

28 November 2019**Agenda Item:4**

REPORT OF CORPORATE DIRECTOR, PLACE

INTEGRATED TRANSPORT MEASURES PROGRAMME

Purpose of the Report

1. The purpose of this report is to seek Committee endorsement on the monitoring of the integrated transport objectives and programme elements and to update Committee on progress against transport related indicators.

Information

Programme monitoring

2. A strong set of monitoring measures and systems are essential to allow us to track and monitor the impact the highways programmes are having against the Council's priorities. Only by regular reporting and thorough evaluation can we understand where we are really making the difference we set out to achieve, and where we need to adapt, change or stop projects and services we are providing.
3. The County Council has therefore selected a combination of indicators with a view to ensuring that all aspects of strategy delivery are monitored. This ensures that all programmes and individual projects can be justified in terms of their contribution towards achieving the local strategic objectives but also reinforces their contribution to national objectives. A hierarchy of indicators has been developed which is:
 - **key outcome indicators** for the relevant national indicators and any other indicators that directly measure the achievement of transport objectives
 - **intermediate outcome indicators** which represent proxies or milestones towards key outcomes and includes targets for some national indicators (e.g. bus punctuality), and
 - **contributory output indicators** measuring the delivery of schemes, policies or initiatives that will contribute towards the achievement of targets in the two categories above. Targets have not been set for output indicators as these are only used to monitor trends.
4. The current indicators, approved by Communities & Place Committee in May 2018 as part of the Local Transport Plan implementation plan 2018/19 to 2020/21, as well as progress against their targets are detailed in appendix 1 to this report (although contributory output indicators don't have targets the current levels have been compared with the previous year in appendix 1 to show the trend).

5. As this report concerns only the integrated transport measures, the monitoring or review of maintenance of the highways assets is not included within this report or any associated presentations (innovation in maintenance techniques was, however, considered by this Committee at its January and March 2019 meetings; and highway asset management, including repair criteria, is scheduled for consideration by this Committee in 2020).
6. The County Council works with a range of organisations to inform and advise on best practice in the development of highways programmes and to ensure that the programmes deliver value for money. The Department for Transport periodically commissions studies on the effectiveness of the integrated transport block and smaller highways schemes to help highway authorities identify and prioritise future highways programmes. The Council also undertakes reviews of the local outcomes of integrated transport programme elements and individual schemes in order to help determine their value for money.
7. Reviews of the impacts are undertaken on many individual schemes and this is often a specific condition of securing external funding. These reviews include the reductions in casualties where local safety schemes have been delivered and increases in cycling levels following the introduction of cycling infrastructure. The County Council also undertakes periodic reviews of elements of the integrated transport programme, including recent reviews of effectiveness of interactive speed signs and the local impacts of pedestrian crossings. It is proposed that future reviews could include the impacts of new and improved bus infrastructure and changes in local speed limits.

Other Options Considered

8. The other options considered are set out within this report and its accompanying presentation.

Reason/s for Recommendation/s

9. The strategies and integrated transport programmes detailed within this report and its associated presentation have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives. The packages of measures and the programmes reflect a balance of member, public and stakeholder requests and priorities, evidence of need (including technical analysis), value for money (including the co-ordination of works) and delivery of the County Council's vision and transport objectives.

Statutory and Policy Implications

10. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

11. The financial implications, including budget allocations, are determined at the Full Council meeting in February of each year. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids.

Public Sector Equality Duty implications

12. All programmes detailed within this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.
13. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

Implications for Sustainability and the Environment

14. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both of these groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). All of the programmes and measures contained within this report have therefore been developed to address congestion, its knock-on effects on air quality and its impacts on local communities.

RECOMMENDATION/S

It is recommended that Committee:

- 1) Endorse how the integrated transport programme is monitored to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives; and to consider whether any other monitoring is required.

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Constitutional Comments (EP 22/10/2019)

15. Communities and Place Committee is the appropriate body to consider the content of the report.

Financial Comments (GB 31/10/2019)

16. This report relates to the performance of the Integrated Transport Measure (ITM) capital programme which is approved in the Communities and Place capital programme. The total approved ITM budget for 2019/20 currently stands at £7.3m with all future year budget allocations being determined as part of the Annual Budget Report to Full Council in February of each year.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Integrated Transport Measures Programme – 26 September 2019 Communities & Place Review and Development Committee
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2018/19-2020/21
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Highways Capital & Revenue Programmes 2019/20 – 7 March 2019 Communities & Place Committee
- The Council Plan 2017-2021 'Your Nottinghamshire, Your Future' – July 2017
- Place Departmental Strategy – January 2018

Electoral Division(s) and Member(s) Affected

- All

Appendix 1 – Indicators to be monitored during the 2018/19-2020/21 Implementation Plan period

Key	
	On target
	Not on target but likely to be on track by 2021
	Not on target and at risk of not meeting target

Theme	Key outcome indicators	Progress	Intermediate outcome indicators	Progress	Contributory output indicators	Progress
Economy – reducing congestion	Average journey time per mile during the morning peak on the urban centre networks in the county		Traffic flows into town centres		Number of registered car sharers on nottinghamshare	
			Number of local bus and light rail passenger journeys originating in the authority area		Public satisfaction with passenger transport information	
	Changes in areas wide traffic mileage (vehicle kilometres travelled)		Bus services running on time		Public satisfaction with driver behaviour	
			Public satisfaction with local bus services		New travel plans approved	
Safety	People killed or seriously injured in reported road traffic accidents		People slightly injured in reported road traffic accidents			
	Children killed or seriously injured in reported road traffic accidents					
Health and wellbeing – active travel	Child obesity levels	Currently no targets set	Cycling levels		Number of children undertaking cycle training	
					Length of shared or segregated cycle lane or path	
					Footfall in market towns and district centres	
Environmental factors	Number of air quality management areas (AQMAs) on County Council managed roads		Particulate levels in air quality management areas (AQMAs)			
	CO ₂ emissions from road transport	Not currently available				
Thriving place and communities – accessibility	Accessibility to public transport services	Not currently available			Number of fully accessible buses	
					Provision of information at bus stops	
					Provision of real-time information	
					Take-up of concessionary fare passes	