the Council to build on the many positive schemes developed during LTP1 and to achieve a standardised level of provision of service, countywide, in a manner which reflects and is sensitive to the needs of individual schemes.</p> <p>The County Council recognised the key role that community and voluntary sector transport played in meeting the travel needs of passengers and as such, offers proactive support to the sector and allocates substantial, stable funding, training and other facilities to assist development. The sector has been substantially integrated into the wider public transport provision through the three-tier system described in commitment 1 above. Thus the community transport and voluntary sector operated as 'local feeders' playing a vital part, as demand responsive services to fill gaps, in providing an integrated public transport system.</p> <p>The County Council has taken advantage of external funding opportunities and encouraged and supported schemes to bid for these funds. This included bids for Rural Transport Development Fund, Rural Transport Partnership, Rural Bus Challenge and SRB funds. Successful applications to the Urban Bus Challenge and Rural Bus Challenge enabled the County Council to purchase four accessible vehicles to run on the demand responsive routes of Boughton Boomerang and Lynx A and B. LTP1 funding was also allocated assist in providing accessible transport, such as the Malcolm Sargison Centre in Market Warsop which was awarded LTP funding towards the purchase of an accessible minibus. Another community transport group, the 'Sherwood Countryman' were also awarded LTP funding for an accessible minibus with tail-lift. The 'Sherwood Countryman' illustrated how effectively community transport can integrate into more conventional services. The 'Sherwood Sweeper' finishes at 7pm and the 'Sherwood Countryman' then takes over the route, which enables it to provide a 'return' service to students finishing college later in the evening and needing transport back to their villages.</p> <p>The County Council encouraged other transport providers to work alongside, and offer complementary services to this sector in order to further integrate conventional bus services with health, community and voluntary sector transport. The Flexible Transport Working Group was set up to examine how the County Council's accessible transport services could be better coordinated. This group met quarterly and included representatives from service departments throughout the Council as well as external user group representatives. In March 2005 the group approved a pilot transport co-ordination scheme, the 'Nottinghamshire Integrated Transport Centre' (NITC). The system, funded entirely by the County Council, is an integrated booking and journey planning system for social services dial-a-ride, special needs and demand responsive transport services. The Centre uses the latest route planning software and provides a single point of contact for the users providing a one-stop shop for users to book transport. It offers an improved quality of service and ensures that clients</p>	<p>after extensive consultation with user groups and accessible transport representatives. The allied web pages are regularly updated, while hard-copy guide updates will be circulated annually. East Midlands Regional Assembly have adopted the guide as an example of best practice for the region. Questionnaires are also circulated annually to ask for feedback and comments on the guide to help improve it for the future.</p> <p>A performance management framework was developed to provide an equitable, measurable and transparent way to prioritise potential and existing supported services for future funding as detailed in Section 2.4.1 - Public transport issues.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>are provided with the most appropriate form of transport for their individual needs. The system has proved very successful and is currently being developed to incorporate special education needs students' transport.</p> <p>NITC has also facilitated work with the health sector to offer a co-ordinated transport service for health related trips. A partnership group was formed in January 2006 consisting of the County Council (including Social Services and dial-a-ride), Bassetlaw Primary Care Trust, East Midlands Ambulance Service, local community transport groups, dial-a-ride, local taxi firms and Bassetlaw District Council. The group has developed a pilot scheme in Bassetlaw district to provide a co-ordinated, consistent and effective transport service for health related trips.</p>	
<p>6. A range of indicators to be identified including those for bus punctuality.</p>	<p>A bus punctuality monitoring system was developed with bus operators. A methodology was established using terminus data, however, whilst it showed that the majority of services were 'on time', it was not considered to be robust enough to produce statistically significant results within the parameters of DfT guidance. The methodology was therefore revised to co-ordinate with the established cordon surveys being carried out in the market towns, however, even these adaptations failed to produce dependable results.</p> <p>The methodology was then superseded by the new Bus Punctuality Improvement Plan (BPIP) work. Work was undertaken during the last 12 months of LTP1 to ensure the timely delivery of the signed bus punctuality agreements between the Council, operators and neighbouring authorities. This is now used as the key indicator for bus punctuality and has been identified as such in LTP2.</p> <p>Monitoring of bus passenger numbers was introduced in the Plan area in 2000. Whilst the methodology for collecting this data changed during LTP1, the results are still well ahead of the set trajectories and confirm that Nottinghamshire is not only well 'on track' to meet its 2010/11 target of a 10% increase, but has met them as at the end of LTP1 (see Chapter 5, Section 5.3 - Public transport target, of this report for more detail). The Council also set an indicator for the average cost per passenger for tendered bus services. In 2005/06 the costs for such services were £5.16, which was far lower than the target cost of £5.41. Costs per passenger on these services have decreased, set against a backdrop of increasing costs for securing services through the tendering process and operators withdrawing from delivering these services. Not only does meeting this target demonstrate the Council delivering value for money but also demonstrates the success of its marketing of such services. The decreases in cost also reflect the growing patronage levels on these services.</p> <p>The County Council also established an indicator to increase public transport's mode share of journeys to work in the market towns to 50% by 2010/11. The Council is also on track to meet this target, meeting the 2005/06 trajectory (of 20%), with an actual figure of 22.1%.</p> <p>The public are also increasing satisfied with bus services and the County Council is performing well in the best value performance indicators, such as BV103 which is detailed at the beginning of Section 3.1.2 - Public transport information strategy and BV104 which is detailed at the beginning of this</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>section. The Council is in the top quartile, nationally, of each of these indicators and has processes in place to monitor them in the interim years between surveys, and this monitoring shows further increases in satisfaction levels.</p> <p>The Council has also met, or is 'on track' to meet all of its local targets, such as those relating to information/ infrastructure (which is detailed within commitment 9 below) and BQPs (detailed in commitment 2 above).</p>	
7. Consider the requirements for park and ride facilities.	<p>LTP1 recognised that park and ride facilities were not a major requirement within the Plan area. As such, park and ride in the Plan area was served by facilities at railway stations, such as those provided at Fiskerton station (see commitment 20 in Section 3.1.5 - Rail). The demand and need for park and ride at a local level is relatively low, reflecting the more limited commuter flows and size of town centres in the Plan area.</p> <p>Although the success of the seasonal bus based, pre-Christmas park and ride in Mansfield has been established and monitored. Insufficient and inconsistent levels of demand have failed to provide a robust business case for the further development of park and ride in North Nottinghamshire, although the situation continues to be monitored.</p>	

### 3.1.2 Public transport information strategy

A comprehensive public transport information strategy was developed during LTP1 and has helped focus resources in this area. Satisfaction levels with public transport information are undertaken every three years (BV103) and were last undertaken in 2003/04. The 2003/04 survey placed the County Council in the top quartile (of readers and non-readers of public transport information) and in fact it places the Council as the seventh placed shire county in the country. To help ensure continuous improvement the County Council also undertake annual surveys to monitor satisfaction in the interim years. The most recent of these surveys undertaken in 2005/06 shows a further 3% increase in satisfaction levels to 55% (readers and non-readers).

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
8. Undertake a comprehensive assessment of public transport information (PTI) provision, leading to the development of a comprehensive PTI strategy.	<p>The County Council undertook a review of its public transport publicity materials following consultation with users and non-users. Materials were consequently redesigned to reflect the outcome of the consultation and the Council's emerging public transport information (PTI) strategy, which was published in June 2003. The aim of the strategy was to improve awareness as many people, especially car users, had limited knowledge of the County's comprehensive bus network, hence the importance of high quality information. The strategy contained measurable objectives which were monitored throughout the Plan period.</p>	<p>To improve the reliability of service information, working in partnership with all the operators in the county, a countywide system of fixed service change dates was introduced. This made updating timetable information at bus stops more efficient and also made it easier for the public to understand when changes would come into force.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>The Council worked in partnership with neighbouring authorities to implement the National Public Transport Information service in 2000. With help from a regional bid to the then DETR, a public transport promotion and information programme was developed by the Council for the year 2000/01. This programme was successful and continued into subsequent years, funded from the Council's revenue budget. As part of the further development of this programme a comprehensive bus marketing strategy and programme was formulated. The aim was to create a new image which challenged the perception of bus travel as second class, by bringing together quality, reliability and awareness. Initiatives such as BQPs provided an opportunity for the County Council to actively promote an attractive modal image. Local ownership, such as through route branding, enhanced the image and was used on publicity, vehicles and infrastructure as a marketing package, such as it has been on the 'Sherwood Forester'.</p>	<p>An explanatory guide to bus use called 'How to use a bus' was produced in 2003. It covered issues such as how to read a timetable and how to request a bus to stop. The aim was to provide a simplistic guide to assist people that were unfamiliar with modern bus use.</p>
<p>9. Introduce a full range of access media for PTI</p>	<p>The County Council has been a leading player in using modern technology to improve the range, quality and accessibility of information. These included leaflets, on-line information, staffed enquiry bureaux, the 'Nextbus' pilot realtime project and the local telephone hotline (which was later absorbed into the National PTI 2000 multi modal information service). The range of media was designed to provide the maximum level of choice to users. The Nottinghamshire Travel Planner (route map and guide) was available as both an on-line and paper resource, allowing people to access it in their preferred format. Information was presented in a variety of ways and timetable information has been provided both as a series of travel guides focusing on defined local areas and also as individual services. Leaflet information was available from a wide range of locations including on buses, bus stations, operator's travel offices, libraries and county contact centres.</p> <p>The quality and effectiveness of the information provision has been continually improved during the first Plan period. On-line information commenced with the 'Station Master' computerised enquiry service, giving up to date timetable information at over 20 sites throughout the county and city and is now part of the national, multi-modal, Traveline journey planner.</p> <p>General promotion of public transport as a mode was undertaken through the County Council's ongoing travel awareness campaigns to promote sustainable travel. This took the form of events, publications and marketing. Public transport was also promoted through free travel vouchers and 'Dr Bus' surgeries at sustainable transport events such as 'In Town Without My Car' events.</p> <p>Agreements with operators ensured that timetable leaflets were available at least two weeks in advance of any service changes, showed some representation of the full route and were available in alternative formats. Similarly, leaflets produced by the Council, such as information on youth travel cards, were also available in alternative formats and languages. For example, the Council recently undertook a major maintenance and improvement scheme on the A60, a busy bus corridor. Information leaflets were produced outlining the programme of implementation, road closures and alternative routes. The leaflet was produced in Polish after a request from the Polish community via a major bus operator. The Council also provide large print timetable information, and have installed 'speaking bus stops' at interchanges to help those with hearing and sight disabilities.</p> <p>The TravelWise Centre, based in Nottingham, was the UK's first Mobility Centre. This innovative Centre was a partnership between Nottingham City Council, the Highways Agency, Nottinghamshire County Council</p>	<p>Where timetable cases were provided the Council worked in partnership with operators to supply 'stop-specific' timetable information. During the first Plan period the County Council introduced a target to install new posts, flags and timetables at every stop in the county by 2011. A programme of works and funding programme was developed to help ensure that this target was met. By the end of 2005 over a third (36%) of stops within the Plan area had been upgraded and the Council is on track to meet its 2011 target.</p>



Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>and BBC Radio Nottingham. The TravelWise Centre provided extensive traffic and travel information to the residents of Nottinghamshire for a comprehensive range of modes. The information was available via the internet, local radio broadcasts, a telephone hotline and publications. Information included 'road news', 'parking and public transport', 'bus and train journey planners', weather conditions and contact numbers for various highway problems. The TravelWise centre in Worksop, which was opened shortly afterwards offered the same service as that in Nottingham. It was, however, closed due to efficiency savings as the service it offered had been succeeded by the national travel line and County Contact Centres (offering information on all County and District Council services) in each town centre, improved information at bus stations, interchanges and stops as well as on-line information on the County Council's website.</p>	
<p>10. Effective partnership between the Council, operators and all adjacent authorities.</p>	<p>The Council worked in partnership with operators to deliver effective information provision on the ground. The infrastructure for this provision, such as bus stop flags and timetable cases was provided by the County Council. Relevant information, such as timetables were provided either by the relevant operator or by the Council if the service was tendered.</p> <p>All stops have been given a specific location name and unique reference number. This was an essential part of contributing to the Traveline systems, but was also increasingly important with the emergence of 'text' realtime bus information. Clear on-site information of any interchange arrangements with train and tram services were also provided at bus stations.</p> <p>As detailed in commitment 2 above, nine BQPs were identified and delivered during the first Plan period. A key element of this partnership between operator and the County Council was the appropriate branding, marketing and information provision for the new BQP routes. The Lynx A and B services were promoted with a press release and partnership launch event, timetables, website information and free tickets. As detailed in commitment 2 above several of these routes crossed administrative boundaries so effective co-ordinated promotion and branding was developed with the operators and neighbouring authorities. This partnership working continues with neighbouring authorities and other organisations.</p> <p>In partnership with Central Trains passenger information was provided at rural stations, such as Lowdam, Thurgarton, Bleasby and Fiskerton rural train stations.</p>	<p>A major marketing initiative to promote the concessionary fare scheme was undertaken in 2005 in conjunction with district authorities and operators. Web links were provided on the County Council site to district and borough sites where on-line applications were available. During the first Plan period a new concessionary fare scheme was developed. Working in partnership with all the district councils in the county, the Council has negotiated a scheme that covers the whole county (across district boundaries) to offer a seamless service to users, ready to be introduced in April 2006.</p>
<p>11. To fully integrate PTI with other policies such as BQPs, travel plans, travel awareness and sustainable tourism.</p>	<p>Targeted awareness raising campaigns to change 'hearts and minds' concerning public transport (involving operators as well) were undertaken through school travel plans, commuter plans, TravelWise, travel awareness and Smarter Choices initiatives. School transport and its associated awareness raising were also a key factor considered as part of the work undertaken by the School Travel Plan Steering Group (a countywide strategic group made up of officers, elected members, head teachers and bus service practitioners), as well as by the groups in individual schools developing travel plans tailored to meet a school's needs, where the Council worked in partnership with groups to promote public transport as part of the travel plan.</p> <p>The timetable for the Service 60, serving Manton Wood Enterprise Zone was amended and extended to coincide with shift times of a new B&amp;Q employment development on the site. As part of their travel plan B&amp;Q complemented these revisions by providing partial funding for the route, a dedicated bus turning facility and shelters on their site to improve access to the service.</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>A partnership bus trial was undertaken on Brunel Drive Industrial Estate. This was initiated as part of wider travel plan work and involved the estate's business group, a local bus operator and the Council. The pilot service provided a dedicated, frequent bus link from the town centre to the edge of centre industrial park. The results of the trial were then used as the evidence base to assess the viability of the service against the performance management framework.</p> <p>The provision of clear, attractive and comprehensive information is a key element of the BQP programme, as detailed in the commitments above. Information for the Boughton Boomerang service was created in consultation with partners on the service's steering group, including the operator and local user groups.</p> <p>County Council initiatives to improve access to attractions in the Sherwood Forest area of Nottinghamshire led to the introduction of the 'Sherwood Forester'. This Sunday and bank holiday bus service was specifically designed for the leisure and tourism market. The service provided a fast and convenient service from Nottingham city to a variety of rural tourism sites. It was promoted through service timetables and through partnership with 'Experience Nottinghamshire' the local tourism board and the tourism sites themselves.</p> <p>In 2001/02 improvements were made to service 33, in conjunction with Stagecoach. This involved the provision of 12 new shelters along with 40 stops being upgraded to include raised bus boarders and new timetables. Buses were also re-branded as the Sherwood Arrow. This resulted in a 26% increase in bus patronage due to increased tourist activity in Sherwood Forest area.</p>	
12. Consider the provision of travel information for other modes of transport.	<p>Information is increasingly being provided in conjunction with other modes. Leisure routes including walking and cycling were included in the 'Sherwood Forester' bus service booklets, and connecting public transport services were highlighted in recreational guides. The Council has also developed a series of leaflets for walks between Robin Hood Line stations.</p> <p>Information on other modes was also available separately including local walk routes, countywide and urban cycle maps as well as dial-a-ride and community transport information. Information on all modes, including bus and rail, can be accessed via the same section of the Council's website. Information and literature on all modes was also available from the TravelWise Centre, which provided multi-mode travel information in a full range of access media.</p>	The TATA as detailed in commitment 5 above was introduced to provide information for people who need to use accessible transport to reach essential goods and services. The guide provides a comprehensive resource listing all the forms of transport available, all the local providers and their contact details.

### 3.1.3 Public transport interchange

Transport integration and interchange between modes of transport were given significant emphasis by the County Council within LTP1. This included enhancing interchange with other modes, including bus, car, taxis, walking and cycling and promoting interchange with other modes of transport for longer journeys where feasible. The integration of walking and cycling with passenger transport was considered whenever feasible to help increase passenger transport patronage as part of short and longer distance journeys. The design of new, and improvement to, existing bus stops, shelters, stations and interchange provision was also important in encouraging public transport use.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>13. Undertake a comprehensive series of integration audits at specified locations, which will assess the current standards, and develop a plan for improvements.</p>	<p>A comprehensive interchange survey of all major interchanges was undertaken in 2000/1. Additional interchange requirements were also identified through developing the three tier strategy and an improvement plan was developed to address these shortfalls. This plan was then delivered in a targeted manner through the bus promotion measures programme, the advertising shelters contract and initiatives such as BQPs. This process has been kept under regular review through the countywide programme of MMAAs, the localised transport studies conducted in district centres which were successful in 'ground-up' consultation with the public and operators, identifying gaps in interchange provision and directing the resources towards addressing the needs of changing town centres.</p> <p>LTP funding was allocated for infrastructure improvements, such as at key interchange points, for the three-tier public transport system. A series of interchanges provided an integrated public transport system. For example, Sutton and Tuxford interchanges, as discussed in commitment 15 below.</p> <p>Consultation and partnership working was an integral element to developing improvement proposals at major interchanges. The proposals for Newark interchange have been developed through a steering group consisting of bus operators, the County and District Councils and the potential site developer.</p>	<p>The Council developed a hierarchy of interchange sites and the level of facilities that should be provided at each site. As part of the improvement programme, the design and business case for Mansfield Public Transport Interchange was developed during LTP1 and submitted as a major scheme in LTP2. Similarly, the Retford bus station improvement scheme was developed during the first Plan period and was included as a significant scheme in LTP2.</p> <p>The County Council has been investigating the use of sustainable features at bus stops. For example, two bus shelters on Gibbet Hill, Worksop were equipped with solar powered lighting as part of a trial to provide improved sustainable lighting at rural stops.</p>
<p>14. Work with partners (including public transport operators and others) to maximise walking and cycling to public transport networks.</p>	<p>As a result of carrying out the integration audits and MMAAs, bus interchanges at Retford, Sutton in Ashfield, Worksop, Tuxford and Ollerton have all been improved during the first Plan period. For example, improvements at the urban Worksop terminus included the installation of additional shelters to extend passenger waiting facilities, new saw tooth access for buses with improved traffic flow arrangements to facilitate easy access for the vehicles and new PTI facilities. A series of CCTV cameras were also installed in partnership with Bassetlaw District Council operated in connection with the town centre scheme to improve the perception of safety. Cycle parking was provided on the street adjacent to the terminus, and pavements were widened and access improved on the links from the pedestrianised town centre to the terminus.</p> <p>Many improvements were undertaken in partnership with bus operators, particularly through the programme of BQP delivery. For example, as part of the Boughton Boomerang BQP a mini rural interchange was implemented at the Tuxford 'Sun Inn' that included a zebra crossing and improved lighting to improve access over the busy A6075. Precinct Road, Sutton in Ashfield was also upgraded as part of a wider BQP agreement for the Lynx B service. This incorporated new bus shelters, raised kerbs, build-outs, lining and bus stop markings. In addition information and lighting were improved both at the terminus and on approaches to it to help improve the perception of safety.</p> <p>Opportunities to improve walking and cycling to interchange points were identified through the walking and cycling strategy and through the MMAAs. For example, working with rail operators, cycle storage facilities have been provided at a number of stations (as detailed within commitments 20 and 21 of Section 3.1.5 - Rail of this report) including cycle lockers installed at all Robin Hood line stations.</p>	<p>Partnership working was carried out with bus and rail operators to identify where bus feeder routes would have a useful role. Through partnership working with Trent Barton, the bus operator on Rainbow 1, this work helped introduce the feeder services to Hucknall where there is a major train/tram interchange.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>Working with parish and district councils, improved pedestrian links to train stations have also been installed. For example, a pedestrian footpath has been installed between Lowdham Station and Gunthorpe and a key pedestrian route along Carter Gate to Newark interchange was dramatically improved by a pedestrian improvement scheme on the street which provided wider pavements, better lighting and signing. Pedestrian signing schemes from town centres and villages to train stations have also been installed in numerous places including Newark and Worksop town centres. Such links are also promoted as travel awareness initiatives and through school and workplace travel plans.</p> <p>Further examples of integration of public transport with other modes are included within Section 3.1.5 - Rail.</p>	
<p>15. Make use of the potential for contributory funding from external sources (e.g. RPP, Rural Bus Challenge and RTDF).</p>	<p>The provision of services and improved interchange points was greatly assisted by successful bids for the Rural Bus Challenge and later Urban Bus Challenge. Several schemes were developed as rural interchanges through this funding. A Rural Bus Challenge bid for the Boughton Boomerang incorporated a scheme for a new 'mini-interchange' at Tuxford which included a six panel bus shelter, raised kerbs, lining and bus stop markings, improved information and lighting. A similar scheme was developed for Sutton on Trent, though the historic nature of the area required interchange facilities in keeping with its rural heritage. The facilities were therefore established in partnership with the County Council's heritage team and the local parish council and included wooden bus shelters and carefully designed information facilities.</p> <p>The County Council has bid for and encouraged other organisations to bid for funds from the Rural Transport Partnership Fund (RTPF), which was managed by the Rural Transport Partnership Board which are detailed more fully within commitment 4 of Section 3.1.1 - Bus strategy.</p>	

### 3.1.4 Taxis and private hire vehicles

The County Council recognised the role that taxis have in an integrated transport system. During the last five years the County Council has worked closely with taxi groups in rural partnership work and through the Mobility Management Action Area (MMAA) programme. Through this work the Council has developed and supported a variety of initiatives, some of which are detailed in the proforma below.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>16. Consider the policy of provision of taxis and private hire vehicles as part of a wider public transport system.</p>	<p>LTP1 recognised the importance of taxis and private hire vehicles (PHVs) and their important complementary role in the overall provision of transport, particularly for those without access to a private car, where the journey being undertaken is unsuited to public transport or where public transport is not available.</p>	<p>Taxis and PHVs are not currently permitted to use bus lanes in the Plan area. It was considered that the need for, and benefits of such permission, were out-weighed by the difficulties of enforcement and the potential conflict with buses and cyclists. The County Council is, however, aware of the need for flexibility in traffic management and the importance of responding to</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>This included the role taxis and PHVs played in supporting other modes, such as the commercial bus network and community transport, especially in light of the opportunities for increasing numbers of accessible vehicles as a result of the Disability Discrimination Act. The Council worked with district councils to encourage greater availability of wheelchair accessible taxis and better training of drivers. Innovative ticketing initiatives have also been introduced, such as the 'Fare Ride' scheme which provided discount taxi vouchers to groups experiencing social or rural exclusion who may otherwise have had difficulty in accessing transport opportunities.</p> <p>The County Council has encouraged measures designed to increase passenger numbers and minimise light mileage in conjunction with its district council partners and the taxi industry. The County Council has also worked to ensure that taxis provided the optimum contribution possible to the overall public transport network. In partnership with district councils, taxis were promoted as part of the public transport network. The particular importance of taxis in the network that serves the night time economy has been recognised and schemes implemented to support their function. For example, to facilitate the safe pick-up of passengers a temporary road closure was instigated in the Clumber Street area of Mansfield between 11pm and 6am Friday and Saturday nights. This closure enabled passengers of the new night bus services to board while offering dedicated facilities for taxis, including a taxi marshal to maintain access for both modes of transport.</p>	<p>changing circumstance. As such the County Council is committed to keeping the policy under review. The latest review commenced in 2005 and consists of a feasibility study on the benefits of changing the policy. It is expected that this study will be completed during 2006 and the results will be used to inform any potential policy change. The introduction of decriminalised parking enforcement powers may also have an impact on this and therefore this will be considered as part of the review.</p> <p>Taxis and PHVs have played a key role in innovative partnership schemes, relating to access to health services. A partnership group was formed in January 2006 consisting of the County Council (including Social Services and dial-a-ride), Bassetlaw Primary Care Trust, East Midlands Ambulance Service, local community transport groups, local taxi and PHV firms and Bassetlaw District Council. The group developed a pilot scheme in Bassetlaw district to provide a co-ordinated, consistent and effective transport service for health related trips.</p>
<p>17. Inclusion of taxis within integrated transport policies.</p>	<p>The number of sites used as taxi ranks has been kept under review, and was adjusted to meet changes in customer demand. Many sites are near to bus and railway stations, terminal points or main shopping areas and clearly these sites are particularly valuable for developing integration of public transport and improving transfer between modes. Provision for taxis to drop off and pick up passengers has, for example, been provided at major public transport interchanges such as at the Kirkby-in-Ashfield Robin Hood Line station.</p> <p>The County Council has remained aware of the need to respond to changes in spatial development in our towns and centres. Increasingly, new or re-located taxi rank sites were sited close to entertainment, tourist centres or supermarkets.</p> <p>The location of taxi ranks was also kept under regular review through the MMAAs. This series of localised transport studies conducted in district centres throughout the plan have proactively involved the taxi industry. The studies have been successful in identifying gaps in taxi rank provision, responding to change and ensuring that new highway transport schemes are developed responsively to the needs of changing town centres and of taxis and PHVs, such as the provision of a taxi rank and specially commissioned taxi shelter for waiting passengers at Mansfield bus station after consultation with the taxi industry.</p>	<p>An innovative partnership was formed in 2004 to address issues relating to the night time economy in Mansfield. Due to crime and fear of crime less taxi and PHV drivers were working on Friday and Saturday nights in the town centre. This led to a problematic reduction in transport choices available to people at these times. In an innovative solution the County Council, Mansfield District Council (licensing officers), Mansfield crime prevention group and local taxi representatives devised a CCTV discount purchasing scheme. This allowed taxi drivers to purchase approved camera equipment for the interior of their vehicles, improving the perception of safety for both driver and passengers.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
18. To be involved in licensing policies in North Nottinghamshire including quality standards and volume.	<p>The County Council is not responsible for the licensing of taxis in Nottinghamshire. The licensing of taxis and private hire vehicles and their drivers is controlled and managed by the district councils, covering issues such as the numbers of vehicles in use and the basic policies governing their operation. Generally, the district councils did not impose limits on the number of vehicles licensed, although this is not universal. Most authorities imposed age limits for the cars used and requirements on accessible vehicles.</p> <p>The Council's road safety team have worked closely with district council licensing officers to deliver training to newly licensed taxi drivers. A one day training course has been developed and delivered to newly licensed taxi drivers on a variety of road safety issues to help ensure safer driving amongst this workforce.</p>	

### 3.1.5 Rail

Nottinghamshire County Council has a long history in developing and promoting rail initiatives, in particular it was the lead authority in the development of the Robin Hood Line. Whilst progress has been made, particularly during the early LTP1 years, the emerging difficulties in the rail industry has, however, hindered the delivery of the strategy.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
19. Improve facilities at stations.	<p>The County Council built on its extensive experience gained through work on the Robin Hood Line to develop a countywide strategy for rail development. It has worked closely with the former Strategic Rail Authority (SRA), Network Rail and the Government Office for the East Midlands to establish the most useful role that the Council could play in promoting the use of rail within Nottinghamshire, and it has been established that the Council has an important role to play in promoting and developing existing stations and services in the county. This is fully in keeping with DfT Rail's strong emphasis on making best use of existing facilities and services. (DfT Rail is the organisation that has taken over the responsibilities of the SRA). Small scale improvements to stations can significantly improve the environment for passengers to improve accessibility and encourage greater use of existing services.</p> <p>An assessment has been made of all stations from which in excess of 10,000 journeys were generated during 2003/04, followed by site visits to identify opportunities at each station site. A focus on the following measures is likely to offer the most benefits for accessibility:</p> <ul style="list-style-type: none"> <li>• Measures for personal security, such as CCTV and improved lighting</li> <li>• Improved information, including passenger information screens at stations</li> <li>• Enhancing interchange with other modes, including bus, car, taxis, walking and cycling, for which best practice guidance exists</li> </ul>	The suspension of the Rail Passenger Partnership (RPP) funding in 2003 limited the amount of progress that the Authority was able to make in this area in the later years of the plan period. This along with the eventual demise of the SRA and delays over re-franchising limited overall spend on the network.



Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<ul style="list-style-type: none"> <li>● Rail information at bus stations and stops, and bus information at rail stations, consistent with the County's 'Strategy for the Provision of Information on Local Bus Services' (2003)</li> <li>● Good quality waiting facilities</li> <li>● Promotion of integrated ticketing to ensure that rail services can be accessed easily and affordably through appropriate ticketing options.</li> </ul> <p>Examples of such that have been delivered include:</p> <ul style="list-style-type: none"> <li>● Worksop Rail Station where toilets were refurbished, along with the installation of improved CCTV cameras, cycle lockers and passenger information screens</li> <li>● At various locations on the Robin Hood Line (RHL) where additional CCTV was installed, including Mansfield Woodhouse and cycle lockers were installed at Mansfield Woodhouse, Mansfield, Sutton and Kirkby</li> <li>● Newark Castle Station where, as part of a re-development of the station building, the Council installed passenger information screens with audio and CCTV. A new passenger waiting shelter was also provided on the platform.</li> </ul> <p>Schemes completed throughout the first Plan period have utilised almost £0.5 million of capital funding in addition to works undertaken directly by the train operating companies.</p>	
<p>20. Improve integration with other modes.</p>	<p>Integration was at the heart of LTP1 and any attempt to increase patronage on the rail lines had to recognise the need to link to other modes at either end of the journey. To improve this monies have been spent on improved pedestrian waiting facilities, better bus information, improved signage, enhanced park and ride and cycle storage. An example of each is provided below:</p> <ul style="list-style-type: none"> <li>● Newark Castle - improved waiting facilities</li> <li>● Sutton Parkway - provision of live bus info</li> <li>● Mansfield Woodhouse- cycle lockers</li> <li>● Kirkby - taxi contacts</li> <li>● Newark Northgate - improved bus access</li> <li>● Newark - improved signage</li> <li>● Fiskerton and Collingham stations where new car park areas were provided to encourage interchange.</li> </ul> <p>These improvements will be continued in LTP2 and taken to a more significant level in the major scheme to relocate Mansfield bus station adjacent to the rail station.</p> <p>Further examples of the integration with other modes are included within Section 3.1.3 - Public transport interchange, particularly commitment 14.</p>	<p>The County Council has additionally assisted in the re-opening of the former station building at Newark. This has helped to improve the pedestrian environment to the front of the station.</p> <p>The County Council has also developed a series of leaflets for walks between Robin Hood Line stations.</p>
<p>21. Enhance access routes to rail facilities.</p>	<p>The potential benefits in increased rail use are clear in terms of increased local accessibility and potentially reduced congestion on longer routes. The County has monitored the use of the rail network through its personal travel plans and these studies highlight the current low usage. Schemes have been undertaken</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>throughout LTP1 to address this situation, these include both better pedestrian / cycle access as well as better parking provisions. Specific examples include the contribution to the Mansfield Gateway pedestrian and cycle bridge which provides access over the ring road to the RHL station. Working with parish and district councils, improved links to train stations have been installed. For example, a pedestrian/ cycle path has been installed between Lowdham Station and Gunthorpe and a key pedestrian route along Carter Gate to Newark interchange was dramatically improved by a pedestrian improvement scheme on the street which provided wider pavements, better lighting and signing. Pedestrian signing schemes from town centres and villages to train stations have also been installed in numerous places including Newark and Worksop town centres. Such links are also promoted as travel awareness initiatives and through school and workplace travel plans.</p>	
<p>22. Extensions to Robin Hood Line (RHL).</p>	<p>Unfortunately, in 2003, the RPP fund was discontinued, and the costs to the Council of providing the service were preclusive. The Council has, however, continued to lobby for an RHL Sunday service, particularly through the preliminary discussions on the new East Midlands franchise, and it is hoped that this will be delivered during the second LTP period.</p> <p>A study on the extension of the line between Shirebrook and Ollerton was undertaken in 2001, but abolition of the RPP fund, and other changes to Government rail policy in England removed any possibility of a new service to Ollerton. This work was undertaken by independent consultants for impartiality, and also investigated a long standing request from community groups for the re-opening of Misterton station in the north of the county. Whilst it is recognised that this would provide additional local access opportunities to RHADS, it was not expected that either demand or route capacity issues would justify the works economically. Unfortunately this proved to be the case and thus this scheme has not been considered any further on cost benefit grounds.</p>	<p>In addition to LTP1 commitments, the County Council has pressed the case with Central Trains and Network Rail for modest infrastructure works on the RHL, such as raising the line speed in the Sutton Forest area and around Mansfield Woodhouse.</p> <p>The extensive study of these issues revealed that there is some scope to raise line speeds, and thereby cut journey times, and it is hoped that some of the modest works required will be done by Network Rail during 2007. The primary benefit will be to increase the time trains have in which to turn round at Mansfield Woodhouse and Worksop, thus increasing punctuality on southbound trains (because the extra waiting time means a late arrival is less likely to cause a late southbound departure).</p>
<p>23. Increase frequency of local services.</p>	<p>The County Council submitted a successful RPP bid in 2002, which, supplemented by Council revenue budget funding, successfully increased the off-peak RHL service from one-per-hour to two-per-hour. The County has supported this service to the value of almost £1.5m during LTP1. This level of support will not be continued as the County Council negotiated with the operator to ensure that the services have been taken over by the current operator and will be included in the re-franchising process.</p>	
<p>24. Partnership working.</p>	<p>Rail Quality Partnerships were introduced at a number of locations resulting in a variety of improvements, as discussed above. These partnerships have enabled the Authority to put pressure on the operators to bring forward essential works for which they were responsible. This has helped to ensure that telephone and information points are available and that essential work on access issues, particularly for those with mobility difficulties have been completed.</p>	<p>In addition to LTP commitments, the Council has worked successfully with Central Trains, to improve the number and pattern of stops to trains at Collingham. A partial success was achieved at the end of the LTP1 period, with agreement for five extra trains per weekday, and further improvements are being sought through the new franchise.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>The County Council has for some time had a good working relationship with the local operators, based on the common belief of the value of these services, and the Authority's historic commitment in this area through the RHL. By working together the benefits have increased and the potential maximised. There is no better example than the improvements on the RHL which has seen patronage levels consistently grow and has provided evidence of significant switch of mode from car to train (over 33%).</p>	

### 3.2 Road safety

Strong performance has been made in delivering safer roads for all road users during LTP1. The County Council is 'on track' to meet Government's national 2010/11 road safety targets and also met several stretching targets that were undertaken during LTP1.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>1. To improve road safety, particularly for vulnerable road users.</p>	<p>The County's road safety strategy was developed to address casualties in all road user groups, particularly vulnerable road users, in line with Government's own publication 'Tomorrow's Roads - Safer for Everyone'.</p> <p>Progress towards delivering improved road safety has been very good, and the Council is 'on track' to meet its 2010/11 casualty reduction targets as can be seen by progress against targets detailed throughout this proforma and in Section 5.5 - Road safety targets of this report.</p> <p>The County Council carried out a variety of education and engineering targeted to improve pedestrian safety based on analysis of casualty data to determine the age groups of those involved and where casualties occurred. For example, campaigns were carried out to address the number of elderly casualties close to formal crossings, to encourage their use and to advise how to use such crossings safely. Similarly, magazines which included road safety messages were produced for children moving from primary to secondary education to address the casualties in this age group. Further details on pedestrian training is detailed within commitment 7 below.</p> <p>To further address the number of child pedestrian casualties, pedestrian training was provided to pupils of various ages at primary schools developing school travel plans and a child pedestrian training scheme was developed for key stage one pupils and their parents.</p> <p>Cycle training was carried out across the Plan area for both children and adults. Child cycle training was developed to include off-road training for beginners and an intermediate on-road training course. Working alongside partners such as the primary care trusts, cycle training was also offered to adults to encourage healthy activity and confidence to cycle.</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements																
	<p>All crossings with pedestrian facilities were upgraded to meet BV165 and therefore provide safer crossing points for all pedestrians but particularly those with disabilities. Pedestrian and cycle links and crossings were also provided at numerous locations throughout the Plan area through safer routes to school schemes as well as pedestrian and cycling programmes of work.</p> <p>Education programmes were developed for all age groups and road users, including children and adults (as detailed in commitments 7 and 8 below). Several education and publicity campaigns were carried out to address motorcycle casualties including those detailed below in commitment 7 to address the problem of sports bike riders, as well as the 'bare bones' project aimed at encouraging younger riders of mopeds to wear appropriate protective clothing.</p> <p>Targets were set to monitor the effectiveness of the road safety strategy in delivering casualty reductions, and casualties amongst vulnerable road users were monitored quarterly as part of the County Council's ongoing monitoring mechanisms. Consequently, by 2005 killed or seriously injured (KSI) casualty reductions had been made in all vulnerable user categories, as well as car drivers and passengers, when compared to the 1994-98 average, as can be seen in the table below.</p> <table border="1" data-bbox="508 687 1583 1102"> <thead> <tr> <th data-bbox="508 687 1189 762">Road user type</th> <th data-bbox="1189 687 1583 762">Percentage KSI casualty reduction</th> </tr> </thead> <tbody> <tr> <td data-bbox="508 762 1189 810">Pedestrian casualties (all ages)</td> <td data-bbox="1189 762 1583 810">-26%</td> </tr> <tr> <td data-bbox="508 810 1189 858">Child pedestrian casualties (0-15 years)</td> <td data-bbox="1189 810 1583 858">-25%</td> </tr> <tr> <td data-bbox="508 858 1189 906">Elderly pedestrian casualties (over 60 years)</td> <td data-bbox="1189 858 1583 906">-43%</td> </tr> <tr> <td data-bbox="508 906 1189 954">Pedal cyclists (all ages)</td> <td data-bbox="1189 906 1583 954">-26%</td> </tr> <tr> <td data-bbox="508 954 1189 1002">Child pedal cyclists (0-15 years)</td> <td data-bbox="1189 954 1583 1002">-32%</td> </tr> <tr> <td data-bbox="508 1002 1189 1050">Motorcyclist riders and passengers (all ages)</td> <td data-bbox="1189 1002 1583 1050">-4%</td> </tr> <tr> <td data-bbox="508 1050 1189 1102">Car drivers and passengers</td> <td data-bbox="1189 1050 1583 1102">-33%</td> </tr> </tbody> </table>	Road user type	Percentage KSI casualty reduction	Pedestrian casualties (all ages)	-26%	Child pedestrian casualties (0-15 years)	-25%	Elderly pedestrian casualties (over 60 years)	-43%	Pedal cyclists (all ages)	-26%	Child pedal cyclists (0-15 years)	-32%	Motorcyclist riders and passengers (all ages)	-4%	Car drivers and passengers	-33%	
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Car drivers and passengers	-33%																	
<p>2. Policy formulation, monitoring and review were also a key part in delivering effective road safety outcomes and road safety issues were considered as part of all relevant policy areas. LTP1 made a</p>	<p>A revised County road safety strategy was launched in 2003 and aimed to help improve the efficiency and effectiveness of the service, enhance partnership working, and focus resources towards key areas of road safety work to achieve national road safety casualty reduction targets by 2010. The strategy also encompassed school travel plans and journeys to school.</p> <p>The plan itself contained a range of actions from education programmes to highway maintenance programmes. All of the tasks are regularly reviewed and reported on to ensure their successful progress and therefore the effectiveness of the strategy.</p>	<p>Policy and strategy continued to be reviewed annually based on the regular analysis of road accident and school travel data. In addition to this the Council undertook a review of the effectiveness of their road safety strategy in 2005 to ensure that it still fully met the requirements of the service in delivering its casualty reduction targets. The review also ensured that the road safety strategy remained focused on delivering the key outcomes in relation to:</p>																

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>commitment to review and implement a revised road safety strategy, as well as establishing an integrated strategy for reducing car use and improving child safety on the school journey.</p>	<p>A Road Safety Board was also established in 2003 consisting of officers representing the various strands of the County Council which make up the road safety service. Establishing the Board helped to ensure a co-ordinated corporate approach to road safety service delivery as well as the close integration of strategies such as those relating to cycling, walking, motorcycling, accessibility, regeneration, planning, education etc. and road safety. The Board also monitored and reviewed performance on a quarterly basis, identifying weaknesses and risks to meeting targets so that strategy can be reviewed and revised to rectify any problems.</p> <p>A further role of the Board is to inform the County Council's political decision making and discussion through regular reports to the Environment and Sustainability Cabinet Member, Management Team, Corporate Management Board, Members Seminars and Select Committees.</p> <p>To further aid child casualty reduction the County Council have also developed an integrated approach linking road safety with education and school transport through a strategy for travel to school which encompasses school travel plans, transport provision and road safety on the school journey. The County Council also formed a Joint Steering Group to review the effectiveness of the current school travel plan process as well as to ensure a co-ordinated corporate approach to school transport issues. The Steering Group consists of elected Members as well as officers from education, road safety and passenger transport together with head teachers.</p> <p>Associated strategies (such as cycling and walking strategies) incorporated safety and had improved safety as one of their major themes. Consequently good progress has been seen in reducing the numbers of KSI casualties of all road user types in the Plan area, as can be seen in the table in commitment 1 above.</p>	<ul style="list-style-type: none"> <li>Improved safety (on the roads and in the wider community including reducing perceived dangers)</li> <li>Improved accessibility, air quality, congestion, fear of crime, health, regeneration, sustainability, links to education and planning, and the general quality of life</li> <li>Helping to meet the Council's network management duty.</li> </ul> <p>The review considered the delivery of services at other local authorities and where appropriate, best practice was adapted to meet local needs.</p>
<p>3. The road safety problem at the time was analysed in detail and broken down by nature of casualty, road type, road user type and age, with a commitment to continue this throughout the LTP period.</p>	<p>The action plans and targets detailed within the road safety strategy were based on extensive analysis of the records of all injury accidents reported to Nottinghamshire Police (including those on City, County and Trunk roads). Records of all injury accidents reported to Nottinghamshire Police were collected, analysed, verified, validated and stored by the County Council using both computer and paper based systems. A close working relationship with the Police ensured that the accident data recorded was both comprehensive and accurate. Accident problem sites as well as casualty trends were identified using the data and a range of investigative methods and analytical tools. In total over 40 investigative approaches were used to identify casualty problems, and their remedial action, when necessary and covered a whole range of potential problems. This approach ensured that all of the main themes were investigated. These investigative methods formed the basis for pro-active road safety (engineering, education and enforcement) work by the County Council, as well as work carried out by partners such as the police and fire service.</p> <p>The analysis of this data was also used to regularly monitor progress against casualty reduction targets and the effectiveness of the strategy in meeting these targets.</p>	<p>Child safety audits were adopted during the lifetime of LTP1 and were carried out annually to ensure that child casualty trends were identified and addressed promptly. The audits also informed the development of child road safety strategy (which is included within the over-arching road safety strategy).</p> <p>The County Council developed particular studies in areas where casualty reduction progress was not as effective as other areas. Whenever appropriate these were developed with partners, and often regionally to maximise resources and benefits. For example, a regional group was established to develop an older drivers event/course to address the growing numbers of these casualties. The group consisted of East Midlands local authorities, Police, Emergency Services, Driving Standards Agency, Social Services and older person's groups. Similarly, motorcycle casualties were a concern over the LTP1 period and</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements															
<p>4. Road safety targets set out in Government's road safety strategy were reflected within LTP1 to improve road safety for all users, including annual milestones. Individual targets were also included to improve road safety for disabled.</p>	<p>The County Council set targets in LTP1 to monitor overall road casualties, those for different modes of transport and separate targets for children, as determined by the Best Value Performance Indicators. Given the analysis of existing casualty data, the Government's targets were considered challenging and were adopted for the Plan area. However, the County Council set more challenging targets for the whole of the county.</p> <p>Initially targets were set for different types of road user groups to match the best value performance indicators at the time. Performance against these targets is detailed in the table in commitment 1 above, and in the table below. These targets were, however, replaced in 2004/05 when Government altered the best value performance indicators. Performance against the revised targets is detailed in Section 5.5 - Road safety targets of this delivery report.</p> <table border="1" data-bbox="510 679 1581 922"> <thead> <tr> <th data-bbox="510 679 1227 746">2010 Targets (40% reduction in all KSI casualties from 1994-98 average)</th> <th data-bbox="1227 679 1402 746">2005 Target</th> <th data-bbox="1402 679 1581 746">2005 Actual</th> </tr> </thead> <tbody> <tr> <td data-bbox="510 746 1227 791">Pedestrians (1994-98 average = 81)</td> <td data-bbox="1227 746 1402 791">65</td> <td data-bbox="1402 746 1581 791">60</td> </tr> <tr> <td data-bbox="510 791 1227 836">Pedal cyclists (1994-98 average = 47)</td> <td data-bbox="1227 791 1402 836">38</td> <td data-bbox="1402 791 1581 836">34</td> </tr> <tr> <td data-bbox="510 836 1227 880">Two wheeled motor vehicles (1994-98 average = 79)</td> <td data-bbox="1227 836 1402 880">63</td> <td data-bbox="1402 836 1581 880">76</td> </tr> <tr> <td data-bbox="510 880 1227 922">Car users (1994-98 average = 247)</td> <td data-bbox="1227 880 1402 922">198</td> <td data-bbox="1402 880 1581 922">165</td> </tr> </tbody> </table> <p>Similar to national trends, Nottinghamshire has seen increases in two-wheel motor vehicle casualties. Between 1998 and 2005 the number of licensed motorcycles in Nottinghamshire increased by 73%. During the same period, however, there has been a 4% decrease in the number of KSI casualties and a 42% increase in slight casualties in Nottinghamshire. The the number of motorcycle casualties has therefore not increased as greatly as the increase in licensed motorcycles. The numbers of KSI and slight casualties have also fallen significantly in recent years. This is largely due to the significant resources that have been targeted to reduce the casualty numbers (such as the educational publicity programmes Shiny Side Up Partnership - aimed at sports bike riders - and Bare Bones - aimed at younger 'twist and go' riders) which has resulted in significant casualty reductions of 25% since the number of these casualties peaked in 2003 (a reduction from 102 to 76 casualties). The number of KSI and slight motorcycle casualties continues to decrease, with further reductions of 17% and 9% respectively in 2005 when compared to the previous year.</p> <p>The numbers of slight casualties were considered alongside KSI casualties when determining both sites for engineering remedial schemes and education programmes. This approach proved successful in reducing the numbers of slight casualties amongst vulnerable users, as can be seen in the table below.</p>	2010 Targets (40% reduction in all KSI casualties from 1994-98 average)	2005 Target	2005 Actual	Pedestrians (1994-98 average = 81)	65	60	Pedal cyclists (1994-98 average = 47)	38	34	Two wheeled motor vehicles (1994-98 average = 79)	63	76	Car users (1994-98 average = 247)	198	165	<p>the County Council established a regional group (Shiny-side up partnership) to address this problem, as detailed in commitment 7 below.</p> <p>The County Council's Strategic Plan 2001-05 recognised the need to prioritise casualty reduction and also included a stretched road safety target to reduce the number of KSI child road casualties by 28% from the 1994-1998 average by the end of 2005. This target was achieved with a 33% reduction in KSI child road casualties in the North Nottinghamshire Plan area by the end of 2005.</p> <p>In 2002 the County Council undertook a number of challenging stretch targets through a Local Public Service Agreement (LPSA) with the Government, including one relating to road safety. The stretched road safety target was a reduction in the number of KSI road casualties in the whole county to 599 by the end of 2005 (equivalent to a reduction of 27% from the 1994-98 average). The target was achieved with 593 reported KSI road casualties in 2005, which equates to a 28% reduction from the 1994-98 average.</p> <p>To improve safety for disabled people, specific education was developed for those with disabilities and a target for the installation of pedestrian facilities at 100% of existing crossings was established. This target was also achieved during the first Plan period.</p>
2010 Targets (40% reduction in all KSI casualties from 1994-98 average)	2005 Target	2005 Actual															
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Summary of LTP1 commitments and activities	Delivery of LTP1 commitments		Changes to what was planned/ additional achievements
	<b>User type</b>	<b>Percentage reduction in slight casualties achieved by 2005 compared to 1994-98 average</b>	
	All children (aged 0-15)	-27%	
	Pedestrians (all ages)	-17%	
	Elderly pedestrians	-40%	
	Child pedestrians	-18%	
	Cyclists	-20%	
	Child cyclists	-38%	
	Car drivers and passengers	-2%	
	Despite increasing traffic volumes and distances travelled (14.8% increase), as well as reductions in severity from KSI to slight casualties, the number of car driver and passenger slight casualties had also reduced by 2% in 2005 when compared to the 1994-98 average.		
<p>5. The County Council recognised that it could not achieve its road safety strategy alone and therefore placed partnership and participation with a range of organisations as a core element of its road safety strategy and actions.</p>	<p>Road safety strategy and key measures within resultant action plans recognised that the casualty reduction targets would only be achieved by working in partnership and promoting improvements through road safety planning. The County Council therefore participated in a number of partnership groups which included road safety and travel awareness issues including those relating to public transport, cycling, walking and freight movements. The County Council had long established Road Safety Committees in each of the districts with Members representation from both tiers of local authority. The emergency services, public transport operators, education sector and other local groups with an interest in road safety and transport matters also being represented. During LTP1 these committees were substituted with groups from the local strategic partnerships (LSPs) in each of the districts in the Plan area, which are made up of the same representatives with additional members from commerce. The committees and subsequent LSPs provided a valuable means of communication between each group and this gave the groups direct access into the decision making process.</p> <p>Road safety issues were also considered through the Freight Quality Partnership, and road safety education/publicity programmes were delivered in partnership with individual operators when appropriate.</p> <p>Existing as well as newly developed partnership working, at a national, regional and local level, was carried out with a range of partner organisations throughout the first Plan period. This brought additional insight and resources into all stages of the strategy, from initial policy formulation to the implementation of specific measures. The multi-agency approach adopted on both long-term and short-term projects helped to coordinate and focus efforts, thereby maximising improvements in casualty reduction and road safety and travel awareness. This approach also helped to share best practice and learn from other service providers.</p>		<p>An important development of service review has been the establishment of and a regular dialogue with key partners and stakeholders. A Road Safety Forum was held with external stakeholders in July 2003 when the road safety plan plan was presented and discussed with key organisations such as district councils, Driving Standards Agency, Emergency Services, GOEM, Highways Agency, Local Education Authority, neighbouring local authorities, the Police, and primary care trusts. This proved to be a very successful event and the Forum was held again in 2004 and 2005 and is to be held annually in future to ensure that partners have an input into policy formulation and strategy.</p> <p>The Nottinghamshire Safety Camera Partnership (made up of the County Council, Police, Nottingham City Council, Highway Agency and Magistrates' Courts Service) have installed safety cameras at 7 permanent locations across the Plan area, with the total number of locations with safety cameras resulting in reductions of an average 16 KSI casualties per year.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements												
	<p>Partnerships such as those with neighbouring authorities on publicity or training campaigns are part of the everyday work of the road safety service. The Council works with neighbouring authorities on cross boundary issues on all aspects of roads safety service delivery. As detailed throughout this profroma, the Council is part of several partnerships delivering road safety education, training and publicity programmes such as the Shiny Side Up partnership and Older Driver Forum. The Council also works on specific education, training and publicity on cross boundary issues with neighbouring authorities. For example, joint advertising and publicity of specific road safety messages on corridors that cross administrative boundaries have been undertaken (such as a Christmas Drink/ Drive campaign with Derbyshire and Leicestershire County Councils and a summer Drink/ Drive campaign which was developed based on an idea from Derbyshire County Council). Engineering measures were also developed jointly with neighbouring authorities. Speed limits on roads that cross administrative boundaries have been reduced to ensure consistency (for example, on A619 at the Nottinghamshire/ Derbyshire boundary). Similarly, local safety schemes have been developed jointly with neighbouring authorities to address problems that occur on bends on rural roads that cross administrative boundaries (for example, on A6006 at the Nottinghamshire/ Leicestershire boundary).</p> <p>Casualty reduction working groups were established at the local and county level. The groups involved the Council, Police, Highways Agency and local primary care trusts. The county level group was concerned with strategic planning and co-ordination at a county level and played a major role in the development of strategy. Local accident prevention groups, which included district councils, highways, primary care trusts and other interested groups, focused on ways to address identified specific local issues such as developing programmes of work like annual child car seat fitting events at district centres.</p> <p>Representatives from education, planning, architects, external engineers, highways and road safety were all involved in Education Department's 'Building New Schools' initiatives across the Plan area to ensure effective, safer location of schools as well as ensuring that highway facilities were in place to help pupils get to and from school safely. Just a few examples of the types of partnerships undertaken during LTP1 are detailed in the table below and more fully in pages 149-150 of LTP2, Section 6.13 - Partnerships and Cross Boundary Working.</p> <table border="1" data-bbox="510 1046 1583 1332"> <thead> <tr> <th data-bbox="510 1046 936 1091">Group</th> <th data-bbox="936 1046 1583 1091">Organisations involved</th> </tr> </thead> <tbody> <tr> <td data-bbox="510 1091 936 1136"><b>National partnerships</b></td> <td data-bbox="936 1091 1583 1136"></td> </tr> <tr> <td data-bbox="510 1136 936 1179">LARSOA</td> <td data-bbox="936 1136 1583 1179">Local authority road safety service providers</td> </tr> <tr> <td data-bbox="510 1179 936 1222">CSS</td> <td data-bbox="936 1179 1583 1222">DfT, Highways Agency, local highway authorities</td> </tr> <tr> <td data-bbox="510 1222 936 1267"><b>Regional partnerships</b></td> <td data-bbox="936 1222 1583 1267"></td> </tr> <tr> <td data-bbox="510 1267 936 1332">Accident Reduction Group</td> <td data-bbox="936 1267 1583 1332">DfT, GOEM, LARSOA, East Midlands regional local authorities, Highways Agency</td> </tr> </tbody> </table>	Group	Organisations involved	<b>National partnerships</b>		LARSOA	Local authority road safety service providers	CSS	DfT, Highways Agency, local highway authorities	<b>Regional partnerships</b>		Accident Reduction Group	DfT, GOEM, LARSOA, East Midlands regional local authorities, Highways Agency	<p>Mobile cameras at a further 22 sites in the Plan area have also resulted reductions of an average of 23 KSI casualties per year.</p> <p>The partnership also resulted in substantial increases in education, engineering and enforcement activities aimed at reducing vehicle speeds. Staff from the above agencies work alongside representatives from the Ambulance and Fire Services where appropriate on education issues. This ensured a co-ordinated consistent approach between the activities of the partnership and all of the road safety practitioners. It also ensured that education and activities devised to support the partnership were complementary.</p> <p>Fixed safety cameras were installed on the roads with the worst casualty record where speed is known to be a significant contributory factor, and which meet the DfT site selection guidelines. Mobile cameras were used in lieu of permanent cameras being installed, as well as on roads that have a casualty and speed history but do not meet criteria for permanent camera installation. The Partnership had a programme for installation of more static cameras on the key casualty reduction routes. The effects of the programme for safety camera installation in Nottinghamshire have not been fully realised yet, although it is anticipated that these will have a significant impact on casualties during the lifetime of LTP2.</p>
Group	Organisations involved													
<b>National partnerships</b>														
LARSOA	Local authority road safety service providers													
CSS	DfT, Highways Agency, local highway authorities													
<b>Regional partnerships</b>														
Accident Reduction Group	DfT, GOEM, LARSOA, East Midlands regional local authorities, Highways Agency													

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments		Changes to what was planned/ additional achievements
	Group	Organisations involved	
	Older Road User Forum	East Midlands regional local authorities, Driving Standards Agency, elderly person interest groups, Emergency Services, Police, Primary Care Trusts, Social Services	
	Local partnerships		
	County and District Accident Prevention Groups	District Councils, Nottinghamshire County Council, parish councils, Police, primary care trusts, Social Services	
	Pedestrian Safety Partnership	Nottinghamshire County Council, NottinghamCity Council, Police	
<p>6. To deliver a programme of road safety remedial measures.</p>	<p>The County Council undertook a systematic approach of redesigning roads, speed limits, supported signing and road engineering as detailed below.</p> <p>The type of road safety remedial scheme implemented depended on the type of problems and engineering solutions identified, for example traffic calming in urban residential areas (such as in Northfield estate in Mansfield Woodhouse), or safety cameras on rural lengths with speed problems (such as on A631 on the Scaftworth and Gringley By-passes). A range of techniques were employed including:</p> <ul style="list-style-type: none"> <li>● Area-wide traffic calming schemes Signing and lining improvements (including inter-active signing)</li> <li>● Surface improvements and anti-skid treatments</li> <li>● New and improved street lighting</li> <li>● New and improved traffic signals</li> <li>● New and improved junctions</li> <li>● Geometric improvements</li> <li>● Red light and safety cameras</li> <li>● Improvements for vulnerable road users such as cycle routes, pedestrian and cycle crossings and refuges.</li> </ul> <p>Identified through analysis of casualty data, safety schemes were prioritised on a First Year Rate of Return (FYRR) accident savings basis, with each scheme achieving at least predicted 200% savings. Where it was predicted that a scheme would not meet the 200% savings they were considered and prioritised within other elements of the Council's programme of integrated transport measures.</p> <p>Between April 2001 and March 2006 a total 137 local safety schemes were introduced in North Nottinghamshire, using approximately £1.5m LTP capital funding each year supplemented by additional revenue funding of approximately £300,000 each year. Each scheme was monitored to ensure it was</p>		<p>20mph zones were installed as part of traffic calming schemes. Analysis of child casualties outside schools showed that on average only 2 KSI and 11 slight casualties occurred within 200m of a school entrance each year. As there are over 350 schools within the county, this equates to only 0.03 casualties outside each school each year. Given that appropriate safer routes to school had been implemented at schools with clusters of casualties outside them, it was therefore determined that 20mph zones outside schools would not be effective value for money. The County Council is however, currently reviewing its proposed 20mph speed limit policy and four pilot sites are to be identified for the introduction of variable 20mph speed limits outside schools. The pilot speed limits will be monitored thereafter for their effectiveness in reducing vehicle speeds and road casualties, in order to determine their value for money.</p> <p>The County Council trialled home zones at two locations in the county. Similarly, quiet lanes have also been trialled in the county. Whilst the trials for both of these types of schemes were not a failure, they were not considered to deliver good enough value for money to roll out across the whole county. The Council is, however, currently assessing potential variations to the two types of schemes to seek better value for money so that they can be considered at other locations.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments						Changes to what was planned/ additional achievements	
<p>effective, and where schemes did not meet the predicted 200% FYRR accident savings they were re-evaluated and further improvements made at the location. Analysis into the effectiveness of these schemes is detailed in the table below.</p>	<b>Financial year</b>	<b>Number of schemes implemented</b>	<b>Before accidents per annum</b>	<b>After accidents per annum</b>	<b>Savings per annum</b>	<b>Percentage savings per annum</b>	<b>Cost</b>	
	2001/02	21	58.30	41.32 (actual)	16.98 (actual)	29% (actual)	£521,799	
	2002/03	32	60.53	41.67 (actual)	18.86 (actual)	31% (actual)	£690,865	
	2003/04	22	39.65	18.50 (actual)	21.15 (actual)	53% (actual)	£597,151	
	2004/05	38	113.18	67.00 (actual)	46.18 (actual)	41% (actual)	£1,144,019	
	2005/06	24	33.55	16.51 (forecast)	17.04 (forecast)	51% (forecast)	£216,500	
	TOTAL	137	305.21	185.00	120.21	39%	£3,170,334	
		<p>Table 3.1 NB. Table only includes schemes in excess of £5k.</p>						
		<p>Traffic calming was installed in Nottinghamshire as a measure to reduce road casualties and/or as a measure to reduce through traffic to improve local environments. Between 2001/02 and 2005/06 the Council installed 29 traffic calming schemes in the Plan area aimed at reducing vehicle speeds and improving road safety. Monitoring of these schemes indicates that on average 49 accidents per year were saved as a result of them.</p>						
	<p>In addition, all highway improvement schemes costing over £5,000 were subjected to the safety audit process. This involved a three stage examination of the proposals, from the preliminary design to post-completion inspections to highlight and remove potential safety problems, thus reducing the potential for death and injury in future years.</p>							
	<p>The County Council reviewed its existing road hierarchy to better reflect the function of each road, both in urban and rural areas and to use it as a more coherent basis for setting speed limits. This resulted in an interim speed limit policy. The County Council also developed a methodical approach to redesigning roads with appropriate speed limits. This included strategies relating to highway design, route management, traffic calming, maintenance and speed limit policy (including village speed limits detailed below in commitment 9), many of which are detailed within this report. Engineering measures were used wherever possible to resolve casualty or speeding problems on roads. This involved site</p>							

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>specific measures as well as whole length route treatments, such as on the A617 in Newark where speed limits were reduced, road layout changed and improved signing and lining installed. The Council's 'Highway Design Guide' gave guidance to engineers on designing roads to match appropriate speed limits, whilst the Council's 'Traffic Calming Design Guide' set out when and how roads should be traffic calmed with appropriate reduced speed limits. Where engineering measures were not successful in reducing casualties, speed cameras were installed at locations that met the criteria (see commitment 5 above). Changes in speed limit were also accompanied by speed management publicity campaigns.</p> <p>The County Council is a member of the East Midlands Safety Audit Forum (part of the East Midlands CSS) which gave the authorities in the region the opportunity to learn from one another through sharing best practice and exchanging views on how to deal with problems at specific sites. Participation in the Regional Best Value Group Partnership also helped ensure that the County Council shared information and best practice, learning from others so that new techniques could be applied to existing problems. Examples of such techniques that were adopted from other authorities include the use of flicker boards at roundabouts and the development of the use of inter-active road signs.</p>	
<p>7. To deliver a programme of road safety &amp; travel awareness as part of the overall travel and awareness programme.</p>	<p>A wide ranging programme of education, training and publicity was provided by the Road Safety and Travel Awareness Team. A forward five year programme of road safety education training and publicity (ETP) to deliver casualty reduction, based on the concept of lifelong learning, was developed for all road user types and age groups and was included within pages 70-71 of LTP1 - Table 4.3 (similar to the table included within pages 137-139 of LTP2), and included pedestrian, cycle and driver/rider training across all age groups. This programme was delivered each year with additional programmes developed to support national campaigns and to address newly identified local road safety and travel awareness issues. The wide ranging programme of ETP was provided by the road safety teams with support and complementary activity from the Councils' media and publicity specialists. Each year a forward programme of ETP was developed to address locally identified problems and linked to Government's national THINK! campaign, for example, in child car seat events were carried out to support the national child car seat awareness events and in each year local drink/ drive campaigns were carried out in summer and winter to support national campaigns.</p> <p>The ETP programme received strong support and commitment from County Council's revenue funding using approximately £200k revenue funding each year during the first LTP period. In addition to this, a further £270k revenue and £480k non-LTP capital funding was used on road safety ETP during the financial years 2002/03 to 2005/06 as part of the Council's LPSA stretch target funding.</p> <p>Whilst it is difficult to determine the actual casualty savings from education, it plays a vital role within the whole package of road safety reduction measures. For example, cycle training has been delivered to over 10,000 children in North Nottinghamshire during the Plan period and all child pedal cyclist casualties have reduced by 37% during the same period.</p> <p>Similarly, the number of motorcycle casualties in Nottinghamshire steadily increased from 1997. Consequently, following detailed analysis of the casualties, a targeted programme of education and awareness was developed to address this problem. The County Council was founding member of the</p>	<p>The LPSA initiative for road safety focused on aspects of casualty reduction that traditionally had been overshadowed by the Accident Investigation Unit and Road Safety Team due to funding priorities. Engineering, education and enforcement measures have all been used to deliver a challenging programme of initiatives, together with external partners, including Nottingham City Council, Police, Fire and Rescue Services and Queens Medical Centre (plus the support of the Evening Post).</p> <p>Engineering measures were also a key component in the strategy aimed at achieving the target, with over 200 schemes being implemented during the LPSA term. To complement these engineering measures a number of educational projects were carried out with external partners.</p> <p>These included a comprehensive seatbelt awareness campaign aimed at 14-30 year old car drivers and passengers incorporating many different advertising mediums, such as videos in shopping centres, radio adverts, messages on public transport and car park tickets and educational theatre to get the message across to older school pupils.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>Shiny Side Up Partnership which was established in 2001 to address these problems, particularly aimed at sports bike riders. This regional partnership has carried out various innovative publicity and training campaigns (such as events at race meetings and the production of a video featuring John Reynolds – the then Superbike World Champion) as well as undertaking research to better understand the psyche of sports bike riders. The success of the various actions can be seen in the fact that since 2003, the numbers of motorcycle casualties across the county has decreased each year, and the work of the group was recognised in 2003 when it won the Prince Michael Award for Road Safety.</p> <p>The Pedestrian Safety Partnership (PSP) was formed to look at reducing pedestrian casualties amongst the elderly. Casualty numbers amongst elderly pedestrians doubled in the winter months. The services of David Dickinson were engaged to promote a visibility campaign called 'Bright Ideas' which encouraged over 60s to enter competitions to win high visibility umbrellas and shopping bags and a useful 'torch card' which was printed with road safety messages about wearing bright clothes in poor visibility, and taking care when crossing roads. All the items have proved extremely popular, and are helping to spread these messages around the county, including on supermarket till receipts. Children have also been targeted by the PSP. These included the distribution of flashing pin badges with the PSP umbrella logo to help them be noticed when they are out after dark. Also the ongoing 'red card' project, designed to remind children not to play on or near roads.</p> <p>The success of the PSP is reflected in the reductions in the number of KSI pedestrian casualties amongst children and the elderly (as detailed in commitment 1). These figures have reduced significantly since the partnership was established. Since 2002, elderly pedestrian casualties have reduced by a 35.3%, despite a 2.5% increase in the estimated number of residents aged over 60 in Nottinghamshire, whilst child pedestrian numbers have also gone down by an incredible 34.5% since 2002.</p>	<p>The Queens Medical Centre Safety Group, a partnership formed to promote 'in-car safety' for small children, developed programmes including child car seat safety check events, promotional items and safety literature.</p> <p>Following these campaigns, casualty statistics amongst car occupants has decreased by 18% since 2002. Nottinghamshire Police also increased their attention to seatbelt wearing during the course of the campaign and issued almost double the number of tickets for non compliance.</p>
<p>8. To encourage safe walking and cycling for short journeys including travel to schools, shops and other local facilities and to provide safer walking and cycling routes to schools.</p>	<p>Measures to encourage cycling and walking, including those related to road safety were identified through various means such as cycle working groups, district and parish councils, MMAAs etc. Consequently, several schemes have been completed to help people access local services safely by sustainable modes throughout the Plan area, both in rural and urban areas, such as South Muskham to a major employment site in the area, and the pedestrian links from Caythorpe to Lowdham which created a safer link between the villages, railway stations and village facilities, offering much greater opportunity for local short distance journeys to be undertaken on foot and by cycle.</p> <p>The County Council developed a child casualty reduction strategy as part of its wider road safety strategy which incorporated education, publicity, school crossing patrols, travel planning and engineering, and the strategy was updated annually to take account of the findings of the annual child safety audit. The audit focussed on KSI and slight casualties on all journeys and all modes of transport. A significant factor in the child safety road strategy was, however, safer travel to school. This was largely based upon a comprehensive education, training and publicity programme complemented by:</p> <ul style="list-style-type: none"> <li>• Safer routes to school (road safety/traffic management infrastructure on the highway including 20mph speed limits, traffic calming, signing and lining schemes). Very few child casualties occurred in the vicinity of schools, so whilst child casualty locations were still used to prioritise</li> </ul>	



Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>schemes, they were also prioritised to coincide with the development of school travel plans to help encourage walking and cycling to school.</p> <ul style="list-style-type: none"> <li>• Sustainable travel (such as school travel plans and small scale capital measures primarily within the school site linked to school travel plans)</li> <li>• School crossing patrol service of over 200 sites funded through a revenue budget of approximately £400,000 each year.</li> </ul> <p>Education programmes covering topics such as safer walking, cycling, public transport use and journey planning, were provided to schools, youth clubs/ groups etc. for children of all ages, such as various inter-active road safety education, promotion of DfT curriculum based education and provision of curriculum based road safety based on local issues. A road safety quiz was held each year involving almost every primary aged pupil within the Plan area. Between April 1999 and March 2006 a total of 63 schemes were installed throughout the Plan area improving road safety and cycling/pedestrian routes at 60 schools. Approved school travel plans were implemented at 32 schools in the Plan area, with measures provided at each schools to encourage cycling and walking. An example of this work is Coddington Primary School, where a school travel plan was developed and an extensive programme of safer walking and cycling improvements were made linking the school to the existing networks. These included a shared use cycle/pedestrian link from the school and a housing estate to the existing cycle network, as well as secure cycle parking.</p> <p>This effective combination of measures led to significant child casualty reductions. In fact by the end of the Plan period there had been a 33% reduction in child KSI casualties and a 27% reduction in child slight casualty when compared to the 1994-98 average.</p>	
<p>9. To enhance actual and perceived road safety in rural areas.</p>	<p>Casualties on rural roads were identified as a specific casualty problem in LTP1, with over a third of accidents on rural links having excessive speed as a contributory causation factor. This was predominantly a result of the nature of the roads, as the majority of these casualties occurred on high speed rural links. Consequently, a range of education (such as such as radio campaigns and bus back advertising on buses that travel within rural areas), enforcement (such as safety cameras on high speed rural links with a history of casualties) and engineering measures (such as inter-active signs, route management and revised speed limits) were developed to specifically address this problem. This policy was monitored through the numbers of casualties, which shows that as a result of this mix of measures, in 2005 the number of KSI casualties on rural roads in the Plan area had decreased by 27%.</p> <p>The County Council reviewed its existing road hierarchy to better reflect the function of each road, both in urban and rural areas and to use it as a more coherent basis for setting speed limits. This resulted in a village speed limit policy and programme for the introduction of appropriate speed limits at villages throughout Nottinghamshire to help address the issue of speeding in rural areas and reduce the resultant accidents and casualties. Phase one of this programme was the introduction of 30mph speed limits in villages with a history of accidents. The programme, which started in 2004 should be completed during 2006. Villages which will be treated in phase two of the policy, were identified</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>during the first Plan period and this phase will look at the introduction of reduced speed limits at remaining villages that currently have the national speed limit but no accident record and a review of villages with 50mph speed limits.</p> <p>Village gateways aimed at reducing speeds were also installed at xxxx sites across the Plan area. Monitoring of such sites has indicated that whilst these have provided little benefit in speed reductions they have proved popular with local residents, helping to reduce perceived speed concerns at relatively low cost. To further reduce traffic speeds travelling through villages, inter-active signs have been installed on the entrances to villages, such as at Kirklington and Upton. Similarly, inter-active hazard warning signs have been installed on high-speed rural links to address casualties at locations such as in Cuckney and Rampton. Monitoring of this policy has shown that inter-active speed signs have reduced mean speeds of 3.4mph when installed on rural roads. Safety cameras have also been installed at rural locations where education or engineering measures would not resolve the issue, such as on A631 in the Bassetlaw District and on A46 in the Newark District.</p>	

### 3.3 Sustainability

#### 3.3.1 Airport surface access

There are no airports within the Plan area and as such no targets were set within LTP1. LTP1 did, however, consider the impacts of Nottingham East Midlands Airport which is situated over 30 miles south of the Plan area in Leicestershire. It should be noted that given the location of the airport and Plan area, the airport has little impact on the Plan area, in terms of access to jobs, passenger movements or freight. Robin Hood Airport Doncaster Sheffield (formerly Finningley airport) was opened during the first Plan period and lies less than 2 miles from the Plan area over the county administrative boundary in South Yorkshire. Given its location it has a much larger impact on access to jobs, passenger movements and freight.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p><b>Robin Hood Airport Doncaster Sheffield (RHADS)</b></p> <p>1. Seek appropriate access arrangements to the local transport network to take account of the proposed airport development at Finningley [which became Robin Hood Airport Doncaster Sheffield (RHADS)].</p>	<p><b>Surface access - bus</b></p> <p>Robin Hood Airport Doncaster Sheffield (RHADS) lies 2km over the Nottinghamshire border in South Yorkshire, within the Metropolitan Borough of Doncaster, and opened in April 2005. Due to its close proximity, Nottinghamshire County Council officers made representations about the need for direct public transport provision between the site and North Nottinghamshire at the 2002/2003 planning inquiry for the airport. Provision of a bus service to and from Nottinghamshire was not made a condition of planning approval by Doncaster MBC, the determining authority,</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned / additional achievements
	<p>or by the Planning Inspector who managed the public inquiry. It was subsequently highlighted as a key issue in consultations with stakeholders for the first time as part of the accessibility planning 'access to employment in a rural area' pilot in 2003.</p> <p><b>Surface access – road and freight</b></p> <p>RHADS has a significant and developing freight operation. The Transport Assessment prior to the 2002/03 Public Inquiry for the airport revealed that the impact of additional movements generated by RHADS would be minimal, and the capacity in the current road network was adequate. In January 2006 the Secretary of State approved a scheme for Blyth roundabout to become grade-separated as part of the Highways Agency's upgrade of the A1, and supported through airport operator Peel's developer contributions. Further monitoring of increased traffic flows has commenced and will be ongoing on the A614 Bawtry Rd, A638 at Everton, A631 at Bawtry and A638 at Ranskill, and possible improvements to parts of the road network are being considered. Early results indicate that the airport has made little or no impact at these locations, except for a slight rise on the A614 between the A1 and Bawtry. Scheme options for the A614/A616 Ollerton Roundabout started to be prepared during the LTP1 period. Freight considerations in connection with the airport have also been considered as part of the Nottinghamshire Freight Quality Partnership.</p> <p>The Airport Consultative Committee established a Noise Monitoring Sub-Group to oversee the impact of noise generated by all aircraft movements, including freight, on the local community. This has enabled the Authority to benefit from an understanding of noise impacts at RHADS and to input into any noise assessment where freight traffic is a primary cause of concern.</p> <p><b>Representation on airport working groups</b></p> <p>Nottinghamshire County Council was represented on the Airport Consultative Committee and Air Transport Forum and appropriate sub-groups at member and officer level. Officers have, working with their counterparts in South Yorkshire, promoted integration of transport schemes relating to RHADS. In addition, the Council assisted the airport with its travel plan during the LTP1 and will continue to do so. Nottinghamshire County Council will continue to be represented on the Air Transport Forum for RHADS. It was also represented at member level on its Airport Consultative Committee. The Council has also been involved in consultations on the development of the airport's Masterplan, which is due for publication in draft form in summer 2006.</p>	
<p>2. Encourage operators to provide appropriate services for airport staff and flight passengers as required.</p>	<p>Discussions were held with bus operators about their intention to run commercial services to the airport. Bus operators, however, serving Bassetlaw and the area of the airport did not view commercial bus services to RHADS as viable in the early years of the airport's operation.</p> <p>A steering group was established with local partners to assess the accessibility of the airport from North Nottinghamshire, establish ways of providing public transport links between the market towns and communities within Bassetlaw and surrounding areas to the airport, particularly to provide access for those seeking employment or training at the airport. A wider reference group and parish councils were also consulted. A detailed study was commissioned, funded by Nottinghamshire County Council and Alliance SSP, followed by research into indicative</p>	<p>A funding package to support the scheme for access to RHADS to the North Nottinghamshire area was developed in early 2006, and following negotiations with partners, was secured by the end of the LTP1</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>costings for options for access to the airport from North Nottinghamshire. It was concluded that revision and extension of existing Nottinghamshire County Council supported routes from the market towns of Retford and Worksop offered the best balance between costs and benefits of the options assessed, which would supply services from Harworth &amp; Bircotes, an area of particularly high economic inactivity, and would require about £700,000 funding over a five-year period in addition to money currently made available by Nottinghamshire County Council for subsidising those bus services. It is hoped that the service would then be taken on by a commercial operator.</p>	<p>period during times of severe financial constraints and competing demands.</p>
<p>3. Hold discussions with the developers and existing and potential operators at Finningley Airport in South Yorkshire (RHADS) concerning the importance of good rail connections to Nottinghamshire.</p>	<p>A limited passenger service operates on the adjacent Doncaster to Gainsborough line and the developer is proposing to build a rail station on the line to serve the airport, connected to the terminal by a shuttle bus. The South Yorkshire Draft Rail Strategy (November 2004) identified the development of a rail spur into the site, which would deliver rail access directly into the airport terminal, as a medium to long-term priority. The Council supported this during LTP1 and will continue to do so, to complement improved bus services from the north of the county to the airport.</p> <p>A further medium-term action is for the developer to consider the implications of a possible parkway station on the East Coast Main Line. Nottinghamshire County Council assessed the viability of services from Worksop via Gainsborough to RHADS (at Finningley) and Doncaster during LTP1 but at the present slow line speeds, they would have very unattractive journey times, which would also have a detrimental effect on the viability of such services. However, in consultation with them, the local business community has articulated a demand for such a service. A future opportunity was identified for Network Rail to increase line-speeds as part of track renewal, which could facilitate a future service.</p>	
<p><b>Nottingham East Midlands Airport (NEMA) - formerly East Midlands Airport</b></p> <p>4. Minimise the impact of development in the vicinity of East Midlands Airport on the local transport network.</p> <p>Improve public transport links to... tourist locations ... Key requirements will be links to the tourist areas from the strategic transport network, in particular... East Midlands Airport.</p>	<p><b>Surface access - bus</b></p> <p>A public transport subgroup has been active, on which Nottinghamshire County Council is represented, providing advice to the Airport on best ways to improve bus infrastructure and procure tendered bus services. The group has also been responsible for the planning of a strategic public transport report undertaken by consultants looking at surface access issues over the next 10-20 years. A particular success has been the Nottingham Skylink direct bus link to the airport. A Kickstart bid has been successful in enabling the expansion of this service to 24 hour operation and for the development of similar links to Derby and Leicester. Skylink was launched in 2004 and funding has been secured until summer 2009. The StarTrak real time bus information and priority system has now been implemented on routes from East Midlands airport into Nottinghamshire, Derbyshire and also the cities of Nottingham and Derby.</p> <p><b>Surface access – rail</b></p> <p>The Council has supported the East Midlands Parkway Station development, which was an original Midland Main Line franchise commitment, implementation of which has been delayed primarily due to a land dispute. All planning approvals are now in place. Work on site is expected to commence in 2007, with the station operational in 2008. It will provide services to London, include a large park and ride site and public transport access to NEMA.</p> <p><b>Surface access – road and freight</b></p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>The Council has worked closely with the Highways Agency and other partners to improve the surface access to the airport to support expansion of freight activities at NEMA. For example, the early implementation of the A453 and M1 junction 24 improvement schemes. Freight considerations in connection with the airport have also been considered as part of the Nottinghamshire Freight Quality Partnership.</p> <p><b>Representation on airport working groups</b></p> <p>The Council was represented at the Airport Consultative, Development and Surface Access Forums during the first Plan period. In February 2006 NEMA produced a draft consultative Masterplan in accordance with the requirements of 'The Future Development of Air Transport in the UK' White Paper (2003). As part of the Master Plan process the Council worked with the airport company and other local partners during LTP1 to develop a surface access delivery plan, which is a vital element in assisting the continued growth of the passenger and freight sectors.</p>	

### 3.3.2 Air quality and noise

LTP1 identified the need to reduce air pollution by encouraging alternative travel modes and promoting sustainable development through the LTP and development plan processes, and the target to have no transport related Air Quality Management Areas declared within the Plan area during LTP1 was met.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>5. To ensure that the strategy within the LTP helped meet national and local air quality targets.</p>	<p>The County Council was pro-active in encouraging more sustainable travel through effective marketing, public transport service provision, developing school and workplace travel plans and the provision of highway facilities. The Council has also worked closely with district councils on effective development control and considered air quality in the development of its programme of integrated transport measures both to improve air quality at identified sites and to ensure planned measures were not detrimental to air quality. Consequently, the County Council met its target in that no transport related Air Quality Management Areas (AQMAs) were declared within the Plan area during LTP1.</p> <p>The Nottinghamshire Environmental Protection Working Group and the Nottinghamshire Air Quality Steering Group are partnerships between all of the district councils, the City Council and the County Council as well as the Health Protection Agency and Environment Agency, and were established in the 1980s &amp; 90s respectively. Part of the Groups' remit was (and remains) the responsibility for co-ordinating the strategy for assessing, monitoring and managing air quality in Nottinghamshire, which the partner organisations developed into the Nottinghamshire Air Quality Strategy in 2001.</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>The Nottinghamshire Air Quality Strategy set out the County's approach (led by the districts) to reducing emissions of key pollutants (benzene; 1,3-butadiene; carbon monoxide; lead; nitrogen dioxide; ozone; fine particles (PM<sub>10</sub>); sulphur dioxide; polycyclic aromatic hydrocarbons) as prescribed within Government's national Air Quality Strategy. The strategy identified the need to reduce air pollution by encouraging alternative travel modes and promoting sustainable development through the LTP and development plan processes.</p> <p>The strategy detailed the 'framework for action' to help local authorities manage and improve ambient air quality in Nottinghamshire and to protect the health and well being of the public in a co-ordinated and integrated manner. Working in partnership with the authorities in the Group helped to ensure a consistent approach to assessing and monitoring air quality throughout the Plan area. Working within the Group also aided the cross-boundary work that may be required to address any locations if air quality objectives were unlikely to be met.</p>	
6. To monitor and review air quality.	<p>To help identify existing or potential exceedences in the future the various air pollutants were monitored regularly throughout the Plan area to ensure that they did not exceed air quality objectives. A review and assessment of air quality was the first step in the Local Air Quality Management process. For each objective, present and future air quality was considered and it was assessed whether the objectives were likely to be achieved by the prescribed date.</p> <p>Review and assessment was undertaken using a phased approach, initially conducting an 'updating and screening assessment' (USA) across the Plan area. This is based on a checklist approach to identify those matters that may affect air quality that had changed since the first round of review and assessment was completed and which now require further assessment. A 'detailed assessment' would then have been undertaken if the USA had indicated that an air quality objective may have been compromised. Had objectives set for air quality been unlikely to be met, orders would have been issued designating these areas as AQMAs. In these areas local authorities would then have drawn up action plans to ensure air quality objectives were met.</p> <p>Air quality issues were subject to continued assessment and monitoring, and if issues arose there were existing mechanisms whereby they could be raised and tackled through a partnership approach. These mechanisms included the development of joint air quality action plans for AQMAs with partners, to ensure they include a range of actions to address problems, including development control and transport related measures such as 'smarter choices', traffic management measures (including junction improvements and pedestrianisation) and improved public transport (whether that be service provision or bus priority measures). Travel awareness campaigns, travel plans and Smarter Choices (detailed further within Sections 3.3.3 - Climate change [commitments 8 and 9] and 3.5 - Encourage voluntary adoption of travel plans by major employers) are also a key factor in air quality strategy, and although there are no AQMAs in the Plan area, travel planning techniques are included within the Nottinghamshire Air Quality Strategy for inclusion within any AQMA action plans.</p> <p>Action plans may include activities undertaken both within and outside an AQMA and could extend beyond a single district council's area involving several councils working together, and where necessary the Highways Agency when trunk roads or motorways are involved. The action plans would also involve the setting of targets to ensure that the air quality objectives were met within agreed timescales.</p> <p>Sites that were identified as borderline, or requiring further investigation, but did not require an AQMA to be declared, received more regular monitoring to help predict future air quality levels. Such sites were also factored into the prioritisation of programmes of work, such as 'smarter choices' and integrated transport schemes to help improve air quality, and ensure that exceedences did not occur, such as at Queen's Road/ Northgate in Newark where signals were upgraded and nearby schools contacted to develop school travel plans.</p>	



Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>Results of air quality modelling and assessments have shown that there were no problem areas, in that no AQMAs were declared within the Plan area during the period of the first LTP. In fact no hotspots were identified either. Monitoring and assessment also indicated that air quality is expected to remain within national objectives during the second Plan period.</p> <p>Given the close links between air quality and congestion, the key strategies and measures detailed within Chapter 8, Congestion, of LTP2 were used to manage congestion and therefore help maintain acceptable air quality. Where assessments identify existing or likely future exceedences additional resources will, however, be prioritised to address such exceedences.</p> <p>Environmental concerns were a factor in all schemes delivered during LTP1 and major schemes have also been implemented which have helped address air quality factors. For example, the implementation of the Mansfield and Ashfield Regeneration Route during the first Plan period has helped to reduce congestion and maintain a good standard of air quality in the Mansfield and Ashfield Districts.</p>	
<p>7. To consider the impacts of traffic noise.</p>	<p>Noise assessments were undertaken by the County Council before and after the implementation of schemes, such as major schemes and demand management schemes to evaluate their effects. Noise studies undertaken on Nottinghamshire roads were calculated in accordance with 'Calculation of Road Traffic Noise' and provided information used for highway design, road schemes and land use planning, as well as determining entitlement under the Noise Insulation Regulations. Where district councils were involved, these assessments were discussed with their officers specialising in noise work and carried out in partnership with them.</p> <p>Traffic generated noise was also considered as part of the County Council's associated strategy. For example, County Council policy recommended the use of quieter surfacing materials and techniques to minimise traffic noise in built up areas. The County Council's 'Traffic Design Guide' gives instructions to engineers on preferred types of schemes to minimise and reduce noise and ground-borne vibration, as well as spacing requirements of vertical and horizontal deflections to minimise traffic noise and emissions from vehicles accelerating and braking.</p> <p>The impacts of traffic noise were considered as part of planning applications determined by the County Council as part of its planning duties. Planning policies sought to protect occupants in noise sensitive developments from traffic noise by design or insulation, to achieve recommended internal noise standards. Planning consent also applied other noise mitigation conditions where appropriate. For example, two districts within the Plan area had major schools reorganisations during the Plan period and the development of travel plans to minimise congestion and associated traffic noise were a condition of planning consent. Also barriers are provided where necessary to reduce the impacts of traffic noise. For example, a 'living noise barrier' was installed on a section of MARR, which is a mesh covered with vegetation, which is both practical and sustainable.</p> <p>The County Council has input into noise assessments where freight traffic was a primary cause for concern. Freight routing was then discussed with transport operators and through the Freight Quality Partnership, as well as environmental weight restrictions being applied, to minimise the flow of heavy goods vehicles (HGVs) in residential areas, when appropriate. The Council was also represented on the Air Transport Forum for Robin Hood Airport Doncaster Sheffield (located in neighbouring South Yorkshire), which includes a noise monitoring sub-group to oversee the impact of noise by aircraft movements, including freight, on the community affected by the flight path.</p>	

### 3.3.3 Climate change

Climate change was a key objective of both the County Council's draft Strategic Plan, and the Nottinghamshire Community Strategy. Furthermore environmental sustainability is a core part of the vision set out within the Joint Structure Plan and the County Council committed to taking a strong leadership role in tackling climate change, which has helped the Council achieve Beacon Status for Sustainability (including transport policy) in 2005.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>8. Undertake travel awareness campaigns as part of the Council's action on climate change.</p>	<p>Climate change was a key factor in all of the strategies and policies within LTP1. The County Council was committed to taking a strong community leadership role in tackling climate change. As well as taking action to reduce its own emissions of greenhouse gases, the Council also spearheaded local climate change plans for the area and was a signatory to the Nottingham Declaration on Climate Change. The Nottingham Declaration included a commitment by the County Council to encourage all sectors in the local community to reduce their own greenhouse gas emissions and to make public their commitment to action.</p> <p>The Council's work around the climate change agenda has contributed to its award of Beacon Status for Sustainable Energy in March 2005. This award was given for the Council's successful work in promoting and developing sustainable energy through promoting energy efficiency amongst local communities and businesses; its contribution to reducing carbon dioxide levels in the county; and its policies for land-use planning, transport and waste management. The sustained work undertaken in delivering travel awareness campaigns was a key element in achieving this award.</p> <p>The Nottinghamshire Agenda 21 Forum, established in 1999, took the lead role in the County's response to climate change. It was set up to provide mutual support for parties pursuing Local Agenda 21 and an action plan was developed to co-ordinate the forums efforts towards meeting climate change objectives. The forum met most recently in October 2004 and subsequently a revised framework for action was developed and published in September 2005. The framework includes transport related issues for both individuals (such as encouraging walking and cycling, driving better and the use of greener fuels), and organisations (such as increasing fuel efficiency and use of biodiesel).</p> <p>The County Council developed its own Carbon Management Strategy which initially focused on the reduction of emissions from its own building stock and street lighting. With regards to street lighting this involved re-tendering the energy supply contract using an electronic auction, when full consideration was given to the use of green energy and the promotion of lower energy white light sources in new lighting schemes.</p> <p>A detailed programme of climate change/ sustainable awareness was developed and linked into national campaigns, including regional campaigns to maximise resources and ensure consistent messages, such as promotion of walking and cycling. Local initiatives included the production of the 'Living for Tomorrow' magazine, which was produced three times a year and covered a variety of sustainable issues including those related to traffic. Events were also held to promote cycling and walking and more detail on these can be found in Section 3.5 - Workplace travel, plans of this report.</p>	<p>Based upon advice contained within Planning Guidance, the Joint Structure Plan (2004), as well as County Council policies, a guide for developers on parking provision in new developments was produced - 'The Sustainable Developer Guide for Nottinghamshire'. The guide was produced in conjunction with the district councils so that it could be used as a basis for development control by planning authorities.</p> <p>The overall aim of the guide is to ensure that developers fully consider the implications of parking and the positive effects this can have on other modes of transport. Although the guide gives details of national, regional as well as local maximum parking provision, it stresses that these figures are not targets, and that developers should seek to provide the appropriate provision for the location of the development.</p> <p>The guide promotes alternative modes of transport and the introduction of measures such as travel plans so that a much reduced parking provision can be successfully introduced, although on-street parking restrictions may be required to ensure that the potential for overspill is minimised. It is hoped that the guide will also, by encouraging non-car modes of transport, ensure that road safety problems are not created by overspill car parking.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>It was recognised that pollution was not just a function of engine design, fuel type, mileage operated and numbers of vehicles. It was also, very significantly, related to the way in which vehicles are driven, which has a substantial impact on fuel consumption. The County Council therefore included travel awareness within its road safety education programmes, including journey planning in various education programmes, as well as effective driver training as part of its driver improvement programmes for offending motorists and occupational drivers. The County Council's 'Traffic Design Guide' gave instructions to engineers on spacing requirements of vertical and horizontal deflections to minimise emissions from vehicles accelerating and braking. A detailed programme of continuous travel awareness campaigns was developed and carried out during the first Plan period, including publicity materials, events including bike week, walk week and 'in-town without my car' events, and more latterly the Smarter Choices programme of works. Travel plans, Smarter Choices and travel awareness campaigns are discussed in more detail in pages 178-185 of LTP2 (Chapter 8 - Congestion, Section 8.2.2) and Section 3.5 - Encourage voluntary adoption of travel plans by major employers of this report.</p> <p>The County Council recognised during the first Plan period that although it would continue to try and achieve the national target to reduce CO<sub>2</sub> emissions by 2010 it would prove difficult. In 2004 the Council therefore determined CO<sub>2</sub> emissions from vehicles in the Plan area and has established a target to limit increases in these emissions to an increase of 3.4% by 2010/11. Between 2003 and 2005 an increase of only 0.75% has been recorded and therefore the Council is 'on track' to meet this target.</p>	<p>To help developers consider these issues, the guide includes an innovative 'transport and parking appraisal' in which the developer can detail how non-car modes of transport (as well as car sharing) are to be encouraged/ included as part of the development.</p>
<p>9. Implement measures to reduce congestion, eg, better road network.</p>	<p>The Council also had a role to play in reducing miles travelled by freight operators and other road users, through unnecessary mileage from diversionary routes caused by roadworks or environmental weight restrictions. Environmental weight restrictions were removed from bridges within the county (see Section 3.4.2 - Bridge strengthening, of this report for more detail) and disruption from roadworks was managed effectively as part of the Council's obligation under the New Roads and Street Works Act, and more recently under the Traffic Management Act 2004.</p> <p>Introducing measures to tackle the problems of congestion and accessibility, as well as meeting the Council's obligation under the Network Management Duty, also contributed towards achieving local air quality objectives, both directly and indirectly. The strategy for dealing with congestion focused on continued monitoring of the situation and the provision of both demand-side solutions and supply-side solutions to restrain traffic growth. To address potential congestion a mix of awareness raising measures were used along with proactive network management to encourage modal shift, reduce the need to travel and reduce traffic growth. This pro-active approach to congestion management prevented increasing traffic volumes to significantly worsen causing significant congestion issues. It also helped ensure that no air quality management areas were declared during the first Plan period.</p> <p>These strategies are detailed within pages 102-131 (Chapter 5, Accessibility) and 173-194 (Chapter 8, Congestion) of LTP2. The introduction of the new statutory Network Management Duty in January 2005 required the County Council to do all that is reasonably practicable to keep traffic moving on its highway network as well as those of adjoining authorities. It placed an emphasis on the importance of the active and co-ordinated management of the road network. To this effect a variety of measures have been undertaken to make better use of the existing road network and these are detailed within pages 209-225 (Chapter 11, Making Best Use) of LTP2.</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments					Changes to what was planned/ additional achievements																									
	<p>All transport strategy considered congestion and how to make effective use of the County's road network. Consequently the package of measures delivered to support these strategies through LTP1, such as bus services, traffic management etc. played a significant role in reducing traffic growth in the Plan area. At the end of the first Plan period monitoring of traffic flows concluded that congestion was not a problem in any of the district centres. The growth of vehicle kilometres was restricted greatly. LTP1 included targets to restrict traffic growth in each of the market towns by the end of the Plan period, and performance against these targets is detailed in the table below.</p> <table border="1" data-bbox="510 453 1711 772"> <thead> <tr> <th data-bbox="510 453 972 496">Town centre</th> <th data-bbox="978 453 1167 496">Baseline data</th> <th data-bbox="1173 453 1384 496">2005/06 Target</th> <th data-bbox="1391 453 1601 496">2005/05 Actual</th> <th data-bbox="1608 453 1711 496">Change</th> </tr> </thead> <tbody> <tr> <td data-bbox="510 501 972 564">Mansfield – limit traffic growth by end of Plan period to 2%</td> <td data-bbox="978 501 1167 564">39,550</td> <td data-bbox="1173 501 1384 564">40,350</td> <td data-bbox="1391 501 1601 564">42,000</td> <td data-bbox="1608 501 1711 564">+6%</td> </tr> <tr> <td data-bbox="510 569 972 633">Newark – limit traffic growth by end of Plan period to 6%</td> <td data-bbox="978 569 1167 633">30,700</td> <td data-bbox="1173 569 1384 633">32,550</td> <td data-bbox="1391 569 1601 633">27,300</td> <td data-bbox="1608 569 1711 633">-11%</td> </tr> <tr> <td data-bbox="510 638 972 702">Retford – limit traffic growth by end of Plan period to 6%</td> <td data-bbox="978 638 1167 702">24,650</td> <td data-bbox="1173 638 1384 702">26,150</td> <td data-bbox="1391 638 1601 702">24,350</td> <td data-bbox="1608 638 1711 702">-1%</td> </tr> <tr> <td data-bbox="510 707 972 770">Worksop – limit traffic growth by end of Plan period to 6%</td> <td data-bbox="978 707 1167 770">16,900</td> <td data-bbox="1173 707 1384 770">17,900</td> <td data-bbox="1391 707 1601 770">15,570</td> <td data-bbox="1608 707 1711 770">-7%</td> </tr> </tbody> </table> <p>The targets were met in three of the four market towns, the exception being Mansfield where extensive regeneration projects, including MARR, resulted in higher than forecast traffic growth. Mansfield also had a much lower target than the other market towns and, had its target been the same as the others, 6% growth, this target would also have been met. Traffic flows were in fact reduced in each of the three remaining market towns, as can be seen in the table above.</p> <p>Monitoring has indicated that between 1995 and 2005 there has been a 14.6% growth in total vehicle kilometres travelled on local authority roads in Nottinghamshire. Whilst this was higher than anticipated, much of this growth was as a result of successful regeneration projects in the Plan area (as described above). DfT's transport statistics in 2006 indicate that between 1995-2005 there was an average 16% increase in total vehicle kilometres recorded nationally. Therefore the increase in growth in the county is less than the national average.</p>					Town centre	Baseline data	2005/06 Target	2005/05 Actual	Change	Mansfield – limit traffic growth by end of Plan period to 2%	39,550	40,350	42,000	+6%	Newark – limit traffic growth by end of Plan period to 6%	30,700	32,550	27,300	-11%	Retford – limit traffic growth by end of Plan period to 6%	24,650	26,150	24,350	-1%	Worksop – limit traffic growth by end of Plan period to 6%	16,900	17,900	15,570	-7%	
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10. Promote alternatives to the car, such as cycling and walking	In addition to continued general promotion of alternatives to the car, the Council was both re-active (for example, as a result of planning applications) and pro-active in helping schools and businesses to develop and adopt travel plans. Travel plans are detailed within pages 178-185 of LTP2 (Chapter 8 - Congestion, Section 8.2.2) and in Section 3.5 - Encourage voluntary adoption of travel plans by major employers of this report.																														
11. Promote public transport and encourage operators to use low emission buses	The County Council's promotion of public transport has proved effective as is demonstrated in the year on year increases in patronage levels and the increases in levels of satisfaction with both public transport services and information. These are discussed in more detail within the sections in 3.1 - Public transport, of this delivery report.																														

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>Working in partnership with bus operators the County Council encouraged the take up of cleaner vehicles. Through investment by bus operators 75% of the bus fleet in Nottinghamshire is less than 10 years old, and 69% of the fleet use low emission engines - Euro 1, 2 or 3 standard.</p>	
<p>12. To promote modes of freight, other than road, eg, rail</p>	<p>In developing the Local Sustainable Distribution Strategy consideration was given to the wider supply chain implications and the wide-ranging impacts freight transport has upon, amongst other things, congestion, noise, health, climate change and the natural and built environment. This strategy is summarised in Section 3.3.5 - Sustainable distribution, of this report.</p>	
<p>13. To promote greener fuels and fuel efficiency</p>	<p>Through active participation in the freight quality partnership, and working with the freight transport association, transport operators were encouraged to adopt fuel efficient practices and vehicles.</p> <p>Travel plans have also been utilised to promote greener fuels and fuel efficiency. The TransACT scheme (as detailed within Section 3.5 - Encourage voluntary adoption of travel plans by major employers, of this report) provided funding and training for businesses to produce site specific travel plans and funded measures for implementation. Cleaner vehicles for use as pool cars and fleet vehicles were promoted as part of travel plans that were developed both within the Council (as detailed within Section 3.5 - Encourage voluntary adoption of travel plans by major employers), as well as with employers and businesses throughout the county. The Council worked in partnership with public employers such as district councils and primary care trusts, major employees (with over 250 employees), medium sized and smaller employees to further develop this work within their organisations. The Council also acted as promoters and signposts for national advice and grants schemes.</p>	
<p>14. Policy considerations.</p>	<p>'Cleaner and Greener' was a key objective of both the County Council's Strategic Plan, and the Nottinghamshire Community Strategy. Furthermore environmental sustainability is a core part of the vision set out within the Joint Structure Plan. A high quality environment is fundamental to the development of sustainable communities, both in relation to local environmental quality and global challenges such as climate change. As a core theme of Council strategy, climate change was therefore considered in all policy considerations made by the Council.</p> <p>For example, when the lighting energy supply contract was re-tendered full consideration was given to the use of, and the contract was awarded to, a company providing green energy.</p> <p>A full environmental assessment of the impacts of LTP1 was carried out and included within the Plan. Due to the fact that one of the main objectives of LTP1 was the environment, the measures detailed within the document were aimed at improving the environment. Mitigation measures were, however, identified and included as part of the assessment to address any adverse impacts of schemes.</p>	

### 3.3.4 Recognising the particular needs and special character of the countryside

The Council recognised the need to improve accessibility problems of rural areas and developed programmes of measures to address this issue, such as improving local pedestrian and cycling links as well as public transport services, which are detailed in the proforma below. The Council also recognised that there were also other particular concerns for the rural area and these are also detailed below.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>16. Improve local pedestrian links in the rural parts of the Plan area.</p>	<p>As detailed within section 2.3.3 of this report, the County Council pioneered the MMAAs as a fresh approach to developing a programme of transport policies and schemes for its towns and district centres throughout the first LTP period. Essentially this placed the emphasis upon the needs of individual travellers and the origin and destination of their trips rather than focusing entirely on the transport network. Public consultation and engagement therefore represented a key element throughout the study from identification of concerns and needs through to actual implementation of projects via the LTP process. This has been particularly useful in supporting a holistic approach and the development of local action plans that address issues such as rural accessibility and environmental problems. This has added considerably to the value of the transport surveys as it has allowed an integrated approach to the development of transport measures and sustainable communities. Examples of pedestrian schemes in rural parts of the Plan area as a result of MMAAs include the provision of a footpath along High Hoe Road in Worksop linking to the town centre.</p> <p>The County Council's rural schemes programme was compiled following extensive consultation with all parish councils in the Plan area. This resulted in a number of schemes being implemented including new footways on several rural routes providing safer pedestrian and cycle facilities, improving accessibility and encouraging more sustainable travel between villages and to services. Examples of such schemes are a new shared use cycle/pedestrian footpath between South Muskham and a major employment site in the area, and the pedestrian links from Gunthorpe to Lowdham which created a safer link between the villages, railway stations and village facilities, offering much greater opportunity for local short distance journeys to be undertaken on foot and by cycle.</p> <p>School travel plans have been developed at 23 schools within the Plan's rural areas, with schemes implemented at each school to help improve accessibility, as well as improving road safety and reduce the number of car journeys to schools.</p>	
<p>17. Increase transport choice and reduce isolation in rural areas by reviewing and improving the rural public transport network, concentrating where need is greatest to provide access to jobs, services and social activities.</p>	<p>The County Council developed public transport and public transport information strategies as detailed within sections 3.1.1 and 3.1.2 of this report.</p> <p>The County Council significantly increased its revenue support for conventional bus services, voluntary car schemes and community transport schemes, particularly in rural areas, against a tide of rising costs above inflation in this sector (ATCO Price and Expenditure Survey 2005). This has enabled the wider network to be sustained and enhanced. The County Council has supported rural bus services throughout the Plan period. Revenue support has been used to subsidise rural services provided by public transport operators. In addition to this LTP capital has been used to purchase buses, enabling greater subsidised services through revenue funding. Over this Plan period the Council has provided £21m to ensure maximum network coverage and over £50m in total on revenue support for public transport. Further information on this is detailed within section 2.4.1, but monitoring accessibility throughout the Plan period has shown that the rural accessibility of bus services has increased significantly from 56% in 2002/03 to 77% in 2005/06 within Nottinghamshire, which far exceeded its target of 56%. but this has resulted 77% of rural households being within 800m of an hourly or better service (well above national average) but this would reduce to only 51% if all supported services were withdrawn. Subsidy costs for tendered services are also decreasing demonstrating the increased patronage of these often rural services.</p> <p>The County Council invested greatly in providing improved information in rural areas. Information boards have been installed in every village and journey planner enquiry terminals provided at rural locations which allow future access to the National Information System. Terminals have already been installed in the market towns, and these have been extended to other settlements and tourist attractions during the Plan period, and additional passenger information,</p>	<p>The County Council has developed the TATA (Transport Accessible to All) guide, which was published in 2005. The guide aims to help people, who for reasons of disability or isolation, need to use accessible transport to reach essential services, lead a more independent and fulfilling life. The guide provides information on a number of public transport services, including social car schemes, minibus schemes, flexible bus schemes and dial-a-ride.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>undertaken in partnership with central trains, was provided at rural stations, such as Lowdam, Thurgarton, Bleasby and Fiskerton rural train stations. Rural requirements were considered as part of the Council's public transport information strategy which is included in more detail in Section 3.1.2 - Public transport information.</p> <p>Public satisfaction with bus services and public transport information (which encompasses the rural areas) are also good (the Council being in the top quartile of each) and these are detailed within commitment 6 of Section 3.1.1 - Bus strategy.</p> <p>Bus Quality Partnerships (BQP) have been developed linking the City Centre/district centres to the rural hinterlands, recognising the relationships between them, and improve the inter-connection and quality of services as detailed within commitments in Section 3.1.1 - Public transport strategy, 3.1.2 - Public transport information, and 3.1.3 - Public transport infrastructure. School bus services, running at peak times, were also utilised as public bus services, thereby utilising local bus and school transport to be integrated wherever possible to offer a co-ordinated service, particularly in rural areas, and to ensure that the best use of resources was achieved.</p> <p>Where public transport cannot effectively deliver transport requirements, the County Council has however, sought alternative methods to provide for transport needs, such as the 'wheels to work' scheme (detailed within Section 2.4.2 - Access to employment/ local services) and the taxi 'fare ride' scheme. Taxis and PHVs have also played a key role in innovative partnership schemes, relating to access to health services (detailed within commitment 16 of Section 3.1.4 - Taxi and private hire vehicles).</p>	
<p>18. Encourage community transport schemes in the rural parts of the Plan area and pursue innovative community transport solutions, which will fill gaps in the transport network and are linked to the public transport network.</p>	<p>As part of its bus strategy the County Council developed a co-ordinated network of bus services in the rural hinterland which improved accessibility to main centres and was more responsive to the needs of the local community, targeted on specific journey purposes, and integrated with rail and community transport. This approach along with partnership working with a variety of agencies such as Jobcentre Plus and connexions led to the Council being awarded Beacon Council status for Better Access and Mobility in 2003/04.</p> <p>The County Council sought innovative and new ways to provide accessibility where traditional local bus services could not be justified financially. Working with other transport providers, such as health, social services and community transport, where it may be appropriate and efficient to use their resources to provide supported bus services. This included demand responsive services, dial-a-ride, community transport and taxis where this provided a more cost effective solution. This is detailed further within Section 2.4.1 - Public transport issues and Section 3.1.1 - Bus strategy within this report.</p> <p>Data on the usage of voluntary car schemes serving rural areas in North Nottinghamshire has been collated. This data clearly shows the vital services that these schemes provide, particularly in rural areas, in order for people to access key facilities in the absence of good public transport facilities. This data can be found in section 5.5 Public Transport Provision (pages 48-56) of the Accessibility Strategy which accompanied the second LTP.</p> <p>For those who could not take advantage of the bus network, the County Council supported community transport providers which operated in the area, and also operated a dial-a-ride service which provided specialist transport for those with more severe mobility problems. In 2005 the Nottinghamshire Integrated Transport Centre (NITC) was established to provide a single point of contact for the users to improve integrated booking and journey planning system for social</p>	



Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements												
	<p>services dial-a-ride, special needs and demand responsive transport services. The County Council's concessionary fare scheme also includes half price travel on community transport. Community transport is detailed within Section 3.1.1 - Bus strategy (particularly commitments 4 and 5).</p>													
<p>19. To reduce the impact of traffic on people and their environment.</p>	<p>As detailed above the County Council's rural schemes programme was compiled following extensive consultation with all parish councils in the Plan area. The County undertook this exercise in 2000 in conjunction with the Council for Rural Protection, to identify the specific concerns of rural areas. This process was followed up and updated in 2003. The findings of the consultation were used to help prioritise schemes and a wide variety of schemes, such as the provision of gateways and crossings have been undertaken to alleviate a number of these concerns.</p> <p>Casualties on rural roads were identified as a specific casualty problem in LTP1 and the successful measures used to reduce these casualties (including reviewing road hierarchy and village speed limits, as detailed within commitment 9 of Section 3.2 - Road safety of this report) has resulted in reductions of 27% in the numbers of KSI casualties on rural roads in the Plan area. Such measures, however, reflected the need to maintain the local rural character and were developed in consultation with parish councils, local residents and other interested parties.</p> <p>Complementary measures were also put in villages to specifically reduce the impacts of traffic. For example, signing, lining and traffic calming measures at Rainworth village centre resulted in a 36% reduction in flows and a 25% reduction in speeds.</p> <p>The Council also set two targets with regards to traffic growth within the rural areas to monitor the impacts of policies in LTP1 on the rural areas, both of which are on track to be met by 2011. The first target was to limit traffic growth in rural areas to 16% by 2011. The target for 2005/06 was 0.81billion vkm and the actual figure in 2005/06 was 0.81billion vkm. The second target was set to monitor modal share of journeys to work within the rural area by 2011 and as can be seen in the table below, the Council is also on track to meet these targets.</p> <table border="1" data-bbox="571 938 1841 1134"> <thead> <tr> <th data-bbox="571 938 1084 986">Mode</th> <th data-bbox="1084 938 1464 986">2005/06 Target</th> <th data-bbox="1464 938 1841 986">2005/06 Actual</th> </tr> </thead> <tbody> <tr> <td data-bbox="571 986 1084 1034">Public transport's share</td> <td data-bbox="1084 986 1464 1034">4%</td> <td data-bbox="1464 986 1841 1034">6%</td> </tr> <tr> <td data-bbox="571 1034 1084 1082">Car's share</td> <td data-bbox="1084 1034 1464 1082">82%</td> <td data-bbox="1464 1034 1841 1082">82%</td> </tr> <tr> <td data-bbox="571 1082 1084 1134">Non-motorised mode's share</td> <td data-bbox="1084 1082 1464 1134">10%</td> <td data-bbox="1464 1082 1841 1134">11%</td> </tr> </tbody> </table> <p>The effects of transport on the environment, landscape and biodiversity, including wildlife, was considered in all highway schemes. Consultation and close working with the Environment Agency/English Nature on individual scheme selection (including new, renewal and maintenance schemes) and design also helped to protect wildlife from the effects of transport. The County Council consulted local communities and stakeholders on all its policies and schemes, including the impact they may have on the landscape and biodiversity. Whenever possible, these impacts were mitigated through careful, sympathetic design, and this was particularly important within conservation areas, and other rural areas to ensure that they did not increase the urbanisation of the countryside. When designing all sizes of schemes a variety of alternatives were explored to ensure that environmental (as well as other) factors were considered as part of the design process. For example, wooden bus shelters were used throughout the Plan are and street lighting, signing and lining schemes</p>	Mode	2005/06 Target	2005/06 Actual	Public transport's share	4%	6%	Car's share	82%	82%	Non-motorised mode's share	10%	11%	<p>Quiet lanes were also trialled in the Plan area. Whilst the trials for both of these types of schemes were not a failure, they were not considered to deliver good enough value for money to roll out further. The Council is, however, currently assessing potential variations to the two types of schemes to seek better value for money so that they can be considered at other locations.</p>
Mode	2005/06 Target	2005/06 Actual												
Public transport's share	4%	6%												
Car's share	82%	82%												
Non-motorised mode's share	10%	11%												

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>were designed to complement the surroundings in conservation areas and on the MARR major scheme many environmental considerations were made including provision of crayfish ponds, culverts for badgers, water vole protection of riverbanks and planting of wild flowers.</p> <p>Environmental considerations were also made in relation to maintenance schemes. The Council designated 25 'notified road verges' as species rich requiring special management. These sites were maintained in separation to the remaining highway verges, and 'hay meadow management' was undertaken to maintain their natural environments. In addition to this there were numerous 'sites of importance for natural conservation' across the county and the Council continues to review the way that these verges are maintained.</p> <p>The impacts that freight had on the rural environment were also considered. For example, routing of freight was considered through the Freight Quality Partnership and each year, following consultation with stakeholders, the County Council considered environmental weight restrictions which included restrictions to goods vehicles in rural areas.</p>	
<p>20. Promote recreational and tourism opportunities in rural areas through sustainable forms of transport, including cycling and walking.</p>	<p>Improving public transport links to the countryside, recreational and tourist locations, by integrating public transport services with leisure opportunities, the strategic transport network and local centres, was a key element of the bus strategy and supported the Council's heritage strategy. Key requirements were links to the tourist areas from the strategic transport network, in particular major surrounding centres, East Midlands Airport, and rail stations on the East Coast and Midland Main Lines line, and the Robin Hood Line. Links to local centres of population to encourage access to attractions and recreation for all were also pursued.</p> <p>Therefore bus services, such as those on the BQP routes and particularly the 'Sherwood Forester' (as detailed in commitment 11 of Section 3.1.2 - Public transport information), as well as rail services, were improved to enable better access to the countryside from the City and district centres and were complemented by providing leisure and recreational cycle and pedestrian routes, as well as improved facilities for disabled people. Links from 'rights of way' into the highway network and providing routes which can perform the dual purpose of leisure/tourism and utilitarian trips in urban and rural areas were also enhanced. Links between public transport and the rights of way network were also improved to allow easy access from urban areas to recreational pursuits in rural areas, which included the provision of improved footways at rural bus stops.</p> <p>The County Council has improved the cycle and pedestrian networks in rural areas as detailed in commitment 1 above. The Council also specifically set targets to monitor the cycle network in rural areas. A local indicator was established to increase the length of rural cycle lane or path, with a target of 141km by 2005/06. The Council achieved this target, with 142.5km being installed in the Plan area by 2005/06.</p>	
<p>21. Maximise use of the rural transport partnership fund, rural bus grant and rural bus challenge.</p>	<p>The rural transport partnership fund (RTPF) action plan for Nottinghamshire was approved by the Countryside Agency following extensive consultation with local people. The action plan set out a three year strategy to identify needs, and priorities to promote social inclusion by enhancing rural transport services and seeking long-term improvement in the accessibility of people living in rural areas to jobs, services and social activity. These included creating transport provision to employment and key facilities, enhancing training and volunteer involvement, and developing a marketing plan. A link with the North Nottinghamshire Health Authority to integrate the work was also developed and brought into the</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	strategy. More detail on RTPF is included within commitment 4 of Section - 3.1.1 Bus strategy. The 'wheels to work' programme, as detailed within Section 2.4.2 - Access to employment/ local services of this report, was one of the programmes funded through this work.	

### 3.3.5 Sustainable distribution

LTP1 aimed to achieve more sustainable distribution of goods through a variety of methods, such as better access to road infrastructure, developing and disseminating best practice covering all freight modes through freight quality partnerships and encouraging transfer to rail and waterways where possible.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
22. Review sustainable distribution strategy.	<p>The County Council has developed a Local Sustainable Distribution Strategy in partnership with the Freight Transport Association (FTA) and other partners. The strategy recognised that efficient distribution services are critical to the performance of every sector of the economy. The Council had an important role to play and this is outlined in the range of measures set out below which seek to promote the efficient and effective use of all modes of transport, while recognising that road will continue to be the dominant mode of freight distribution for the foreseeable future.</p> <p>The 'Delivering the Goods' group for Nottingham was established in 1999 as a joint initiative between the FTA to encourage partnership working between the freight industry and local authorities. This was subsequently expanded to form a Freight Quality Partnership (FQP) for the whole of the county of Nottinghamshire (including the City), and included representatives of the FTA, Nottingham City Council, Nottinghamshire County Council, Nottinghamshire Police, Tarmac, Boots, Marks &amp; Spencer, TNT, Jessops, Pork Farms, Securitas and Imperial Tobacco. The strategy to deliver this is detailed within the following four commitments aimed at developing and delivering best practice.</p>	<p>In developing the strategy consideration was given to the wider supply chain implications and the wide-ranging impacts freight transport had upon, amongst others, congestion, noise, health, climate change and the natural and built environment. Over the first Plan period road freight increased by 12.5% on Nottinghamshire's roads. This is set against a general increase in traffic levels of 13% for cars, showing that some limitation to road freight has been achieved. Unfortunately no data is currently available on whether or not increases in non-road freight has been achieved. Nationally there has been an increase from 7-12% in rail freight tonnes/kilometres with year on year increases of roughly 10% and it is considered likely that the region has seen similar increases (which are much higher than road freight)</p> <p>The County Council has been one of just three local authorities that have been active members of the Steering Group, and has been instrumental in the establishment of a regional freight group, the East Midlands Freight Group.</p> <p>An action from the Regional Freight Strategy was for a regional group of freight stakeholders to review the geographical coverage and roles of local FQPs across the region and suggest the establishment of additional or expanded FQPs, with local transport authorities (LTA) requested to support this, and as a member of the RFS Steering Group the Council will continue to be proactive in this.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>23. Develop policy, monitor and review.</p>	<p>The Council worked (and continues to work) through the East Midlands Freight Group (EMFG) to establish at what level - regional, sub-regional, or county - hauliers regard their input as being most effective. The crucial element in this is the wishes of hauliers.</p> <p>The East Midlands Regional Freight Strategy was produced in July 2005 by the East Midlands Regional Assembly and has been fully supported by the Authority.</p> <p><b>E-business solutions:</b> The development of the Travelwise and 'Big Wheel' websites has provided on-line travel guidance to all road users, including the distribution industry during LTP1.</p> <p><b>Data:</b> The County has comprehensively monitored where HGVs are on the network throughout the first Plan period. This has been undertaken by both permanent and temporary classified counts across the county. The HGV flows on the network have been compared and published in all the APRs published to date and used to discuss routing through the FQP.</p>	<p><b>Policy formulation:</b> Due to the nature of the freight industry it has proved more appropriate to develop a strategy at the region level as opposed to the local level, where the influence on distribution patterns was more limited.</p> <p><b>Data availability:</b> Due to a lack of resources the collection of origin/ destination data on HGV movements at the local level has been limited. Due to the transient nature of many of these journeys, it is planned that this information will be collected on a regional basis through the EMFG in the future which will better inform the Council on routing.</p>
<p>24. Partnerships.</p>	<p><b>County &amp; local partnerships:</b> As detailed above the County Council is a member of the EMFG and the FQP. The Authority has a Highway Network Management Plan which sets out a strategy for addressing the issues raised at the meetings of the FQP. The FTA and freight groups are a consultee on highway schemes. They were also invited to transport consultative groups when schemes that may have a major impact on hauliers' work were being discussed. Hauliers, as members of the Chamber of Commerce were also invited to meetings involving the Chamber.</p> <p><b>Travel plans:</b> The development of travel plans, although not specifically focused on freight, provided a channel for the dissemination of information to organisations. Travel plans were developed with major haulage businesses in the county, including Wilkinsons and B&amp;Q in Bassetlaw.</p>	
<p>25. Infrastructure improvements.</p>	<p><b>Toton:</b> Although situated within Greater Nottingham, a rail freight terminal at Toton would serve the whole county - and indeed most of the East Midlands. The Council commissioned an 'Economic and Commercial Feasibility' study, which showed the strong and growing demand for such a facility in the area, especially for traffic to/from Britain's ports.</p> <p><b>Road Maintenance:</b> Details on the condition of the roads in North Nottinghamshire is contained in Sections 5.2 - Road condition targets and 3.4.1 - Principal road maintenance. Overall, the state of the principal and non-principal roads within the Plan area meet the DfT's thresholds for acceptable condition, with the PRN in the top quartile in the country. Structures on routes where HGVs formed a significant proportion of the total usage were also prioritised for strengthening and maintenance programmes to ensure they were available for freight use (see Section 3.4.2 - Bridge strengthening, of this report for further details).</p>	<p>The Council was also a driving force in working with EMRA, Emda and Network Rail to pursue the possibilities for getting structures enlarged so as to take larger international containers on key rail routes from the Haven ports (Harwich &amp; Felixstowe) to Peterborough, Leicester and Toton. This culminated with a scheme for this 'high gauge clearance' being formally considered under the new DfT Transport Innovation Fund.</p> <p><b>No-car lanes:</b> The proposal to introduce a no-car lane that allowed freight movements to be prioritised has not been taken forward. This was mainly due to lack of demand/ opportunities. It was also considered that the need for, and benefits of such permission, were out-weighed by the difficulties of enforcement and the potential conflict with HGVs, buses and cyclists. The County Council is,</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p><b>Route Improvements:</b> The main highway scheme implemented during LTP1 was the Mansfield Ashfield Regeneration Route, a new section of highway allowing through traffic to avoid Mansfield Town Centre and provide better links to both the A1 and M1. The County Council also carried out a prioritised programme of bridge strengthening, with a total of 30 bridges and culverts being strengthened to the 40 tonne requirement since 2001/02 at a total cost of approximately £2 million. It was accepted that certain bridges do not need to carry 40/44 tonne vehicles and that in certain locations weight restrictions were acceptable and where this is the case, weight restrictions have been applied. There are only 10 in North Nottinghamshire and only 6 of these are on Council structures, often protecting sensitive areas. There was also cross-boundary working in connection with abnormal load route planning.</p>	<p>however, aware of the need for flexibility in traffic management and the importance of responding to changing circumstance. The introduction of decriminalised parking enforcement powers may also have an impact on this and therefore this will be considered as part of the review.</p>
26. Traffic management	<p><b>Loading arrangements/ parking enforcement:</b> The FQP highlighted illegally parked vehicles as a key issue hampering efficient and sustainable distribution. This has also been reinforced through the MMAA studies and thus traffic management measures were utilised to maximise the efficiency of the Network, such as the removal/ re-allocation of parking spaces in Newark Town Centre. These processes will be strengthened further once the County commitment to introducing decriminalisation parking enforcement comes into force.</p> <p><b>Environmental weight restrictions:</b> Funds were prioritised towards bridge strengthening to ensure that structures supporting the public highway could carry 40/44 tonnes wherever these might reasonably require access. The County Council has only utilised EWRs in exceptional cases as it tries to balance the needs of the economy against quality of life issues. More detail on these can be found in Section 3.4.2 - Bridge strengthening.</p> <p><b>Signing and route hierarchy:</b> A review of road hierarchies was undertaken throughout the county to ensure that our interpretations were in line with the recommendations of 'Delivering Best Value in Highway Maintenance – Code of Practice for Maintenance Management'. This gave the Council an opportunity to prioritise different routes and to help ensure that traffic was influenced to take the most suitable route so that it intruded as little as possible into the area through which it passed. The hierarchy was complemented with effective directional signing.</p> <p><b>Casualties:</b> The number of KSIs involving HGVs over the plan period has remained static at 8 over the plan period. This although not dramatic shows no increase whilst freight traffic levels have increased by 12.5% during LTP1, and therefore represents a very low casualty rate.</p> <p><b>Travelwise:</b> The County Council has been an active member of the East Midlands Regional Travelwise Association and attends and contributes to its objectives. One such outcome has been the development and adoption of a region wide approach to approving travel plans</p>	<p><b>Lorry parking:</b> The Authority has not explored the requirements of the distribution industry for lorry parking facilities in the Plan area. This was due to a lack of importance placed on the issue locally and feedback received from freight distributors themselves.</p> <p><b>Transfer facilities for rail/ water:</b> Due to a lack of demand no facilities have been provided to allow the transfer of freight from road to rail or water. Discussions were held over providing a facility in the Trent Basin (which although in the Greater Nottingham Plan area would have impacts on the North Nottinghamshire Plan area) but this has not been developed further due to a current lack of demand.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	through the development control process. The agenda items that are raised by regional members, including those relating to freight, are fed to the National Travelwise Association that, in the past, has influenced central government policy.	

### 3.4 Principal road maintenance and bridge strengthening

#### 3.4.1 Principal road maintenance

LTP1 placed a greater emphasis on bringing the Principal Road Network (PRN) up to a good standard of repair due to the significant impacts it had on the Plan's objectives, particularly those relating to; aiding regeneration, in helping the economy through better communications; improving the environment, by reducing noise and traffic problems on the better maintained network; and assisting road safety, through the provision of specified standards of surfacing.

A range of indicators were developed to monitor the condition of the County's highway network. Performance against those that related specifically to the principal road network are set out in the table below, comparing the 2000/01 figures with those for 2005/06.

Indicator	2000/01	2005/06
Cost of highway maintenance per 100 km travelled by a vehicle on principal roads	£3.34	£3.36
Percentage of principal road network with negative residual life		See below

Due to changes in the survey methodology for the percentage of principal road network with negative residual life, meaningful data is not available and therefore the indicator is no longer applicable.

Given the rising costs in delivering highway schemes in the five years of LTP1, the marginal cost increase demonstrates the value for money that the Council have attained during the Plan period in delivering maintenance schemes. Performance against the Best Value Performance Indicator target for the principal road network has been very strong (only 2% of the network requiring immediate attention) and is set out in Section 5.2 - Road condition targets of this delivery report.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>1. To address the County's poor performance with respect to indicator BV96 and that the County's structural maintenance should be in the top 25% of authorities</p>	<p>In LTP1 the Council recognised that standards of road maintenance had declined in the late 1990s and that the efficient use of the network required it to be well maintained. Unfortunately the state of the County's Principal Roads were some of the worst nationally, with figures in 1998 showing almost half of the surveyed network at &lt;0 residual life. The state had improved with increased settlements over the two years up to the introduction of LTP1, with 52% of the network at less than 4 years residual life, and LTP1 recognised that increased spending on maintenance needed to be sustained to give significant improvements in the overall network.</p> <p>There have been significant changes in the way that road condition was monitored over the LTP1 period, in 2004/05 the survey type used for BV96 changed from deflectograph to TRACS type surveys (TTS). Furthermore, for 2005/06 the methodology for working out the indicators also changed with BV96 being replaced by BV223 which are detailed in Section 5.2 - Road condition targets of this report.</p> <p>Despite only accounting for 13% of the County's network, due to the higher priority afforded to it by the Council, the Principal Road Network (PRN) received 58% of LTP1 maintenance funding in the county. Consequently performance in this area has been very strong. This decision has been hugely successful in improving performance with respect to BV223 (formerly BV96). Through this effective prioritisation of maintenance programmes the condition of the PRN has improved considerably over the first Plan period. The latest SCANNER results for 2005/06 put the Council's BV223 figure at 2% requiring immediate attention, (Red). Unfortunately as there is no direct correlation between the two SCANNER and Deflectograph surveys, no direct comparison can be made. The SCANNER result of 2%, however, puts the County in the top quartile of authorities, but also at its upper end as one of the best authorities in the country, which is a considerable improvement.</p> <p>The County Council realised the importance of the PRN in aiding regeneration and helping the economy of the region through better communications. As detailed above the Council therefore prioritised the PRN. This was taken a stage further as well, with significant investment in the ex-coalfield areas to encourage inward investment to the area, which has in turn helped attract new industrial development to the area. Ensuring the PRN network was maintained to higher standards, has also helped deliver casualty reductions, which in turn have delivered economic savings to the community as a whole. Integration with transport was also a major consideration and maintaining the main transport corridors has also helped to ensure that the network is accessible to all types of vehicles, particularly commercial vehicles, with specific maintenance of bus priority corridors has helped ensure quality bus routes/ services and punctuality, thereby helping to increase bus patronage levels which have seen significant increases during LTP1.</p> <p>The introduction of the new statutory Network Management Duty in January 2005 required the County Council to do all that is reasonably practicable to keep traffic moving on its highway network as well as those of adjoining authorities. It placed an emphasis on the importance of the active and co-ordinated management of the road network. To this effect a variety of measures have been undertaken to make better use of the existing road network and these are detailed within pages 209-225 (Chapter 11, Making Best Use) of LTP2.</p>	<p>A reduction in LTP funding in 2003/04 resulted in a review of the investment strategy and extended the period by which the Authority expected to eliminate the backlog of repairs on the PRN from 2005/06 to 2009/10.</p>



Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>2. Undertake schemes on the Principal Road Network which significantly prolong the life of the road</p>	<p>The Council spent an average of £11m (capital) and £2.1m (revenue) on planned structural maintenance of carriageways and footways in the county. As well as this, there was a highway maintenance revenue budget of approximately £16m per annum to deal with routine, cyclic and winter maintenance of the highway asset.</p> <p>A number of survey techniques were used to assess the condition of Nottinghamshire's roads over the period of the LTP1. These included CVI/DVI (Coarse and Detailed Visual Inspections), Deflectograph, SCRIM (Sideways-force Coefficient Routine Investigation Machine), and more recently SCANNER (Surface Condition Assessment of the National Network of Roads). The County Council uses an accredited PMS (Pavement Management System), MarchPMS, to collate, manage and analyse the acquired survey data. The assessments of the results of these surveys were then used to prioritise the sections of the network which required the most urgent treatment. The priority for expenditure was to achieve the best value for money in terms of overall improvements of the network. The MARCH assessment made full provision for the most heavily trafficked roads, especially those which carry high levels of heavy goods traffic.</p> <p>LTP1 set out the Council's criteria for the ordering of priorities for maintenance schemes. The schemes undertaken on the PRN were those which significantly prolonged the life of the road. In addition to the MARCH criteria, priority was given to road hierarchy and Nottinghamshire's strategic road network (made up primarily of the PRN) received the highest priority, aimed at helping the economy through better communications, the improvement of the environment, reducing noise and traffic problems on the better maintained network and, with the provision of specified standards of surfacing, assisting road safety. The overall programme priority generated via the MARCH system of assessment, enhanced by the above surveys and taking into consideration road hierarchy helped the Council to make value for money judgements in relation to scheme selection.</p> <p>To address the County's poor performance with respect to indicator BV96 the majority of the bid in LTP1 was for reconstruction and overlaying of the carriageway on the PRN. These two maintenance techniques being the best to address the poor residual life of the County's roads. Associated maintenance to footways and drainage was undertaken at the same time to ensure the least amount of disruption to road users and achieve best value of resources.</p> <p>The remaining funds were put into resurfacing and surface dressing to maintain the roads that did not have structural problems in a safe condition with respect to wet road accidents and to slow further deterioration. Routine maintenance, such as salting regimes to help ensure network management during extreme weather conditions, and gully cleansing help ensure drainage and safer roads, were funded through annual revenue funding averaging £2.2m over the LTP1 period for winter maintenance and gully cleansing.</p> <p>Whilst no schemes in LTP1 were identified as costing over £1m, LTP1 detailed the location, length and nature of all priority works for 2001/02 and a summary of the five year programme for highway maintenance was detailed in broad terms with projected expenditure for future years, along with what could be achieved with different funding levels.</p>	<p>Although the County Council already undertook many of the practices outlined by guidance to management of the highway asset, it is also in the process of developing a formal Transport Asset Management Plan (TAMP) for the County's network. The TAMP considers all the County's highway assets including bridges, lighting, signing etc. and sets them in context with one another. The format for the TAMP has been drawn up in conjunction with the Midlands Service Improvement Group (MSIG), which consists of 13 authorities, to avoid set backs that other authorities have suffered, share best practice, develop common understanding, aid cross-boundary working and to benchmark practice and results within the group. The partnership also allowed neighbouring authorities to adopt similar standards and principles to offer a seamless cross-boundary service.</p> <p>The MSIG employed OPUS consultants to develop an enhanced generic framework for a TAMP. The generic plan was completed during LTP1 and is currently being populated by individual authorities to suit local conditions. In addition the structure and content of the TAMP was also being guided by the County Surveyors Society Framework for Highways Asset Management, as well as learning from experience gained by other highway authorities.</p> <p>The main objectives in producing a TAMP for the County's highway network were:</p> <ul style="list-style-type: none"> <li>● To review current practice</li> <li>● To review existing inventory provision</li> <li>● To identify the current condition of the assets, taking into consideration life cycle planning and whole life costing</li> <li>● To determine an accurate valuation of the whole asset and ensure processes are in place for updating this whenever required</li> <li>● To develop an integrated forward work programme to cover all assets</li> <li>● To identify the levels of service appropriate to the key assets and to put in place performance measures</li> </ul>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>The objective of the County Council was to manage the highway network in order to provide for the safe, efficient and effective movement of people and goods while preserving and enhancing the environment in line with the objectives detailed in LTP1. Maintenance implications were therefore considered as part of all related strategies. For example pedestrian, cycling, weight limits and road safety strategy. Maintenance was considered as part of route management strategies, for example on A617 where resurfacing works alongside changes in speed limits and improved signing were installed. LTP 1 included a five year programme of highway and bridge maintenance to allow for an effective five year bid that therefore reflected the policies and strategies within LTP1 and the interpretation of the survey results.</p> <p>A planned maintenance regime has helped the Council to effectively manage its network more efficiently and make best use of the existing assets. For example, through planned maintenance the Council was able to notify bus and freight operators of the scheduled work programmes and work out the necessary diversions with them.</p>	<ul style="list-style-type: none"> <li>• To review existing risk management processes</li> <li>• To develop Improvement Action Plans</li> <li>• To ultimately to deliver a safer, improved network service for all road users.</li> </ul> <p>A preliminary Asset Management Plan was developed and approved for the County in 2004. It concentrated on the strategic level of information and gave clarity to strategy, policies and standards to maximise service delivery. The exercise was focused on identifying where the Council had a shortfall in these areas and also the lack of data about the asset, with a view to earmarking a prioritised programme of work to rectify the situation and enable the full benefits of a Highway Asset Management System (HAMS) to be utilised and linked to Performance Management.</p>
3. To protect and enhance the environment	<p>The effects of transport on the environment, landscape and biodiversity, including wildlife, were considered in all highway maintenance schemes. Consultation and close working with the Environment Agency/English Nature on individual scheme selection and design also helped to protect wildlife from the effects of transport. The County Council consulted local communities and stakeholders on all its policies and schemes, including the impact they may have on the landscape and biodiversity. Whenever possible, these impacts were mitigated through careful, sympathetic design, and this was particularly important within conservation areas, and other rural areas to ensure that they do not increase the urbanisation of the countryside.</p> <p>The Council has designated 25 'notified road verges' as species rich requiring special management. These sites are maintained in separation to the remaining highway verges, and 'hay meadow management' is undertaken to maintain their natural environments. In addition to this there are numerous 'sites of importance for natural conservation' across the county and the Council is reviewing the way that these verges are maintained.</p> <p>Also, in line with the County's LA21 initiative, the County Council reviewed and established policies as part of its Highway Network Management Plan. These policies aimed to maximise use of existing materials on all schemes helping to ensure that reconstruction schemes, where possible, included secondary aggregates or be totally recycled.</p>	
4. Work in partnership with others.	In Bassetlaw and Newark & Sherwood districts highways were maintained directly by the County Council. In Ashfield and Mansfield districts, highways were maintained by the relevant district councils as agents for the County Council.	As well as working with district councils through these 'agency' partnership arrangements, the Council entered into external partnership arrangements with Jacobs BARTIE and Tarmac to significantly enhance the construction capability, and therefore service delivery of

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>Procedures were put in place to consult with, and discuss, the impact of maintenance schemes (developed by both the Highways Agency and ourselves) with the Highways Agency. Similarly, the Environment Agency were consulted on maintenance schemes through the scheme design process at a project level on both scheme design, as well as the type of materials used during the implementation of the scheme.</p> <p>The Council worked in partnership with neighbouring authorities, sharing best practice and helping to aid cross-boundary working. For example, the Council had reciprocal arrangements for routine maintenance and salting with neighbouring authorities to maximise the effectiveness of available resources and deliver value for money. The Council was also involved in several regional groups such as the National Streetworks Highways Group and the Midlands Service Improvements Group - to aid cross-boundary working (to offer value for money, such as reciprocal routine maintenance arrangements), share best practice, and to benchmark practice and results within the group. The partnership allowed neighbouring authorities to adopt similar standards and principles to offer a seamless cross-boundary service.</p>	<p>the County Council. More detailed information on these partnership arrangements can be found in page 258 of LTP2, Chapter 12, Five Year Programme. Liaison meetings with these external partners also enabled the Council to learn from their experiences from working throughout the country. Partnering provided an effective but challenging mechanism for avoiding inefficiencies of traditional working practices and the long-term nature of the relationship also provided a mechanism for achieving the cost and quality savings identified by Sir John Egan.</p>

### 3.4.2 Bridge strengthening

A range of indicators were developed for LTP1 to monitor the condition of the County's bridges. These related to:

- Percentage of bridges assessed
- Percentage of bridges assessed that failed
- Percentage of bridges assessed that require strengthening
- Percentage of bridges that require major work.

Assessments of all bridges (100%) in the county were completed early within the Plan period. Those that failed assessment have been strengthened, except for a very small number where it was deemed inappropriate or not best value to do so, and this is covered in the text below. The 'percentage of bridges that require major work' indicator was replaced during LTP1 with the more meaningful overall and critical stock scores. The County Council has set targets for the overall stock and critical stock scores being in good condition (above 90) by 2010/11, which the Council is currently 'on track' to meet.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
<p>5. Work with other owners to improve the condition of bridges.</p>	<p>The County Council itself is the predominant bridge owner in the county, but a significant number of bridges are owned by other organisations such as the various rail bodies (Railtrack - now Network Rail - Rail Property Limited, Sustrans/ Rail Paths Limited), British Waterways Board and an assortment of other private owners. Liaison with each of them is detailed below.</p> <p><b>Highways Agency</b></p> <p>The County Council was a member of the PLaN consortium which was responsible for network management on most of Nottinghamshire's trunk road network (and beyond). In 2002, Amcott took over PLaN's responsibility for this network. All trunk road structures were up to strength and the County Council worked closely with these two organisations where schemes were planned adjacent to trunk roads.</p> <p><b>Neighbouring highway authorities</b></p> <p>The County Council has a number of jointly owned structures with neighbouring unitary and county highway authorities, and ensured that two-way communication mechanisms were in place to ensure that, for example, new weight limits or proposed roadworks possibly affecting neighbouring authorities were notified and discussed. The County Council took an active role in the Midlands Best Value Improvement Group for Bridges and Structures, and shared best practice and knowledge with neighbouring authorities. There was cross-boundary working in connection with abnormal load route planning and in connection with bridges on highway authority boundaries, where reciprocal maintenance arrangements were in place to help maximise available resources and ensure value for money. Through this group, the County Council took a leading role in developing life-cycle plans for the emerging transport asset management plan and asset valuation. There were no weight restrictions on any jointly owned bridges and there were none on the PRN within Nottinghamshire.</p> <p><b>Railtrack/Network Rail</b></p> <p>After lengthy negotiations an assessment agreement was signed in 1997 and work was completed with good co-operation between the two bodies. With the exception of some under strength footways, the only structural failure in North Nottinghamshire was the Victoria Road Rail Bridge in Kirkby. This bridge was strengthened in 2001, when Railtrack funded 95% of the £1.1m cost of bringing the structure up to 40 tonnes capacity (by redecking) and the County Council met the remaining 5% of the costs through LTP funding.</p> <p>There were, however, a number of Railtrack-owned structures, where the main deck had been assessed as adequate for 40 tonne vehicles but where the capacity of the immediately adjacent footway was considerably less than this. Railtrack did not consider strengthening of these footways as an obligation, so the County Council undertook the works. During the first Plan period, the County Council therefore funded highway measures (generally trief kerbing) to prevent accidental footway loading at the three sites that were identified in North Nottinghamshire.</p> <p>The County Council continued to work in partnership with Railtrack and continued to monitor two other structures in the Plan area annually, both of which are located over redundant drains carrying minor roads on approaches to level crossings.</p> <p><b>Rail property limited</b></p> <p>During LTP1 an equitable assessment agreement was reached with Rail Property Limited and the six structures involved in North Nottinghamshire were assessed as up to strength.</p>	<p>Following the Selby 'rail' crash, all relevant bridges were assessed using the Network Rail Protocol. Working in partnership with Network Rail, works have been carried out on all 12 of the bridges in the Plan area scoring greater than 90, to reduce the incursion risk.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p><b>Sustrans/Rail Paths Limited</b></p> <p>All these structures were assessed with the co-operation of Sustrans. However, the position with regard to strengthening was more uncertain, particularly the residual role of Rail Property Limited as 'Technical Approval Authority'. Two bridges in the Plan area were identified as of particular concern:</p> <ul style="list-style-type: none"> <li>• Clifton Station Bridge on the A1133</li> <li>• Carr Farm Bridge at Thorney on the C81</li> </ul> <p>Following extensive discussions, in order to resolve the issue, the County Council adopted the two bridges and carried out the strengthening/ underfilling works. Box units were installed in both of the bridges to take into account the potential future usage of the tracks under the bridges, and integration with other transport modes, such as cycleways in the future. The County Council funded these works with Sustrans making financial contributions of £20k for each bridge. A further two bridges were also dealt with in the same way with £20k contributions - Harby Station Bridge on the C82 and Thorney Sidings Bridge on the C84.</p> <p><b>British Waterways Board</b></p> <p>All these brick and masonry structures in rural areas have been assessed with a 50% contribution from British Water Board (BWB). However, all five structures with weight limits were not seen as a major problem in terms of either strengthening work or their impact on the road network and only one structure was identified as desirable to strengthen (Lady Bridge on the Chesterfield Canal). This bridge was subsequently adopted by the Council and strengthened to 40t GVW in 2003 with a £13k contribution from BWB.</p> <p><b>Other owners</b></p> <p>There are no Environment Agency or Inland Drainage Board owned structures carrying public highway in North Nottinghamshire. Instead, the range of owners (where known) and their associated obligations and responsibilities are very diverse. Consequently, the County Council funded the assessment work itself.</p>	
<p>6. To bring all appropriate bridges up to strength to enable them to comply with the EU 40/44 tonnes vehicle weight limit which became legal on the UKs roads from 1st January 1999.</p>	<p>It was necessary to carry out an assessment of all bridges in the county and this involved in excess of 1100 structures (approximately 750 within the Plan area), including over 100 (75 within the Plan area) owned by other organisations (more detail concerning these assessments are included within commitment 5 above). LTP1 set out the assessments processes undertaken on all bridges in the county, the numbers outstanding, as well as the works that were required to address shortfalls in standards. In much the same way as the PRN, the County Council realised the importance of bridges in aiding regeneration and helping the economy of the region through better communications. The County Council recognised that unnecessary weight restrictions, through not ensuring bridges are maintained satisfactorily or applying unnecessary environmental weight restrictions, has a negative impact on the economy as diversionary routes led to more miles travelled and lost time etc. The Council therefore acted to ensure that bridges were strengthened and maintained appropriately, as detailed throughout this section.</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>There were around 40 weight restrictions on the County's network in April 2000. Funds were prioritised towards bridge strengthening to ensure that structures supporting the public highway could carry 40/44 tonnes wherever these might reasonably require access. The County Council carried out a prioritised programme of bridge strengthening, with a total of 30 bridges and culverts being strengthened to the 40 tonne requirement since 2001/02 at a total cost of approximately £2m. It was accepted that certain bridges do not need to carry 40/44 tonne vehicles and that in certain locations weight restrictions were acceptable and where this is the case, weight restrictions have been applied. Weight restrictions remain on ten structures within the Plan area (six of which are on the County's network and four of which are on BWB bridges). It was determined not to prioritise these bridges as they did not cause problems on the network, being on minor roads and in some cases also effectively serving as environmental weight restrictions. The County Council increasingly involved user organisations, particularly the Freight Transport Association and Freight Quality Partnership, in assessing priorities and setting targets for this programme. Work in this area was co-ordinated with the environmental weight restrictions programme.</p> <p>Integration with transport was also a major consideration and maintaining the main transport corridors has also helped to ensure that the network is accessible to all types of vehicles, particularly commercial vehicles, with specific maintenance of bus priority corridors has helped ensure quality bus routes/ services and punctuality, thereby helping to increase bus patronage levels which have seen significant increases during LTP1.</p> <p>The introduction of the new statutory Network Management Duty in January 2005 required the County Council to do all that is reasonably practicable to keep traffic moving on its highway network as well as those of adjoining authorities. It placed an emphasis on the importance of the active and co-ordinated management of the road network. To this effect a variety of measures have been undertaken to make better use of the existing road network and these are detailed within pages 209-225 (Chapter 11, Making Best Use) of LTP2.</p>	
<p>7. To ensure that the bridge stock was maintained in a proper state to safely carry traffic loads well into this century.</p>	<p>The County Council carried out 'general inspections', 'principal inspections' and 'strength assessments' for all bridges and culverts on the highway network, carrying out appropriate maintenance, refurbishment and strengthening work to ensure that the bridge stock was maintained in a proper state to safely carry traffic loads. LTP1 included a five year programme of highway and bridge maintenance to allow for the effective five year bid. This programme included detailed work undertaken in 1999/2000, and a detailed forward programme of works, including individual schemes and expenditure profiles for future years based on indicative funding levels included in LTP1.</p> <p>Revenue funded general inspections took place every two years and capital funded 'principal inspections' took place at frequencies not exceeding 10 years, significant structures (railway and major river bridges) not exceeding six years and under water inspections not exceeding three years. Local performance indicators were developed to monitor our performance in relation to the completion of bridge inspections. The extensive assessment programme allowed for the identification of both current and future problems concerning bridges and structures.</p> <p>Following the completion of the strengthening programme, emphasis moved to upgrading work. Parapet replacement, protection and improvement work was undertaken following individual risk assessments. There were particular concerns with weak timber parapets, post and rail parapets, masonry baluster parapets and sub height parapets. In certain locations parapet protection work was carried out, such as trief kerbing and safety barriers. Work programmes were prioritised based on the inspection regime, life-cycle planning and the overall condition of the bridge as indicated by the Bridge Condition Index, paying particular attention to the following key factors:</p> <ul style="list-style-type: none"> <li>• Structures on the PRN</li> </ul>	<p>During the first Plan period the County Council developed a Highways Structures Lifecycle Plan. The Plan details the overall goals for the County Council with reference to the Highway Structures asset. The lifecycle plan also details the structures asset, asset valuations, assessment of conditions methods, current and desired condition of the asset, structure demands, performance gaps and performance management, options for improving the asset and risks.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<ul style="list-style-type: none"> <li>• Structures on other routes where HGVs/ buses form a significant proportion of the total usage or are on key transport links to settlements or small towns</li> <li>• Structures on routes providing access to local industry and agriculture (particularly where they are the only reasonable means of access)</li> <li>• Strengthening/ maintaining structures to carry the European standard/ 44 tonne vehicles</li> <li>• Suitability of alternative routes (if any) and outcome of consultation with affected businesses and farmers</li> <li>• Upgrades to improve pedestrian and road user safety</li> <li>• Compliance with the requirements of the Traffic Management Act 2004 to minimise disruption and reduce congestion</li> <li>• Age and condition of structure.</li> </ul> <p>A programme of bridge deck waterproofing and re-waterproofing was undertaken. In the last three years three bridges have been waterproofed as no previous waterproofing existed at these sites, at a total cost of approximately £180k, and a prioritised programme of works has been developed to address the remaining sites requiring attention.</p> <p>Where appropriate works were co-ordinated with road maintenance programmes to minimise disruption in line with Traffic Management Act 2004 objectives, and maximise resources, such as at Cocker Beck Bridge on the A6097 Lowdham Bypass in March 2005. There was also cross-boundary working in connection with abnormal load route planning and in connection with bridges on highway authority boundaries, where reciprocal maintenance arrangements were in place to help maximise available resources and ensure value for money.</p> <p>All bridge works were carried out with due regard to our environmental responsibilities and consultations took place at an early stage with the Environment Agency (EA) and Wildlife Agencies including English Nature. Consultation with the EA and internal drainage boards was important particularly for works taking place in flood plains. For works on listed structures, consultation took place with English Heritage. The Highways Agency were consulted for bridge works which effected flows on the trunk road network, in line with our Traffic Management Act duties.</p> <p>In order to improve the effective management of highway authority owned bridges, the Bridge Condition Indicator (BCI) was used for all general bridge inspections since 2003. For Nottinghamshire County Council, the bridge stock condition scores for 2006 were calculated to be 78.2 for critical elements and 88.6 for overall bridge stock. These scores indicate that the condition for critical elements is just below fair and the condition for the overall bridge stock is at the upper end of fair condition. These figures may reflect that historically maintenance work has been under funded. The 2006 indicators do, however, show an improvement from 87.2 in 2004 (when they were first monitored in this way) to 88.6 in 2006 for the overall stock score, and the critical stock score from 75.8 in 2004 to 78.2 in 2006.</p> <p>Performance in these areas is therefore on track to meet the Council's target for the overall stock and critical stock scores being in good condition (above 90) by 2010/11.</p>	



### 3.5 Encourage voluntary adoption of travel plans by major employers

The County Council has been at the forefront of workplace and school travel planning development in the UK since 1995. It has continued to work with businesses and organisations to deliver effective travel plans as a key tool in delivering a variety of LTP1 objectives, including those relating to social inclusion, congestion, sustainability, the environment, air quality, making best use of the highway network and economic regeneration, as well as the knock-on benefits for the participating organisation in improving staff recruitment and retention and improving the health and well being of the workforce.

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments			Changes to what was planned/ additional achievements																								
<p>1. Effectively implement and promote the Council's travel plan.</p>	<p>Nottinghamshire County Council was the first local authority to commit to a 'green commuter plan' in 1996. The original aim of the plan (known as STEPS) was to reduce the number of single occupancy car journeys to the West Bridgford worksites, and many initiatives were undertaken to work towards this aim. This process was soon extended to worksites elsewhere in the county and travel awareness initiatives are now aimed at all employees in all locations. Our travel planning work over the past nine years has shaped good practice nationwide and conveyed the message to external organisations and the general public that this Authority is continuing to follow its own travel planning advice.</p> <p>The STEPS travel plan continues to be developed and improved and, as well as the over-arching STEPS covering the County Council area, eight site specific plans have been developed in the Plan area. These plans were designed to address and tackle very specific site issues under the umbrella of STEPS. For example, a site specific travel plan was created at a worksite in Mansfield, Meadow House, to address the specific reduction in car parking spaces whilst building works were carried out.</p> <p>From 1996 (when STEPS was established) the Council had set percentage increase targets for modes of transport. This was continued in LTP1 when the modal split of employees travelling to work was adopted as the method of monitoring travel plans. The table below details the progress the Council has made in changing travel behaviour at its West Bridgford worksites.</p> <table border="1" data-bbox="443 1023 1568 1342"> <thead> <tr> <th></th> <th>2000/01 level</th> <th>2005/06 level</th> <th></th> </tr> </thead> <tbody> <tr> <td>Car sharing</td> <td>13%</td> <td>15%</td> <td>2% increase</td> </tr> <tr> <td>Single occupancy car journeys</td> <td>65%</td> <td>59%</td> <td>6% decrease</td> </tr> <tr> <td>Public transport</td> <td>10%</td> <td>13%</td> <td>3% increase</td> </tr> <tr> <td>Walking</td> <td>5%</td> <td>10%</td> <td>5% increase</td> </tr> <tr> <td>Cycling</td> <td>3%</td> <td>2%</td> <td>1% decrease</td> </tr> </tbody> </table>				2000/01 level	2005/06 level		Car sharing	13%	15%	2% increase	Single occupancy car journeys	65%	59%	6% decrease	Public transport	10%	13%	3% increase	Walking	5%	10%	5% increase	Cycling	3%	2%	1% decrease	
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Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>A staff travel survey was undertaken in July 2004, questioning a random sample of 4000 staff (excluding teachers). This produced baseline data of employee travel habits countywide for the first time from which new targets have been set. Staff travel surveys focusing on modal splits have, however, been undertaken annually in the past. It is difficult to compare the survey results as for the first time in 2004, staff from the whole county area was surveyed. When comparing like for like data, however, the trends suggest that STEPS had a positive impact on reducing single occupancy journeys (6% reduction) and promoting sustainable modes of travel, with the percentage of people walking doubling to 10%, with the numbers of people cycling showing a slight decrease, although cycling levels have fluctuated greatly during LTP1 (for example, last year cycling share was 9%). Whilst it was useful to monitor staff travel in terms of mode, the Council started to review targets for the STEPs strategy in its emerging revised Carbon Management Plan and its commitment to reducing its CO<sub>2</sub> emissions, and the success of future actions will be measured against CO<sub>2</sub> emissions.</p> <p>An Energy Savings Trust healthcheck was undertaken on the County Council's fleet during LTP1 and an action plan is currently being developed for inclusion in the Council's revised Carbon Management Plan.</p> <p>STEPS arrange an annual campaign of events to reward and encourage sustainable travel amongst staff. These events supported national campaigns such as Bike Week, the 10,000 steps campaign and the current media focus on health, as well as local campaigns, such as 'walk week' and the Nottinghamshare.com car sharing scheme. Many initiatives promoted by the County Council to organisations in the area and region are first piloted by STEPS before being shared with other organisations such as 'walk to work Wednesday' which started as a school travel plan initiative, was adopted as part of the County Council's travel plan and which has now been extended to external organisations.</p> <p>STEPS have empowered staff to identify the barriers that they face to walking and cycling to their workplace through the Wheeler Dealer Scheme. The scheme was initially run in 2002 and repeated in 2005 to support employees to bid for small capital grants to improve facilities. For example, Sherwood Forest Country Park team decided to encourage more of their staff to walk to work, and made a successful bid for a grant to provide lockers to enable staff to bring a change of clothes to work.</p>	
<p>2. Implement a phased strategy to encourage employers to implement travel plans.</p>	<p>As detailed above, the County Council has just celebrated its 10th anniversary. Since its conception, there has been a dedicated travel plan post within the Council to promote this key area. Although the original aim/ target was to reduce the number of drive-alone car journeys to the West Bridgford worksites, and many initiatives were undertaken to work towards this aim, it was soon recognised that to have a significant impact, travel issues must be tackled within a broader context. The focus of the travel plan needed to be widened to look at travel issues for the entire County Council, rather than concentrating solely on the West Bridgford campus. STEPs also started to look beyond the commute journey, to include business travel, fleet issues and flexible working practices, and this joined up thinking across these areas helped to contribute to other benefits such as reducing cost, maintaining the Council's reputation and credibility, employee health and work-life balance.</p>	<p>Following 10 years of experience working on travel plans the County Council have set criteria for assessing travel plans. This criteria will be used to identify approved travel plans during LTP2. The criteria includes the identification of a travel plan co-ordinator, a published document, evidence of measures, smart targets, committed resources, baseline data and a monitoring mechanism.</p> <p>In line with DfT's Smarter Choices agenda, travel plans now form part of a Smarter Choices action plan addressing the Council's workplace and school travel</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>Our internal travel planning work over the past ten years has shaped good practice nationwide and conveyed the message to external organisations and the general public that this Council is continuing to follow its own travel planning advice. To this aim during the course of LTP1 the Council has produced a best practice publication on travel plans.</p> <p>The lessons learnt from STEPs were therefore used to develop travel plans with external organisations and a second dedicated officer to promote these plans was appointed towards the end of 2000. This officer developed a strategy targeting major employers. Initially the role of this officer was to develop plans with major employers to meet the targets as described in commitment 3 below. As plans were developed with external organisations, they also joined the Commuter Planners Club (CPC), which evolved into a 'support' group made up of organisations that had developed travel plans. The CPC is detailed more fully in commitment 4 below. The Council in partnership with the CPC determined that smaller businesses would also benefit from developing travel plans. The success, in terms of developing and maintaining workplace travel plans meant, however, that there was too great a workload for the Council to manage.</p> <p>Consequently, in October 2002, the County Council, in partnership with Nottingham City Council and external funding partners, launched the successful TransACT Travel Plan scheme. Initially the scheme was specifically targeted at small/medium sized businesses (SMEs) in Nottinghamshire and offered organisations grants of up to £20,000 towards consultancy and capital costs incurred in setting up a travel plan. The scheme was delivered in partnership with Nottinghamshire Chamber of Commerce and Industry and Business Link. This link between local authority and the private sector's business support organisations proved particularly effective in reaching SMEs, a usually difficult market. This system operated successfully for over three years. In 2005 changes in external factors, such as the loss of external funding and client demand for a wider remit to the scheme, prompted a major revision of TransACT. The scheme was broadened and separated into three strands, 'TransACT lite', 'TransACT' and 'TransACT Gold'. The scheme now offers tailored assistance to businesses ranging in size from less than 20 to more than 250 staff.</p> <p>Funding for capital purchases and consultancy to develop a travel plan are still integral to the scheme. After initial workshops with the Council's travel plan officer, the approved TransACT consultant assists the organisation to create their travel plan, which is then approved by the Council's travel plan officer. Funding is awarded towards capital measures identified within the plan and can be spent on a wide variety of measures, such as cycle parking, pool vehicle, car park management, car-sharing database, tele-working technology, showers and changing facilities. Organisations on the scheme make a commitment to liaise with the County Council during October of each year as part of a countywide travel plan monitoring scheme. The revised scheme was launched in March 2006 and is being promoted through a number of business groups, such as the Nottinghamshire Chamber of Commerce, Best Network (a business efficiency organisation) and The Big Wheel (who market sustainable transport options). Sixteen organisations within the Plan area have received funding through the TransACT scheme, totalling in excess of £130k.</p>	<p>plans, marketing and promotion of sustainable transport alternatives and the use of technology to reduce single occupancy vehicle trips.</p> <p>In addition to encouraging voluntary travel plans, through discussions with planning authorities, since 2003 district councils introduced a requirement of a travel plan as a condition of planning consent for new/extended sites. Many organisations have embraced travel planning through Section 106 agreements and have been supported by the Council to make the most of this opportunity. For example, as part of section 106 agreements Wilkinsons developed a travel plan and provided footways and cycleway links to bus stops at their Worksop depot to support the plan. Whilst Hazelwoods provided a real-time monitor on-site as well as funded part of Service 60 to the site for three years.</p> <p>Travel plans (both workplace and school) were incorporated into all appropriate transport policy. For example, Smarter Choices, when introduced in 2004, became a key part of the Council's strategy for traffic restraint to reduce congestion (as can be seen in pages 173-194 of LTP2, Chapter 8, Congestion, Section 8.2.2). Congestion has an impact on several of the LTP's other priorities, such as improving air quality and health, regeneration, quality of life and making best use of the existing network, and as such travel plans and Smarter Choices were also incorporated into these and all other appropriate policy.</p> <p>Travel plans and Smarter Choices are also a key factor in air quality strategy. Although there are no air quality management areas in the Plan area, travel planning techniques are included within the Nottinghamshire Air Quality Strategy for inclusion within any air quality management area action plans.</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>A successful travel plan must contain a robust monitoring mechanism. All travel plans within the Plan area include a baseline survey. This is followed by annual surveys supplied to the local authority. In 2005 the County Council introduced a monitoring month (October) to assist and encourage monitoring by collecting and analysing robust comparable data by supplying standard surveys and undertaking the analysis.</p> <p>Area wide travel plans also formed part of the MMAAs. For example, the MMAA undertaken in the Manton Wood area of Worksop included travel plans at each of the five major employers. Through the travel plans, public transport provision to the sites was improved, as the County Council worked in partnership with public transport operators and with support from local businesses, the Service 60 bus route was created serving the main residential area and Manton Wood estate to the business park.</p> <p>Similarly, the Council worked in partnership with bus operators and employers to ensure that the successful rural bus challenge funded Boughton Boomerang's route included employment sites at appropriate times.</p>	<p>Travel planning also became a key feature of the Council's accessibility strategy and linked policies such as those relating to cycling and walking, as well as quality of life strategies/ policies particularly relating to health, all of which were included within LTP2.</p>
<p>3. Increase the number of major employers adopting travel plans.</p>	<p>At the beginning of LTP1 there were no workplace travel plans in the county and the initial countywide target to assist 10% of major employees to adopt a travel plan by 2006 was successfully met by 2003.</p> <p>The County Council has supported over 100 organisations to implement travel plans, 52 of these being in North Nottinghamshire. These organisations include hospitals (such as Bassetlaw and Kings Mill), colleges (such as North Notts and West Notts), district councils in each of the four districts in the Plan area, as well as major employers (such as Wilkinsons and B&amp;Q), small and medium employers (such as Baggaley Construction with 170 employees) and micro employers (such as Positive Outcome with 25 employees).</p> <p>North Notts college is a major further education college with a main site in Worksop and an additional five sites across the north of the county, accommodating over 12,000 students (75% aged over 19) and 500 members of staff using the college sites. The college completed a travel plan that focused on offering both staff and students wider travel choices. One of the main introductions resulting from the travel plan was improved public transport provision in that the college now runs two mini-buses into the main site, along set routes, morning and evening at a minimal charge to staff and students. Walking and cycling facilities were also improved, including covered secure cycle parking, whilst a pedestrian crossing was installed to support walking to the main site.</p> <p>Travel plans were also carried out with a number of businesses as part of the Mansfield MMAA launched in September 2003. Mansfield District Council also received funding in 2003/04 to construct a dedicated cycle parking facility at their headquarters in Mansfield. The new building combines energy efficient lighting and heating with practical and high quality facilities. Thirty secure, covered cycle parking spaces are provided, wet and dry changing area, drying room, lockers and an ironing board. The facility is available to both staff and visitors and is being promoted as part of the council's travel plan.</p> <p>Whilst travel plans can stand alone and be dealt with in isolation at specific sites, the County Council believes that to achieve the maximum benefits, other measures to enable individuals to access the sites more easily must be considered and provide added value. Thus issues over access to individual sites are</p>	<p>In 2000/01, whilst a strategy to develop workplace travel plans had had been developed, other than the Council's own travel plan, no external travel plans had been completed. Consequently, a target to introduce travel plans at 10% of major employees by 2006 was set in LTP1. The County Council exceeded its original target and, in 2003/04, stretched the target to 20%. The County Council also achieved its stretched target of implementing active travel plans by developing plans with 22% of major employers by 2006.</p> <p>In addition, the focus has changed from the actual number of travel plans in place to the number of employees covered by such plans, in line with DfT guidance. In 2001 no employees were covered by a travel plan whereas, by the end of the first Plan period 23% of employees in the Plan area were covered by a travel plan.</p> <p>In addition to the 22% of major employers implementing a travel plan, the TransACT scheme has supported 16 small and medium enterprises across the county, as detailed in commitment 1.</p> <p>In 2005, B&amp;Q Warehouse built a new site on the Manton Wood Business Park. As part of their travel plan, B&amp;Q, the public transport operator and the</p>

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements												
	<p>put forward from the travel plan process for consideration into the walking, road crossing, cycling and public transport infrastructure capital work programmes. This process is facilitated by the fact that the travel plan officer works in the team that determines the scheme programme based on those that provide best value for money and best help to deliver the LTP objectives. For example, a pedestrian crossing was installed to complement North Notts College's travel plan, aiding road safety and accessibility, as well as encouraging people to walk. Schemes to aid pedestrian, cycling and public transport are also secured through developer contributions to further enhance section 106 travel plans at new/expanded worksites.</p> <p>Targets were established (to be achieved by 2011) to monitor the effectiveness of the travel plans that have been developed with employers. The Council is 'on track' to meet the 2011 targets, having met all of the 2005/06 trajectories and the successful performance against these targets is detailed below.</p> <table border="1" data-bbox="443 584 1568 778"> <thead> <tr> <th>Mode</th> <th>2005/06 Target</th> <th>2005/06 Actual</th> </tr> </thead> <tbody> <tr> <td>Non-motorised modes' share</td> <td>8%</td> <td>8%</td> </tr> <tr> <td>Cycling share</td> <td>3%</td> <td>3%</td> </tr> <tr> <td>Walking share</td> <td>3%</td> <td>5%</td> </tr> </tbody> </table>	Mode	2005/06 Target	2005/06 Actual	Non-motorised modes' share	8%	8%	Cycling share	3%	3%	Walking share	3%	5%	<p>County Council worked together to ensure that Service 60 could be used by their staff by altering the timetable and bringing the bus onto the B&amp;Q site.</p> <p>The Council realised that the adoption of travel plans by organisations differed significantly in their quality. Consequently, a quality assurance system was introduced during LTP1. As a result a ratings system alongside new approval criteria to ensure the quality of travel plans was adopted.</p>
Mode	2005/06 Target	2005/06 Actual												
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Cycling share	3%	3%												
Walking share	3%	5%												
<p>4. Increase partnership working with major employers, health, neighbouring local authorities and other organisations.</p>	<p>Nottinghamshire County Council worked closely with neighbouring authorities on all aspects of travel planning. The County has developed its current travel plan criteria/ strategy with Nottingham City Council and the two Council's work closely to support organisations to implement successful travel plans. Travel plans have been developed jointly with neighbouring authorities when the location of the business was close to county administrative borders (and therefore attracted employees from various counties), such as Ikea when the travel plan was developed jointly between Nottinghamshire and Derbyshire County Councils.</p> <p>Representatives from the County Council were (and remain) active members of the national TravelWise and East Midlands Regional Group. A representative has also been on the Association of Commuter Transport Board of Directors since its inception in 1996. Significant work has been undertaken to both share and learn from best practice nationally. As a member of the regional TravelWise group, the group met to share best practice and develop new ideas. Through the group regional marketing campaigns have also been developed and delivered, pooling ideas and resources to deliver better value for money through economies of scale such as promotional posters on the benefits of walking and cycling on the health and the environment.</p> <p>A Commuter Planners Club (CPC) was established in 1996. As employers started to develop travel plans, the group evolved into a club consisting of employers (many of whom had adopted travel plans on their sites), district councils, hospitals and education establishments early in the first Plan period. Quarterly meetings were held throughout the first Plan period, with attendance of around 40-50 representatives</p>	<p>The CPC covers the whole of Nottinghamshire as well as the City of Nottingham. It was, however, decided that due to geographical diversity that a virtual group with contact via e-mail would also be beneficial for those in North Nottinghamshire and this was established to further support organisations.</p> <p>Partnerships developed very successfully over the LTP period. They have been further strengthened by the emergence of the GNTP and their lead in the development of the 'Big Wheel' marketing campaign. The 'Big Wheel' has helped support a clear message from the local authorities, local businesses and health sector regarding integrated transport choices under one brand. The brand is now being used for all schemes under the Smarter Choices theme across the whole of Nottinghamshire, such as on the new car sharing scheme Nottinghamshire.com launched in March 2006 and aimed at businesses and the general public across Nottinghamshire.</p>												

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>(covering 50,000 employees), and they provided an opportunity for organisations to share best practice in the adoption of travel plans. The model for the Nottinghamshire CPC has been replicated in other parts of the country and is highly regarded in mainland Europe.</p> <p>The County Council also worked closely with primary care trusts and hospitals. Travel plans have been implemented by the primary care trusts, acute trusts and new LIFT sites. The health benefits of increasing physical activity and the links to the promotion of cycling and walking have brought together the Council and health agencies within Nottinghamshire. One example of this is RideWise, Nottinghamshire's cycle training scheme. Piloted in 2003/04, the scheme has trained more than 400 people. RideWise has become a social enterprise and its Board consists of representative from the Greater Nottingham Transport Partnership (GNTP), primary care trusts, the County and City Councils, local businesses and cycle groups.</p> <p>Since the establishment of the GNTP in 2001, there has been the subsequent emergence of strategic partnerships for specific subjects throughout the whole county (encompassing the North Nottinghamshire LTP area). For example, the Council worked with Health Initiatives Group to promote the benefits of physical exercise and the links with travel choices. Further alliances with the Nottinghamshire Chamber of Commerce supported the launch of the TransACT scheme, and this was marketed and administered by the Chamber as well as Best Network and Business Link.</p> <p>Travel awareness campaigns were led largely by the Council's travel plan officers, and promoted consistent messages across the county (often through the Big Wheel marketing image). The annual awareness raising campaigns included local events such as 'Walk Week' encompassing businesses, schools and school travel plan officers, as well as car sharing road shows to events to support national campaigns. National Bike week, where existing and new cyclists are encouraged to cycle to work, is also actively supported by the County Council each year through a free 'biker's breakfast'. The event continues to expand with breakfasts provided to more than 200 cyclists.</p> <p>In support of European Car Free day the County Council rotate the 'In Town without my Car' event between the North and Greater Nottingham Plan areas. In 2002, the event was held in Newark to tie in with a proposed pedestrianisation scheme. Working with the bus operators, Chamber of Commerce, District Council and other traders, the proposed road was closed to all vehicular traffic as part of the event. Retailers set up on-street market stalls along with a Council exhibition of sustainable transport issues. To further promote public transport, the Council worked with transport operators and traders so that those who travelled to Newark by public transport on the day were given free refreshments. The timing of the event also offered the opportunity to form part of a consultation exercise on the town centre pedestrianisation proposals.</p> <p>Work on school and workplace travel plans was co-ordinated whenever possible. This was further enhanced through one travel awareness strategy for both to ensure consistency of approach, thereby the methods used in the successful implementation of workplace travel plans has been transferred to school travel plans (STPs) and vice versa. This has helped the Council also achieve its target to implement 79 STPs by the end of the first Plan period, as 95 DfT approved STPs were completed. Initially the two strands of work were in the same team, which was effective in developing strategy and policy and sharing best practice,</p>	

Summary of LTP1 commitments and activities	Delivery of LTP1 commitments	Changes to what was planned/ additional achievements
	<p>and the County also had a joint revenue budget to fund the two types of travel plans. Experiences learned in one area were then able to be transferred to the other as best practice. Whilst school travel plans were aimed largely at pupils, programmes overlapped with those of employee travel plans and benefited staff as well as pupils (such as 'walk week'). The needs of commuters were also considered as part of complementary school travel plan highway engineering schemes wherever possible, such as the provision of a cycle route from Coddington Primary school (in a rural village) to a major housing estate, which received greater priority as it also linked to a cycle network leading to an industrial site. Cycle storage facilities were also provided as part of the scheme.</p>	



## 4. Programme delivery

The County Council has successfully managed its funding over the first Plan period as shown in Table 4.1 below. The table highlights the difference in indicative allocations compared to actual allocations, as well as total LTP spend over the period. The County has been successful in obtaining funds through the performance element in relation to Integrated Transport Measures and this money has been utilised to boost the original programmes and help the Authority to meet its Plan objectives and targets. In all five years, total spend marginally exceeded funding allocation. This was achieved through careful programme management and by having a balanced programme with a range of scheme types and scales. The risk to total spend was mitigated by the utilisation of reserve schemes where any problems occurred. These reserve schemes were effectively schemes programmed for a future year that had been already designed and were thus ready to go. More details on this is provided in LTP2, Section 12.3 - Programme development and Section 12.6.3 - Project management.

Funding £000s	2001/02	2002/03	2003/04	2004/05	2005/06	TOTAL
<b>ITM</b>						
Indicative	3882	3441	3471	3629	3653	18076
Actual	3882	4061	4140	4574	3653	20310
Spend	3733	4275	4506	5292	4624	21830
<b>Maintenance</b>						
Indicative	10880	11323	8492	8492	8492	47679
Actual	10880	11323	8493	9900	7394	47990
Spend	13457	11265	8382	9566	7305	49975
<b>Total</b>						
Indicative	14762	14764	11963	12121	12145	65755
Actual	14762	15384	12633	14474	11047	68300
Spend	17190	15540	12888	14858	11329	71805

Table 4.1 Indicative and actual allocations compared to LTP spend over the period

The table above highlights only two elements of LTP funding, namely Integrated Transport Measures and Maintenance. These settlement levels have been supplemented by DfT through their support for the County Council's major scheme - the Mansfield Ashfield Regeneration Route. This ring-fenced money has allowed this significant regeneration scheme to be completed within the Plan period, with a contribution of £28.5m towards a total scheme cost of £34m.

This LTP capital funding is of limited value unless the Authority provides sufficient revenue funding to support and complement the programme. The County Council has spent on average £26m revenue funding per annum in this function and a massive £130m in total. The breakdown of this revenue funding is provided in Table 4.2 below.

Supporting Revenue Expenditure					
	2005/06	2004/05	2003/04	2002/03	2001/02
	£000's	£000's	£000's	£000's	£000's
Education Travel	5835	5847	5882	5534	4902
Bus support	4836	4805	4367	3796	3116
Concessionary Fares	719	768	610	668	661
Community Transport	218	203	156	149	144

Supporting Revenue Expenditure					
Public Trans (Prom & Info)	137	140	145	200	179
Rail support	41	88	275	502	469
Road Safety	511	541	571	445	467
Sustainability	165	98	93	125	158
Countryside Access	291	291	314	211	183
Highway Maintenance	13,543	12,363	15,088	14,267	12,026
Traffic Management	298	352	361	346	255
Bus shelter Maintenance	189	151	87	125	122

Table 4.2 Supporting Revenue Expenditure

In addition to the LTP capital and the County revenue, significant other funds have been utilised to maximise the benefits to the public of Nottinghamshire. These other funds have either been targeted at specific areas where the County wanted to make more rapid progress or utilised to provide additional benefits and thus provide real value for money. This has included over £20m County capital and £3m from external or private sources (as detailed in section 1.1). Throughout LTP1 the County has been negotiating (through district councils) developer contributions. Some of these have been utilised and are included in the £3m above, but there is also over £1.25m committed during LTP1 and now waiting to be spent during the next Plan period.

## 4.1 How funding has been spent

Table 4.3 shows the breakdown of the LTP capital elements per year in terms of both expenditure and numbers of schemes delivered. Categories of reporting have not been consistent throughout LTP1, with no pre-defined templates. Thus for this delivery report the figures have been re-evaluated and classified to be consistent with second LTP headings - allowing year on year comparisons to be made. Examples of some of the 3,000 schemes delivered are then highlighted in Table 4.4, using these categories and the links to the objectives identified - Environment (E), Safety (S), Economy (Ec), Social Exclusion (Soc Ex), Sustainable travel and transport (Sus) and Maintenance (Mnt). Furthermore Figures 4.1 to 4.3 highlight the location of these spends across the Plan area.

An analysis of Table 4.3 reveals that the top three scheme types (by number of schemes constructed) were:

- Bus infrastructure: 29%
- Road crossings: 25%
- Carriageway maintenance: 22%

However, in terms of actual expenditure, the council invested most heavily in:

- Carriageway maintenance: 61%
- Bridge maintenance: 7%
- Local safety schemes: 6%

Schemes were prioritised to deliver the strategies most effectively but the divergence between the two lists illustrates clearly the differences in average scheme costs amongst the different types of schemes. Bus infrastructure schemes are often small-scale improvements at bus stops that can be made very cheaply, whereas maintenance and local safety schemes are often larger scale expensive schemes.

Scheme Name	Gross Total	Net Total Costs	Total schemes	Number of schemes	Costs 2001/02	Number of schemes	Costs 2002/03	Number of schemes	Costs 2003/04	Number of schemes	Costs 2004/05	Number of schemes	Costs 2005/06
TOTAL	74,427	71,805	3,318	468	17,190	855	15,540	791	12,888	638	14,858	566	11,329
Bus infrastructure schemes	1,859	1,674	967	53	265	215	423	307	443	199	255	193	288
Bus Priority Schemes	920	888	11	3	143	1	179	3	53	4	506	0	7
Cycling schemes	2,590	2,395	92	23	656	24	550	16	415	17	456	12	318
PT Interchanges	468	312	9	3	187	2	64	2	3	1	29	1	29
Light rail schemes	0	0	0	0	0	0	0	0	0	0	0	0	0
Safer Routes to Schools	737	725	60	10	136	15	140	13	124	14	217	8	108
Local Safety Schemes	4,356	3,831	168	20	731	34	886	41	884	33	572	40	758
Maintenance - Carriageway and other	45,156	45,067	738	193	12,169	193	10,412	107	7,453	118	8,589	127	6,444
Maintenance - Bridges	5,014	4,908	67	13	1,288	7	853	13	929	27	977	7	861
Other Schemes	275	275	27	0	48	1	65	22	52	3	42	1	68
Park and Ride schemes	0	0	0	0	0	0	0	0	0	0	0	0	0
Road Crossings	1,942	1,942	835	80	187	294	424	213	432	161	497	87	402
New roads and Local Road Schemes	3,939	3,786	10	1	576	0	139	1	663	5	1,092	3	1,316
TM and Traffic Calming schemes	2,729	2,714	159	31	279	35	439	27	965	32	702	34	329
Travel Plans	900	809	130	27	181	26	237	19	211	12	118	46	62
Walking Schemes	3,542	2,479	45	11	344	8	729	7	261	12	806	7	339

Table 4.3 Schemes delivered over the plan period

Theme	Scheme	Outputs	LTP Objectives met					
			E	S	Ec	Soc Ex	Sus	Mnt
Bus priority	Infrastructure	<p>The Service 33 'Sherwood Arrow' bus quality corridor was launched, jointly with our partners Stagecoach, in June 2002. It included comprehensive infrastructure improvements, specific branding and new literature, leading to a 26% increase in bus patronage.</p> <p>Traffic signals were installed at the busy 'Shoulder of Mutton' junction in Annesley in August 2004 as part of the Rainbow 3 bus quality corridor. Buses had experienced delays trying to pull out onto the busy A611 from the junction. Signalisation enabled the buses to significantly reduce waiting times and improve punctuality.</p> <p>In 2002/03 a bus lane was built along a section of the A60 in Mansfield Woodhouse, on the approach to a busy junction. Journey time surveys show that buses save on average 1 minute 20 seconds per morning inbound journey; and at times as much as two minutes 24 seconds. This shows an excellent return on a scheme investment on less than £170k.</p>	•			•	•	•
Public transport interchanges	Opening of improved bus terminus in Worksop.	Bus interchanges at Retford, Sutton in Ashfield, Worksop, Tuxford and Ollerton and have been improved during LTP1. Improvements at the Worksop terminus included additional shelters, new saw tooth access for buses, CCTV, cycle parking, pavement widening, improved traffic flow arrangements and new information facilities.	•		•	•	•	
Bus infrastructure	Countywide programme of bus stop upgrades	Over 36% of the 2,529 bus stops have been upgraded with facilities such as new shelters, flags, timetable cases or raised kerbs.				•	•	•
Cycling	Completion of NCN route 6 & 64	Completion of 65km of NCN route 6, 37km of NCN route 64 plus a further 16km of cycle lanes and 40k of cycle tracks.	•	•		•	•	
	Cycle Design Guide	This guide was published in 2004 with the aim of providing Nottinghamshire County Council staff, their agents and partners a comprehensive, technical reference work for designing cycle facilities and for considering the needs of cyclists when designing other integrated transport and maintenance schemes.	•	•		•	•	•
	Cycle Working Groups	Consultation groups were set up to discuss implementation of cycle schemes, prioritise routes and offer community involvement in developing cycle infrastructure investment programmes. There are three groups in North Nottinghamshire, meeting quarterly in Newark, Bassetlaw, Mansfield/ Ashfield districts.	•	•		•	•	
	Production of Countywide Cycle Maps	Publication (and updated reprint) of County Council map showing cycle routes in the Plan area and giving guidance on safety issues.	•	•		•	•	
	Rural Rides Programme	The County Council has undertaken a programme of guided cycle rides throughout the LTP1 period. These free, inclusive, rides are designed to encourage new users to make use of the rural cycle network.	•			•	•	

Theme	Scheme	Outputs	LTP Objectives met						
	Ridewise Adult Cycle Training	RideWise is Nottinghamshire's cycle training scheme, piloted in 2003/04, the scheme has trained more than 400 people. RideWise has become a social enterprise and its board reflects a mix of local authorities, health representatives, local businesses and cycle groups.	•	•		•	•		
	Installation of cycle parking	Installation of cycle stands at 30 locations, including town and village centres	•	•		•	•		
Walking	Rural footway improvements	Completion of 23 new or improved footways, covering 7km. This has been complemented by footway improvements undertaken as part of carriageway maintenance schemes that extend this network considerably.	•	•		•	•	•	
	Carter Gate Pedestrianisation	A high quality pedestrianisation scheme was implemented on Carter Gate to transform this busy and congested road to an attractive, pedestrianised area.	•	•	•	•	•	•	
Travel Plans	Introduction of employee travel plans	Appointment of two travel plan co-ordinators (one for the County Council's own travel plan and one for external plan development). Delivery of 52 employee travel plans.	•	•	•	•	•		
	Introduction of school travel plans	Delivery of 76 plans, covering 56% of County's schools in North Nottinghamshire.	•	•		•	•		
Safer Routes to Schools	Countywide SRtS programme	Implementation of 60 Safer Routes to Schools schemes, complemented by a number of additional pedestrian schemes that improve access to schools.	•	•		•	•		
Local Safety	Implementation of programme of local safety schemes	Construction of 168 schemes, including a programme of improvements in the most deprived wards.		•	•	•	•		
Traffic management	Introduction of SCOOT and MOVA junction control	Commencement of a programme of SCOOT and MOVA installations at known congestion 'hot spots' to increase the capacity of these junctions without the need for additional road building.		•	•				
Road crossings	Dropped crossing programme	Installation of over 700 dropped crossings across the Plan area to assist pushchair and wheelchair users. Sites identified by district councils in consultation with local stakeholders.		•		•	•		
	DDA-compliance upgrades	Upgrading of all existing signalled crossing sites to DDA-compliant standards. The County Council is also undertaking a study into the feasibility of upgrading all signalled junctions to DDA standards.		•		•	•		
	Installation of formal pedestrian crossings	Installation of 32 new signalled pedestrian crossings, all located at or near local schools, shops, health or leisure facilities.		•		•	•		
New roads	MARR	A major regeneration scheme which built a 10km single carriageway road to the south and west of Mansfield. The scheme reduced traffic levels in the town centre and provided high quality pedestrian and cycle facilities along the route. It also opened up new land for development with the potential to employ 10,000 people.	•	•	•	•	•	•	
Maintenance	Improvement to highway condition	641 footway and carriageway maintenance schemes constructed comprising 399km of route.		•	•	•		•	
Bridge maintenance	Structural maintenance of bridges	Strengthening of 30 structures to carry 40 tonne vehicles, along with maintenance of a further 31 structures and 20 other maintenance schemes.		•	•	•		•	

Table 4.4 Schemes contributing to the LTP objectives



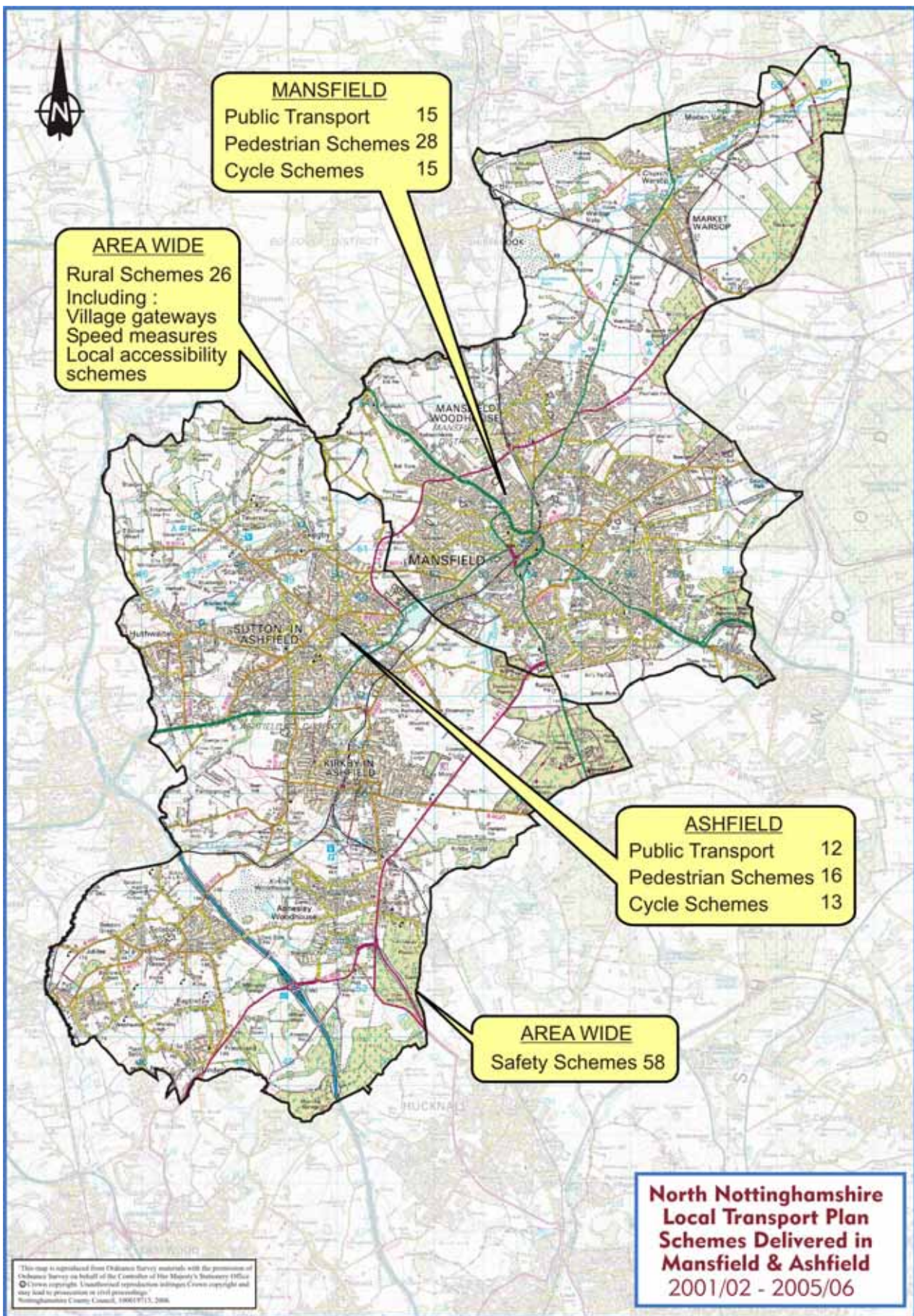


Figure 4.1 Schemes delivered in Mansfield & Ashfield



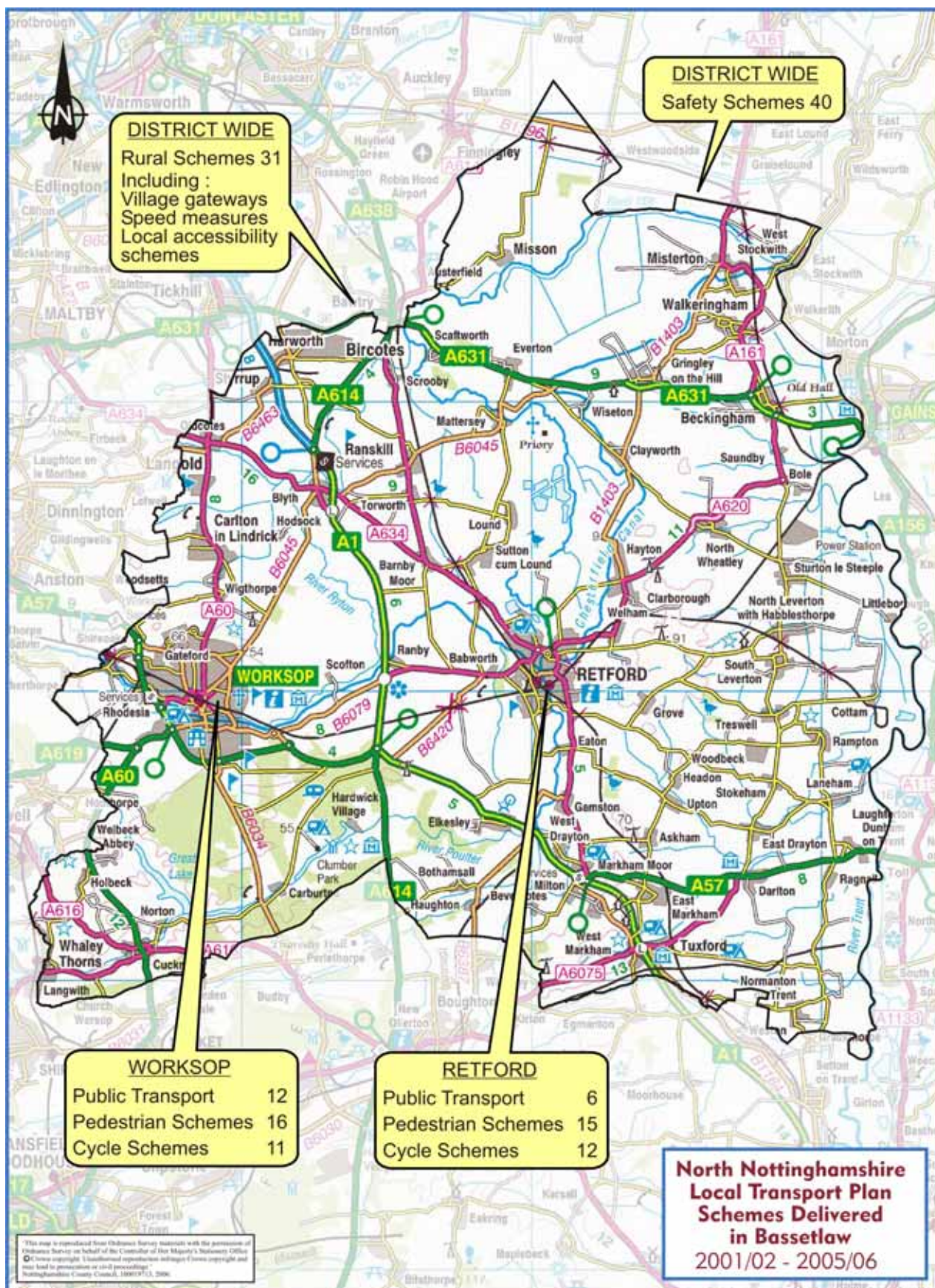


Figure 4.2 Schemes delivered in Bassetlaw



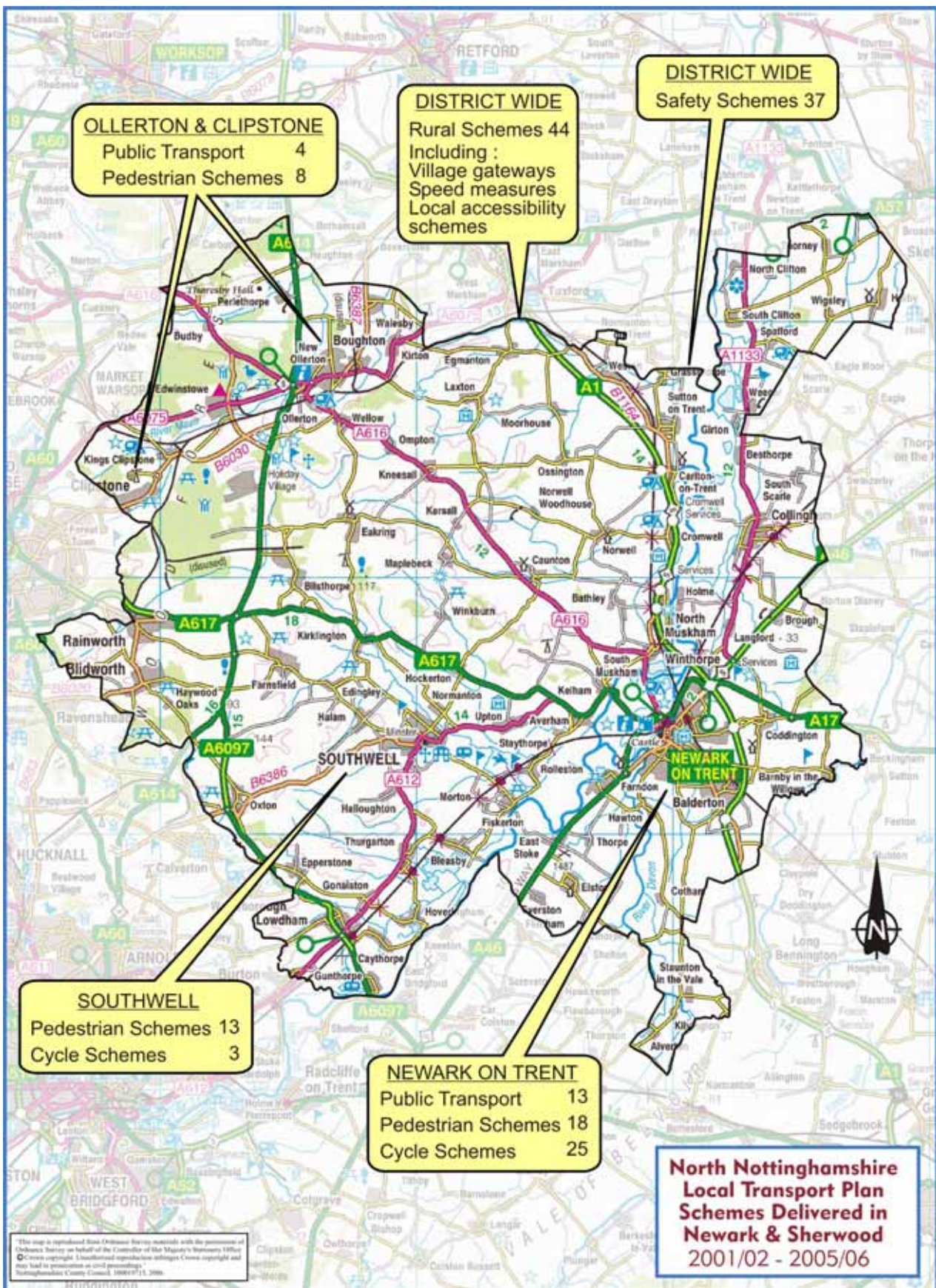


Figure 4.3 Schemes delivered in Newark and Sherwood

# 5. Progress towards targets

## 5.1 Performance against core indicators

The County Council set challenging but realistic targets. The targets were set with annual milestones to help monitor the performance of the Council in key strategy areas, and were used as indicators to judge the success of these strategies. It is important to note that a number of targets were altered over the course of the Plan due to changes in methodology and where this is the case these changes are also detailed below.

### Overall performance

Of the nine core indicators:

- 3 were achieved
- 3 are 'on track' to meet longer term 2010/11 targets
- 1 was not achieved
- 1 was not 'on track' to meet longer term 2010/11 targets
- 1 (light rail patronage) was not applicable to the Plan area

## 5.2 Road condition targets

The Council's progress towards meeting the four maintenance based targets - the condition of Principal Roads, Non-Principal Roads, Unclassified Roads, and footways - in the Plan area are set out below.

### Methodology

There have been significant changes in the way that road condition was monitored over the LTP1 period. Furthermore, the methodology for working out the indicators also changed. Deflectograph surveys were used for the first four years of LTP1 (2000/01-2003/04). During this period principal and non-principal road condition were both assessed based upon the methodology set out for best value performance indicators BV96 and BV97a respectively, and these indicators reported the percentage of the network which required investigation. From 2004/05 revised best value performance indicators BV223 and BV224a were introduced and SCANNER surveys were used to monitor the state of the network. During 2004/05 SCANNER surveys were used to determine the percentage of the network which required investigation, whilst in 2005/06 the surveys were used to report the percentage of the network requiring immediate attention.

Unclassified roads have been monitored using Course Visual Inspection throughout the Plan period. The performance indicator has, however, changed from BV97b to BV224b. BV97b was used during the first four years of LTP1 to determine the percentage of the network which required investigation, this methodology was also used in the first year of BV224b which was introduced in 2004/05. From 2005/06, however, BV224b required the Council to determine the percentage of the network requiring immediate treatment.

As a result of the changes in survey technique and the change in focus in terms of what status is required to be reported, it is not possible to compare the data recorded for each year of the first Plan period. Due to a lack of historic data collected in the form of the now accepted monitoring methodology, the Council has therefore adopted the targets detailed within the Delivery Report Guidance provided by DfT. This stipulates that no more than 12% of the Principal, Non-Principal or Unclassified road networks should require immediate attention, and that no more than 25% of footways require remedial works.



## Maintenance expenditure

Over £125m has been spent on maintaining the County's roads and footways during LTP1. In addition to this almost £8m has been spent on bridge maintenance and a further £8m on lighting maintenance. Funding gained through the LTP process has been supplemented by substantial revenue funding as detailed within Table 5.1 and Figure 5.1 below.

Funding Source	Amount
<b>Highway and footway maintenance</b>	
LTP capital	£59.63m
County capital	£0.01m
Other sources	£0.05m
<b>Bridge maintenance</b>	
LTP capital	£7.76m
County capital	-
Other sources	£0.11m
<b>Lighting maintenance</b>	
LTP capital	£1.62m
County capital	£1.61m
Other sources	£0.11m
<b>Revenue for all maintenance</b> - highways, footways, bridges and street lighting	£67m
<b>TOTAL MAINTENANCE FUNDING</b>	<b>£142.43m</b>

Table 5.1 Maintenance expenditure

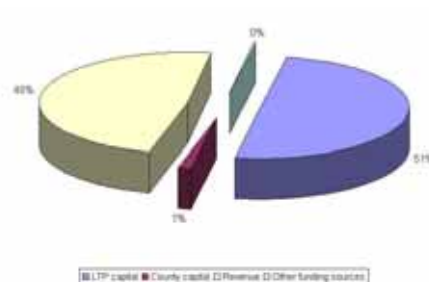


Figure 5.1 Breakdown of maintenance funding

## Bridge condition

Funding for bridge strengthening and maintenance (as detailed above) has delivered improvements in the condition of bridges. The 2006 indicators for bridge condition show an improvement from 87.2 in 2004 (when they were first monitored in this way) to 88.6 in 2006 for the overall stock score, and the critical stock score from 75.8 in 2004 to 78.2 in 2006. Performance in these areas is therefore on track to meet the Council's target for the overall stock and critical stock scores being in good condition (above 90) by 2010/11. Further detail on bridge strengthening, maintenance and condition stock is detailed within Section 3.4.2 - Bridge strengthening, of this report.

## Lighting condition

Similarly funding for street lighting maintenance and replacement (as detailed above) has also delivered improvements in the County's street lighting stock. The County Council set aside £4m on non-LTP County capital funding to further remove the backlog of below standard columns

during the period 2005-09. This has already started to see the rewards and by the end of LTP1 only 4% of columns in the Plan area were in 'poor' condition (a 4% reduction from 2005), with 81% in 'good' or 'excellent' condition. Replacement priority has been based on risk management from structural condition surveys and local needs identified through consultation.

### **BV223 – Principal roads (formerly BV96) – Achieved**

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Target	36%	30%	25%	20%	15%	12%
Actual	36%	26%	25%	20%	27%	2%

The County Council's target of 12% of the principal road network (PRN) requiring immediate attention (which is also DfT's requirement) has been easily achieved as can be seen in the table above. The performance in this target was consistently achieved throughout the Plan period (except for 2004/05 when the way that the surveys were collected changed). LTP1 placed a high priority on bringing the PRN up to a higher standard of repair to help aid regeneration, helping the economy through better communications, the improvement of the environment, reducing noise and traffic problems on the better maintained network and, with the provision of specified standards of surfacing, assisting road safety. Due to the higher priority the PRN received, approximately 58% of LTP1 maintenance funding was spent on the PRN (maintenance expenditure can be seen in figure 5.1 above) and this has helped to deliver considerable improvements. The 2005/06 figure of 2% puts the Council at the upper end of the top quartile of authorities in the country.

### **BV224a – Non-principal roads (formerly BV97a) – Achieved**

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Target	5%	5%	5%	8%	8%	12%
Actual	5%	21%	0.3%	8.1%	17.65%	8%

The County Council has met DfT's requirement that no more than 12% of the non-PRN requires immediate attention.

### **BV224b - Unclassified roads condition (formerly BV97b) - Not achieved**

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Target	2%	2%	2%	2%	9%	(7%) 12%
Actual	2%	1.3%	0.69%	11.2%	17.96%	14%

The County Council has not achieved the DfT's unclassified roads target. The actual performance though cannot be compared year on year for the maintenance indicator, with the targets shown reflecting those identified for the first four years of the period with the targets for the final year switching to those to meet DfT advisory standards. Please note that the targets were not updated in the earlier years of the Plan as no consistent data sets were available on which to base any new target predictions. The original targets set for unclassified roads were based on very inaccurate Coarse Visual Inspection (CVI) methodology and showed extremely good overall condition. This relative condition has not changed, just the methodology for assessing the data. Thus there is no evidence to suggest worsening condition over time as the data sets are not comparable and reflect both methodology improvements and results for different parts of the network. The limited funding pumped into this area was to an extent a reflection of the poor previous assessment methodology and thus the true condition of the network being unknown. As detailed above, the PRN received highest priority during the lifetime of LTP1 but greater priority will now be given to unclassified roads (as detailed below in remedial actions).

## **BV187 - Footway condition - Not achieved**

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Target	N/A	N/A	19%	19%	22%	15%
Actual	N/A	N/A	20.55%	26.9%	18.67%	27%

Much of the Council's focus for investment has been on local footways in response to community demand. These footways are on routes linking services in rural areas to improve accessibility or in residential areas that are of particular concern and importance to local residents. Consequently, funding has been directed into this area, on footways that are not covered measured by BV187.

### **Remedial actions**

In LTP1 the County Council placed a greater emphasis on bringing the PRN up to a good standard of repair to:

- Aid regeneration, in helping the economy through better communications
- Improve the environment, by reducing noise and traffic problems on the better maintained network, and
- Assist road safety, through the provision of specified standards of surfacing.

Therefore, despite accounting for 13% of the County's network, due to its higher priority the PRN received 58% of LTP1 maintenance funding. Non-Principal roads also received a greater funding allocation and consequently performance in these two areas has been very strong. This decision has been hugely successful with the County Council moving nationally from the bottom quartile to now being not only in the top quartile, but at its upper end. This has, however, clearly limited the improvements possible on the Unclassified and footway networks to date.

Given the high standards of Principal and Non-Principal Roads in the county, the focus of investment will now be changed so that the current standards can be maintained on the Principal and Non-Principal Roads and more priority given to the Unclassified and footway networks. The County Council have therefore also allocated additional non-LTP capital funds totalling £4m per year for the next four years to increase the speed at which the backlog within these parts of the network is addressed.

Greater consideration will also be given to funding the maintenance of footways through developer contributions secured as part of the planning process.

The Highway Asset Management Plan will also help ensure that the parts of the network that require greatest priority will receive appropriate treatments to improve the standards.

## **5.3 Public transport target**

### **BV102 – No. of bus passenger journeys – On track**

Data is collected from individual operators, and numbers are determined in line with defined national best value performance indicator methodology. This data is reported in the table below as thousands of bus passenger journeys (ie. boardings) per year in the county. The target requires the Council to achieve a 10% increase in patronage figures by 2010/11. The Council set annual milestones to help meet this target, which it has consistently met, and is on track to achieve the 2010/11 target.

There has been a step increase in these figures in each of the last two years. This is due to the Council collecting additional data to be more consistent with the approved methodology of BV102. As this is a BVPI, the County has shown consistent figures with those reported to the Audit Commission so as to avoid confusion. These adjustments were switching from only main operator results to all operators in 2004/05 and including additional contracts (school transport) in 2005/06. If both of these adjustments are removed and the figures recalculated for 2004/05

and 2005/06 to enable a true comparison to be made, then the indicator would read 28,532 and 28,956 for 2004/05 and 2005/06 respectively. These results are still well ahead of the set trajectories and confirm that Nottinghamshire is not only well 'on track' to meet its 2010/11 target of a 10% increase, but has met them as at the end of LTP1.

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Target	24579	25000	25500	26000	26394	26658
Actual	24579	25087	25874	26163	29352	32599

The Nottinghamshire Bus Strategy 2006/07 to 2010/11 submitted alongside LTP2 in March 2006, and the Public Transport Information Strategy (which is currently being reviewed to ensure its effectiveness) set out each of the measures that will contribute towards patronage growth. These measures include improving:

- Reliability and speed through the Bus Punctuality Improvement Plan, bus priority measures such as bus lanes and off-bus ticketing
- Network development through the Bus Management Performance Framework for tendered services and Bus Quality Partnership routes
- Fares and ticketing such as integrated and off-bus ticketing
- Interchange and waiting areas through the programme of station improvements and works to upgrade security, lighting, shelters and information at bus waiting areas
- Information through better awareness raising, improved timetabling and information provision at waiting areas.

## 5.4 Cycling target

### No. of cycling trips – Not on track

Data was collected using one day manual cordon counts around each of the four market towns in the Plan area.

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Target	1233	1400	1525	1650	1700	1750
Actual	1233	1471	1572	1304	1638	1482

Whilst some progress was made towards increasing the number of cycling trips in the Plan area (20% increase from the baseline), it was recognised that the methodology for collecting the number of cycle trips was flawed. Consequently revised methodology has been adopted to collect this data during LTP2.

### Remedial actions

In order to improve the numbers of people cycling the Council has also adopted a more holistic approach to delivering cycling schemes and is currently carrying out an extensive audit of the routes throughout Nottinghamshire with the intention of producing an aspirational cycling route map that will link the existing schemes. More effective marketing of both cycling generally as well as existing and newly opened routes has also begun in order to effect modal change. Further details on the Council's cycling strategy can be found in pages 121-129 of LTP2, Chapter 5, Accessibility, Section 5.6 - Vulnerable Road User Strategy. In addition to the extension of the network, these actions include:

- Marketing and promotion through the 'Smarter Choices' programme of work, development of travel plans which consider cycling, awareness raising not only of cycling generally but also of cycling facilities and schemes that are installed, the annual review of cycle maps and promotional events such as 'biker's breakfast'
- Safety and training through programme of local safety schemes, safety audits of cycling schemes and the programme of cycle training for adults and children

- Continue to seek developer contributions for cycling improvements as part of the planning process
- Engagement through the cycle working groups to consult on the develop of schemes and promotional campaigns, the Commuter Planners Club and with businesses through travel planning
- Improved monitoring of cycling levels.

## 5.5 Road safety targets

Data is collected from STATS19 forms provided by the Police, and numbers are determined using the defined national best value performance indicator methodology.

The County Council's casualty reduction targets matched the national targets set out by Government. Therefore by 2010 the Council aimed to achieve, compared to the averages for 1994-98:

- 40% reduction in the number of people killed or seriously injured
- 50% reduction in the number of children killed or seriously injured.

Annual milestones were set to help ensure that the 2010/11 casualty reductions were met and through an effective mix of education, enforcement and engineering, as well as encouraging people to adopt safer road user behaviour the road safety targets are on track to meet the 2010/11 targets, as detailed below. This successful approach, based upon analysis of casualty data, will be continued to help achieve 2010/11 targets.

### **BV99x – Number of people killed or seriously injured on roads in the authority – On track**

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Target	455	428	422	407	390	381
Actual	487	386	399	410	404	357

### **BV99y – Number of children (aged less than 16) killed or seriously injured in the authority – On track**

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Target	71	68	64	61	58	54
Actual	77	36	53	38	55	52

## 5.6 Accessibility target

### **Percentage of rural households within 800 metres of an hourly or better bus service – Achieved**

The performance in this indicator was calculated on an annual basis using current public transport data and following as far as possible the modelling assumptions used by DfT national core indicator calculations.

In order to previously calculate this indicator, rural settlements had first to be identified and then timetable data studied to determine the percentage of settlements within 800m of an hourly or better service. Due to the lack of quality NAPTAN data up to end of the first Plan period, this process was extremely labour intensive, and where there were uncertainties over service frequencies, caution prevailed. This was flagged up in previous APR submissions where analysis suggested higher figures but never on complete datasets. Fortunately, the Authority is now able to utilise Accession software to analyse this indicator accurately and as previously



suggested the percentage within 800m currently stands at 77%. This change in methodology was discussed in the APR of 2005. Rough comparable analysis using the old methodology implied a figure of only 60% which is still higher than the 56% target.

Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Target			56%	55%	55%	56%
Actual			56%	52%	55%	77%

The Council will continue to implement its successful approach to ensuring rural accessibility, through measures such as supported bus services, as part of its Accessibility Strategy. This indicator will, however, be replaced with a series of accessibility indicators (included within LTP2) covering access to a range of essential services.

## 6. Indicator tables

### 6.1 Core indicators

Core Indicator	Definitions		Year	Value	Year Type (Enter C for Calendar Year & F for financial Year)	Actual and Trajectory Data											Is your Local Authority on track to meet its target for this core	Please indicate if your reported or target figures have changed since you previously reported	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.	
						Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10				2010/11
Road Condition (% where structural maintenance should be considered)	(1) principal roads - BV96	Base Data	2000/01	36	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Achieved		SCANNER (see Section 5.2 of Delivery Report for details concerning this and previous methodologies).
		Target Data	2010	0		Actual Figures	36	26	25	20	27	2								
		Units		% in need of structural maintenance		Trajectories	36	30	25	20	15	12	9	6	4	2	0			
	Non principal roads - BV97a	Base data	2000/01	5	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Achieved		SCANNER (see Section 5.2 of Delivery Report for details concerning this and previous methodologies).
		Target data	2010	0		Actual figures	5	21	0.3	8.1	17.65	8								
		Units		% in need of structural maintenance		Trajectories	5	5	5	5	8	12	6	5	4	2	0			
(3) unclassified roads -BV97b	Base Data	2000/01	2	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not achieved		Coarse visual inspection of 25% of the network	
	Target data	2010	0		Actual Figures	2	1.3	0.69	11.2	17.96	14									
	Units		%		Trajectories	2	2	2	2	9	7	5	4	2	1	0				
Number of bus passenger journeys	Thousands of bus passenger journeys (i.e. boardings) per year in the authority - BV102	Base Data	2000/01	24579	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track		Bus operators' figures
		Target data	2010	27037		Actual figures	24579	25087	25874	26163	29352	30320								
		Units		1,000 bus passenger journeys		Trajectories	24579	25000	25500	26000	26394	26658	26925	26950	26975	27000	27037			
Bus passenger satisfaction	Percentage of bus user satisfied with	Base Data	2000/01	57%	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track		Tri-annual BVPI surveys

Core Indicator	Definitions		Year	Value	Year Type (Enter C for Calendar Year & F for financial Year)	Actual and Trajectory Data											Is your Local Authority on track to meet its target for this core	Please indicate if your reported or target figures have changed since you previously reported	Please outline the methodology and source of data used to calculate your figures. Also include any other relevant information.	
						Actual figures														
	local bus services - BV104u	Target data	2010	67%		Actual figures	62	N/a	N/a	67	69	N/a								
		Units		% bus users satisfied with services		Trajectories	62	N/a	N/a	66	N/a	N/a	71	N/a	N/a	75	N/a			
Number of cycling trips	Number of cycling trips at a representative number of counting points	Base data	2000/01	1233	C	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Not on track		Manual count at a cordon around each of the market towns
		Target data	2010	3699		Actual figures	1233	1471	1572	1304	1638	1482								
		Units		Number		Trajectories	1233	1400	1525	1650	1700	1750	1800	1850	1900	1950	2000			
Number of deaths and serious injuries (all ages)	Number of deaths and serious injuries on the roads in the authority	Base data	94-98	487	C	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track		Police 'Stats 19' reports
		Target data	2010	292		Actual figures	487	386	399	410	404	357								
		Units		Number		Trajectories	455	438	422	407	390	381	358	342	352	309	292			
Number of children killed and seriously injured	Number of children (aged less than 16) killed or seriously injured in the authority	Base data	94-98	77	C	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track		Police 'Stats 19' reports.
		Target data	2010	39		Actual figures	77	36	53	38	55	52								
		Units		Number of child KSIs		Trajectories	71	68	64	61	58	54	51	48	45	42	39			
% of rural households within 13 minutes walk of an hourly or better bus service	% of rural households within 800 meters of an hourly or better bus service	Base data	2002	56	F	Year	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Achieved		Accession software using census and bus timetable information.
		Target data	2010	56		Actual figures			56	52	55	77								
		Units		%		Trajectories			56	55	55	56								

Table 6.1 Core indicators pro-forma

## 6.2 Local indicators

Local objectives contained in LTP	Local Performance indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline data	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On track / not on track?	Source of data	Links to national PSA / 10 year target
To improve safety for all road users	Number of casualties - slightly injured	T11 slight casualties down 10% on 1994-98 average by 2010	2033 casualties ('94 - '98 ave)	1969	2111	1947	1823 (1931)	<b>1957</b> (1915)	(1898)	(1881)	(1864)	(1847)	(1830)	Not on track	Police 'Stats 19' reports	3,5
	Number of school travel plans	T7 implement a school travel plan programme (18 schools per annum)	5	17	35	43	63 (61)	<b>95</b> (79)	(97)					On track	Council records	

Local objectives contained in LTP	Local performance indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline data	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On track / not on track?	Source of data	Links to national PSA / 10 year target
To promote sustainable travel and transport	Length of shared or segregated cycle lane or path	T3 Additional urban cycle network 120 km by 2006	83 km	93.5 km	100 km	100 km	114 km (106 km)	( <b>118 km</b> ) (113 km)	(120 km)					On track	Council records	2, 5, 6
	Length of shared or segregated cycle lane or path	T4 Additional rural cycle network 150 km by 2006	95 km	100 km	117 km	123 km	138 km (132 km)	( <b>142 km</b> ) (141 km)	(150 km)					On track	Council records	
To reduce social exclusion and rural isolation	Percentage of pedestrian crossings (inc zebras) with facilities for disabled people	T6 Crossings with disabled facilities up to 100% by 2006	64%	71%	69%	94%	98% (100%)	( <b>100%</b> ) (100%)	(100%)					On track	Council records	
	Number of Shop Mobility schemes in operation	To provide facilities in all urban areas	3	3	3	3	3 (3)	<b>3</b> (3)	(4)	(4)	(4)	(4)	(5)	On track	District records	
Enhance and protect the environment	Number of Travel Plans	T12 Number of organisations actively implementing travel plans(20% of major employers by 2006)	0	7 (12%)	9 (15%)	11 (11%)	12 - 20% (12-20%)	<b>13- 22%</b> (12-20%)	(12-20%)					On track	Council records	

Local objectives contained in LTP	Local performance indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline data	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On track / not on track	Source of data	Links to national PSA / 10 year target
To promote sustainable travel and transport	Number of Bus Quality Partnerships	Number of Bus Quality Partnership routes 1 per annum	3	4	5	7	9 (8)	<b>9</b> (9)	(10)					On track	Council records	1,2

Local objectives contained in LTP	Local performance indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline data	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On track / not on track	Source of data	Links to national PSA / 10 year target	
To promote the economy	Public transport's modal share of journeys to work	Public transport's share of journeys to work in the market towns up 50% by 2011	15%	18%	17%	18.4%	21.4% (19%)	( 22.1% ) (20%)	(20)	(21)	(22)	(22)	(23)	On track	Annual traffic cordon surveys in Newark, Retford and Worksop		
		Public transport's share of trips into West Nottinghamshire town centre up 25% by 2011	28%	12%	26%	29.9%	26.9% (31%)	( 27.4% ) (31%)	(32)	(33)	(33)	(34)	(35)	Not on track	Annual traffic cordon surveys in Mansfield		
	Flows into centres (9 hour weekday ave)																
	Mansfield	Limit traffic growth by end of plan period to 2%	39,550	42,600	42,050	41,000	44,300 (40,500)	42,000 (40,350)						Not on track	Annual traffic cordon surveys		
	Newark	Limit traffic growth by end of plan period to 6%	30,700	29,650	28,950	27,800	30,850 (30,000)	27,300 (32,550)						On track			
	Retford	Limit traffic growth by end of plan period to 6%	24,650	24,800	22,750	24,200	23,900 (25,000)	24,350 (26,150)						On track			
	Worksop	Limit traffic growth by end of plan period to 6%	16,900	17,550	15,450	14,900	16,000 (16,000)	15,750 (17,900)						On track			

Local objectives contained in LTP	Local performance indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline data	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On track / not on track	Source of data	Links to national PSA / 10 year target
To enhance & protect the environment	Vehicle kilometres travelled by motorised traffic by Plan Areas	Limit traffic growth in West Notts to 9% by 2011	1999 data 1.105b veh kms	0.956	0.972	1.085	1.11 (1.04)	( 1.13 ) (1.05)	(1.06)	(1.07)	(1.08)	(1.09)	(1.11)	Not on track	12 permanent automatic counters and 49 temporary automatic counters	4,5
		Limit traffic growth in rural areas to 16% by 2011	0.763b veh kms	0.763	0.796	0.782	0.80 (0.80)	( 0.81 ) (0.81)	(0.83)	(0.84)	(0.86)	(0.87)	(0.89)	On track		
	Modal share of journeys to work	Modal split	PI base 2001 using travel plan data												Surveys undertaken at employers with Travel Plans (1991 census used as base for target)	
		<b>Plan area (by 2011)</b>													On track	
		Non-motorised modes' share up 25%	7%	10%	7%	8%	8%	8% (8%)	(8%)	(8%)	(8%)	(9%)	(9%)	(9%)		
Cycling up 30%	2%	2%	4%	3%	3%	3% (3%)										

Local objectives contained in LTP	Local performance indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline data	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On track / not on track	Source of data	Links to national PSA / 10 year target		
							(3%)	(3%)	(3%)	(3%)	(3%)	(3%)	(3%)					
		Walking up 20%	5%	4%	3%	3%	3%	5%	(3%)	(3%)	(3%)	(3%)	(3%)				(3%)	
		<b>West Notts (by 2011)</b>															On track	
		Public transport's share up 8%	4%	3%	11%	5%	7%	7%	(7%)	(5%)	(5%)	(5%)	(5%)	(5%)				
		Car's share down 7%	89%	90%	82%	84%	85%	85%	(85%)	(86%)	(85%)	(85%)	(84%)	(84%)				(83%)
		Non motorised modes' share up 16%	6%	6%	5%	7%	6%	6%	(6%)	(6%)	(7%)	(7%)	(7%)	(7%)				(7%)
		<b>Rural (by 2011)</b>															On track	
		Public transport's share up 33%	7%	3%	3%	2%	6%	6%	(6%)	(4%)	(5%)	(6%)	(7%)	(8%)				(9%)
		Car's share down 7%	84%	85%	87%	85%	82%	82%	(82%)	(82%)	(81%)	(80%)	(79%)	(79%)				(78%)
		Non motorised modes' share up 10%	9%	10%	8%	13%	12%	11%	(11%)	(10%)	(10%)	(10%)	(10%)	(10%)				(10%)
Promote sustainable travel and transport	Occupancy of cars travelling into town centres	Car occupancy rate up 10% by 2011	140 in 1999	1.39	1.41	1.40	1.41	( 1.39 )	(1.42)	(1.43)	(1.44)	(1.45)	(1.46)	(1.54)	Not on track	Annual traffic cordon surveys in Market Towns		
	Average occupancy of cars on inter urban routes	Car occupancy rate up 10% by 2011	1.34	No data	1.35	1.33	1.33	(1.32)	(1.35)	(1.36)	(1.37)	(1.38)	(1.39)	(1.39)	Not on track	Annual manual counts at 10 locations		

Local objectives contained in LTP	Local performance indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline data	2001 /02	2002 /03	2003 /04	2004 /05	2005 /06	2006 /07	2007 /08	2008 /09	2009 /10	2010 /11	On track / not on track	Source of data	Links to national PSA / 10 year target
	Modal split of children travelling to school	Limit percentage of school travel by car (maximum 25% by 2006)	32%	27%	29%	30%	29% (28%)	( 31% ) (27%)	(25%)					Not on track	Local annual school survey	

Local objectives contained in LTP	Local performance indicators contained in LTP	Local targets or outcomes contained in LTP	Baseline data	2001/ 02	2002/ 03	2003/ 04	2004/ 05	2005/ 06	Source of data
To improve safety for road users	Number of people taking part in training for cyclists	Maximise availability of training for those who wish to participate	2,100	1,871	2,019	1,657	301	2107	Council records
To reduce social exclusion and rural isolation	Number of Dial-A-Ride users	Maximise availability for those wishing to utilise services	1,556	1,779	2,016	2,234	1,718	2,182	District Councils
	Number of incidences of cycle theft	Limit incidences to a minimum	1,317	1,254	1,041	1,110	895	979	Council records
	Number of concessionary fare holders	To increase uptake of concessionary fare passes	38,268	N/A	44,100	39,698	49,934	55,865	Council records