

APPENDIX 1

PROPOSED STRATEGIC PASSENGER TRANSPORT FRAMEWORK 2014

The changes to the current performance framework are highlighted in bold italics.

Number	Factor	Performance/level	Score
1	Index of Multiple Deprivation (IMD) score of settlements served <i>(please see note b)</i>	<i>Worst 5% (most deprived)</i> <i>6-25%</i> <i>26-50%</i> <i>51-75%</i> <i>76-95%</i> <i>Best 5% (least deprived)</i>	<i>6</i> <i>5</i> <i>4</i> <i>3</i> <i>2</i> <i>1</i>
2	Car ownership levels in settlements served <i>(please see note c)</i>	Bottom 25% (low levels of car ownership) 51-75% 26-50% Top 25% (high levels of car ownership)	6 4 2 0
3	Primary journey purpose	<i>More than one of the Main (1-4) journey purposes</i> <i>More than one in each category (Main and Secondary)</i> <i>1)Main centres of employment</i> <i>2)Main centres of training</i> <i>3)Health facilities</i> <i>4)Essential shopping</i> <i>More than one of the Secondary (5-6) journey purposes</i> <i>5)Non-essential shopping</i> <i>6)Leisure/tourism facilities</i>	<i>7</i> <i>6</i> <i>6</i> <i>5</i> <i>4</i> <i>3</i> <i>3</i> <i>2</i> <i>1</i>
4	Availability of alternative commercial Public Transport services in settlements served <i>(please see note a)</i>	No other alternative services in time period <20% of service frequency standard met 21-40% of service frequency standard met 41-60% of service frequency standard met 61-80% of service frequency standard met >80% of service frequency standard met Service frequency fully met in	6 5 4 3 2 1 0

		time period	
5	Cost per passenger	<£1 £1.00-£1.99 £2.00-£2.99 £3.00-£3.99 £4.00-£4.99 >£5	5 4 3 2 1 0
6	Passengers per journey	>20 16-20 11-15 6-10 1-5 0	5 4 3 2 1 0

Notes

The total score for each Local Bus contract is calculated by adding the scores for each variable listed (maximum score 35). A score of 30 or over will usually be retained in any review of services * A contract with a high total score (20-29) is more likely to be retained in any review of services*. A contract with a low total score (below 20) means that the contract is considered to be 'at risk' and should be further investigated.

* Please note if any service has costs per passenger lower than a £1 it should be considered for commercial operation

(a) The availability of alternative public transport services in each settlement served by a contract is scored according to the extent to which all commercial bus and rail/tram services in the settlement meet a defined service frequency standard for the time period in which the contract operates. Service frequency standards for each settlement have been calculated for three main time periods:

Monday to Saturday daytime (0600-1800hrs); Monday to Saturday evenings (1800-24:00hrs); Sunday all day (0600-2400hrs).

The service frequency standards set for each time period are:

Monday to Saturday daytime – hourly service;
Monday to Saturday evening – 2 hourly service;
Sunday all day – 2 hourly service.

A settlement with an alternative commercial service operating at an hourly frequency or better will score lower than a settlement with no alternative public transport facilities available if the particular contract was withdrawn.

Definition of settlements:

Super Output Area (SOA) is a spatial/areal unit of some 500 households, 1500 population, smaller than a census ward. There are 497 SOAs in Nottinghamshire, up to 4 SOAs can be

included in a ward. The index of multiple deprivation is published at this level of geography, and 2011 census data can be provided at this level of geography.

County Parish - an administrative area of the County - often with a Parish Council. Smaller in population than an SOA . 2011 census data is available at this level of geography.

East of County – County Parishes

West of County – Super Output Areas (SOA)

Urban areas of Mansfield, Sutton, Kirkby, Worksop, Retford, Newark – Super Output Areas (SOA)

- b) The Index of Multiple Deprivation (IMD) for each settlement served is based on the percentage ranking of each Super Output Area (SOA) in Nottinghamshire in relation to the national ranking of the most deprived Super Output Area (SOA) in Nottinghamshire.

The components of the IMD contains 37 factors split into 7 weighted domains as follows:

1. Income
2. Employment
3. Health and Disability
4. Education skills and training.
5. Barriers to Housing and services
6. Crime
7. Living environment

For more details on the domains and factors :

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6320/1870718.pdf

- c) Car ownership levels are defined as the percentage of total households within each settlement with no car or with only 1 car and 2 or more people aged 17 or over.
- d) The scores associated with IMD, car ownership and availability of alternative public transport services are weighted by the population of the settlements served by the local bus service contract in question.