

Chapter Seven:

Strategic Accessibility Assessment of Greater Nottingham

Introduction

- 7.1. The Strategic Accessibility Assessment largely draws upon existing data sources and information including the 2001 Census, the Indices of Deprivation data, the accessibility analysis set out in the City Council's Bus Accessibility report (2003), and data gathered for the community plans including "One Nottingham – One Plan", as well as views and information gathered from partners at a series of themed workshops held between March and June 2005 and additional mapping using Accession including recalculations of the DfT's core accessibility indicator sets. This data is supplemented by local travel information collected through the biennial Personal Travel Survey.

Overview

- 7.2. Visitors to the centre of Nottingham see a prosperous fast-changing city shared by many different communities. It is the home to two universities, futuristic new industries and is one of the UK's six Science Cities. Over £300 million has been spent on transport in the last 5 years including Line One of Nottingham Express Transit. Nottingham is one of the top five shopping spots in the UK and the city centre is expanding outwards into three new regeneration zones, the Eastside, Southside and Waterside.
- 7.3. However this prosperity is not shared out equally. Nearly 60% of people who work in the City live outside its boundaries while over 40% of Nottingham's own residents live in the most deprived 10% of England's neighbourhoods. Overall Nottingham is the 7th most deprived place in the country. This means that Nottingham's residents have far more than their fair share of society's problems: Despite improvements educational achievement is still below the national targets and only 63% of people are in employment compared to 75% nationally. This figure rises to 70% for Greater Nottingham but is still below the national average.¹ Most shocking of all, people in the richest areas of the City live on average thirteen years longer than those in the poorest parts.
- 7.4. The rural parts of the plan area generally have little or no deprivation compared to the urban areas. However there are some pockets of rural deprivation mainly around the former ex-mining community of Cotgrave. This neighbourhood also has a high proportion of the population with a limiting long term illness and is classified in the 2004 'Social Need in Nottinghamshire Survey' as suffering from moderate social need.
- 7.5. As the following analysis shows, those with the greatest level of need largely live within the most accessible parts of Greater Nottingham in the urban area, whereas those who have a lower level of geographical proximity to key services in the rural areas of Broxtowe, Gedling and Rushcliffe are generally more affluent and therefore

¹ Annual Population Survey April 2004 – March 2005 ONS

more mobile. This data is supplemented by local travel information collected through the biennial Personal Travel Survey 2005, which asked respondents how easy they found it to access health services, schools, food shops, work and leisure facilities. Generally, access to all of these key services in the Plan area was found to be good with less than 10% of survey respondents finding access to any of these services difficult or very difficult.²

- 7.6. It is important to remember that improving accessibility is not just about geographical access, proximity to services or public transport provision but about improving equality of opportunities by considering how services are delivered, providing appropriate information about transport options and how to use transport services, ticketing and concessionary fares, perceptions of safety and people's travel horizons and expectations. This is why ongoing working with partners will be such a key part of the accessibility planning process.

Demographics and Social Need

- 7.7. The latest population figure (mid-2004) for the Plan area is 632,100³. The 'Study of Social Need in Nottinghamshire'⁴ found that 38% of Nottinghamshire's population live in areas experiencing social need. This rises to 74% in Nottingham City. Broxtowe East and West are among the highest scoring zones in the City and all 4 zones in St Ann's experience extreme social need. Other clusters experiencing extreme social need in the City include Bestwood, Bulwell, Top Valley and Aspley. In the wider conurbation, the areas of Eastwood and Arnold (Killisick) experience serious social need, together with parts of Ashfield which has multiple zones exhibiting extreme social need.
- 7.8. The ethnicity profile of the Greater Nottingham population is broadly similar to that of the national population.⁵ The population profile of the City area is more diverse with higher numbers of residents in the Mixed, Asian/Asian British and Black/Black British ethnic groups comprising 15% of the City's population.⁶ The proportions of residents of pensionable age for both the Plan area as a whole and Nottingham City are similar to the national level of around 20%. The City has a higher than national average of young people in the 18-24 years old age band which is largely due to the significant student population attending the two universities.⁵ People not in the White British ethnic group and people of pensionable age are more likely than average to experience social need and the specific needs of people in these groups will be considered across each of the accessibility priorities as appropriate.
- 7.9. The Index of Multiple Deprivation (IMD) 2004 shows that of the 414 Super Output areas in Greater Nottingham, 81 are in the worst 10% of areas in England, and 125 are in the worst 20% as shown in Figure 7.1, Index of Multiple Deprivation in Greater

2 Personal Travel Survey, Transport and Travel Research Limited, June 2005

3 Office for National Statistics (ONS) 2004 Mid-Year Estimates for Districts and primary care organisations.

4 Study of Social Need in Nottinghamshire 2004, Nottingham City Council

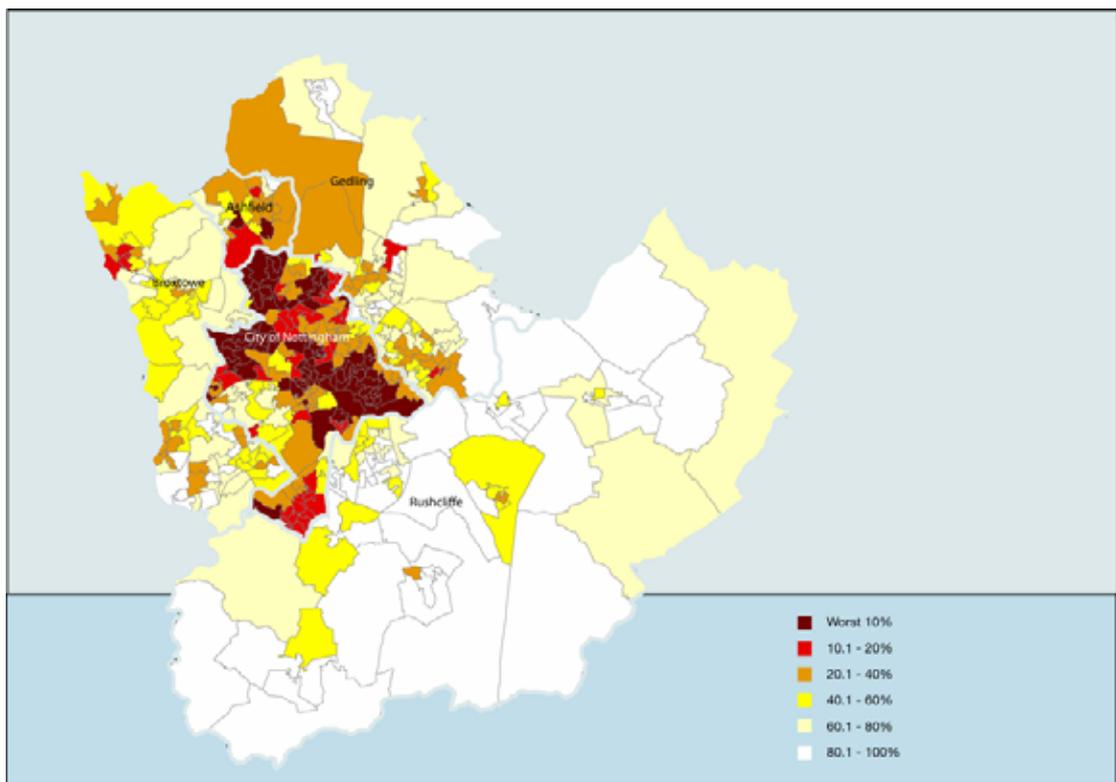
5 2001 Census, Greater Nottingham profile, prepared by Nottingham City Council Nov 2004

6 2001 Census, Nottingham City profile prepared by Nottingham City Council June 2003

Nottingham. There is a concentration of the worst areas in Nottingham City; 79 (45%) of the 176 areas are in the worst 10% nationally which means that 69% of the City's population live in the most deprived 10% of areas in England. These areas are concentrated in the inner city (particularly St Ann's, Arboretum, Sneinton, Hyson Green, Radford and The Meadows) and the north-west (Bulwell, Aspley, Broxtowe Estate, Bestwood and Bestwood Park). Outside of the City, two areas in Hucknall are in the worst 10% nationally and parts of Eastwood, Arnold and Netherfield are in the worst 20%. Elsewhere in the County area, there is a significant element of rural deprivation at Cotgrave, a former mining community in Rushcliffe.

- 7.10. These trends remain broadly true if the IMD data is examined at individual domain levels although the maps for individual domain datasets highlight where there are local differences between Super Output Areas with regards to needs and these are discussed under each of the accessibility themes.

Figure 7.1: Index of Multiple Deprivation in Greater Nottingham 2004



© Crown copyright. All rights reserved. 100019317. 2006.

Quality of Life

- 7.11. How people feel about their local neighbourhood can determine the places they travel to and how they make those journeys. If people feel afraid or intimidated either by the local environment or anti-social behaviour this deters people from walking, cycling or waiting for a bus, and in extreme cases this can prevent more vulnerable residents from going out at all. Traffic levels, road safety, lighting, street maintenance, levels of graffiti, litter and vandalism and perceptions of crime and actual crime levels can all create a negative and unwelcoming environment. Therefore these factors need to be considered within the Accessibility Strategy.
- 7.12. Two-thirds of City residents are satisfied with their neighbourhood and Nottingham as a place to live due to the proximity and quality of shops and good public transport links. However levels of safety and crime in local neighbourhoods are causes of dissatisfaction with 61% of residents feeling that the fear of crime has a moderate or great effect on their quality of life.⁷
- 7.13. Although the majority of residents say that they feel safe in the daytime, many feel unsafe after dark, particularly in Nottingham City Centre, and 10% of residents feel unsafe whilst walking alone in their neighbourhood during the day and 54% at night.⁷ The 2003/04 General Best Value Performance survey identified the following local concerns: teenagers hanging around on the streets, vandalism, graffiti and other deliberate damage to property or vehicles, people using or dealing drugs, and rubbish and litter.⁸
- 7.14. Feeling safe is a high priority for children and young people, particularly on the journey to school, and clean and well-kept streets and local parks are important for school children and directly affect their sense of well-being.⁹ Older people are also concerned about personal safety; consultation with people aged over 50 for the development of the Local Exercise Action Plan showed that fear of crime was a barrier for this group to walking more.⁹
- 7.15. Perceptions of crime levels and fear of crime are largely borne out by the IMD Crime Domain shown in Figure 7.2 which indicates that a large proportion of the City area and parts of Hucknall, Arnold, Eastwood and Strelley are in the worst 10% of SOAs nationally with regard to the incidence of burglary, theft, criminal damage and violence based on 2002/3 figures. Correspondingly, the need to reduce overall crime levels and reduce anti-social behaviour and the fear of crime are seen as key priorities for all nine of the Local Area Action Plans being developed by the City's Area Committees.

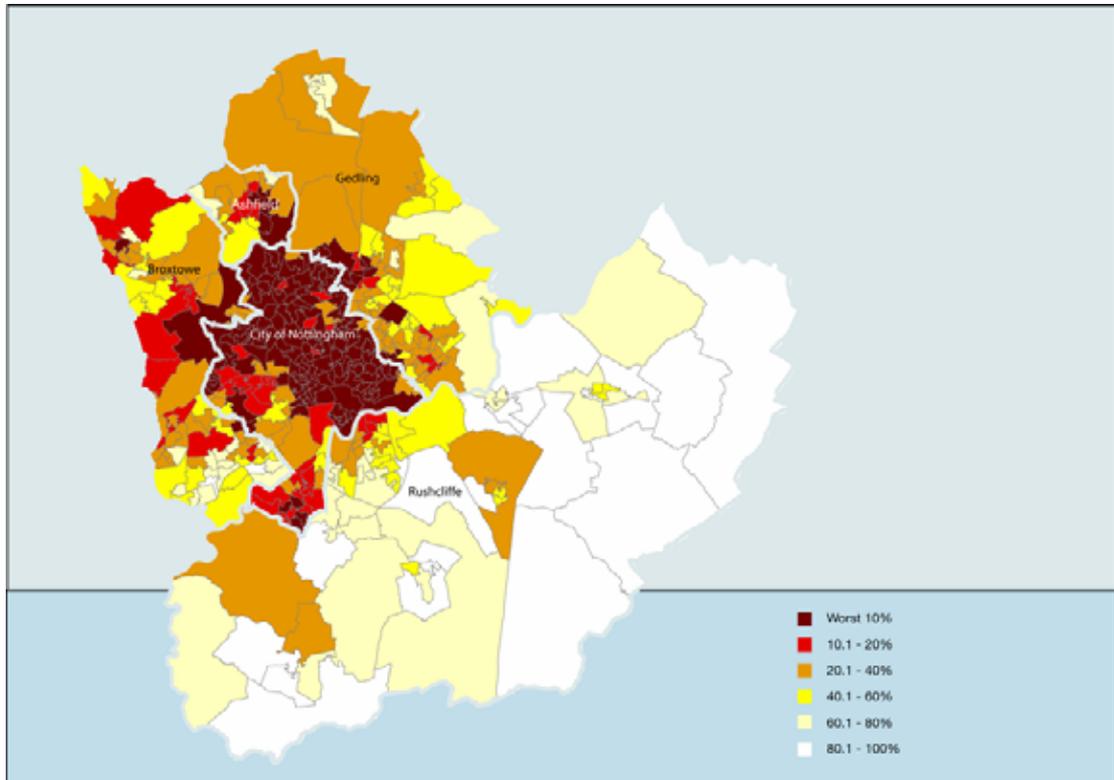
7 Nottingham City Council residents Survey 2005 (MORI)

8 2004 Community Safety Survey

9 2003/04 General Best Value Performance Survey

10 One Nottingham – One Plan 2006 - 2009, Draft, Dec 2005

Figure 7.2: Indices of Deprivation in Greater Nottingham 2004: Crime Domain



© Crown copyright. All rights reserved. 100019317. 2006.

7.16. The Strategic Accessibility Assessment for Greater Nottingham has been structured in terms of the four key accessibility themes:

- Employment; Education; Health; and Food and Essential Services;
- Leisure, Culture and Tourism, an additional locally important theme; and
- The current accessibility of the available transport options: Private cars; public transport; community transport; walking and cycling.

This chapter also sets out the overall context for the Plan area in terms of demographics; social need; and, quality of life factors, including crime and safety.

7.17. For each accessibility theme the Strategic Accessibility Assessment asks four key questions:

- What do we know about access to services?
- Who are our key partners?
- What do our partners say?
- What are we going to do?

Employment and Income

What do we know about access to employment?
<p>Employment opportunities:</p> <ul style="list-style-type: none"> • Greater Nottingham has approximately 14,500 businesses, 286,500 jobs and between 27,000 and 30,000 residents in self-employment. 62% of these employee jobs are in Nottingham City, of which about 58,000 are in the City Centre.¹⁰ • The number of jobs in Greater Nottingham has risen by 16% since 1991. There has been growth in jobs in the City particularly in the service sector and service industries, but a substantial decline in the manufacturing sector. • emda have projected nearly 11,000 full-time equivalent new jobs by 2014. Growth sectors include business services, public administration, retail, health, education and tourism.¹¹
<p>Employment rates:</p> <ul style="list-style-type: none"> • In 2004 Greater Nottingham had an employment rate of 70%, (63.2% in Nottingham City) compared with 75% in the East Midlands and 75% nationally, and an unemployment rate of 2.2%, similar to the UK rate. The low employment rate is partially due to the large number of students. • However there continue to be wide discrepancies in unemployment rates between areas; the highest ward rates are in St Ann's (6.5%), Bestwood (5.8%) and Aspley (5.7%), all in Nottingham City.¹² • The greatest proportion of people not working are people on 'inactive benefits' including sickness and disability related benefits and those for lone parents. People on 'inactive benefits' frequently have low levels of employability e.g. low basic, key and job specific skills, low levels of confidence, little recent work experience etc.¹³ • The employment rate for black and ethnic minority communities is approximately 20% below that of white groups.¹⁴
<p>The Indices of Employment Deprivation Domain shown in Figure 7.3 measures involuntary exclusion of the working age population from the world of work based on figures for unemployment claimant counts, Severe Disablement Allowance claimants, additional participants in New Deal for 18 - 24 year olds, 25 years old and over and Lone Parents over 18 years old.</p> <ul style="list-style-type: none"> • 40 of the City's Super Output Areas are in the most deprived 10% of SOAs nationally and 90 SOAs are in the 20% most deprived with concentrations of employment deprivation in the east (St Ann's, Sneinton), some inner city areas, around Bulwell, and to the west in Broxtowe and Aspley. • Outside the City 2 SOAs in Hucknall are also in the 10% most deprived SOAs nationally and a further 12 SOAs in Brinsley, Eastwood, Arnold, Netherfield, Beeston and Stapleford are in the 20% most deprived band. This data broadly

10 Nottingham City Council estimates based upon the ONS Annual Business Inquiry and Annual Employment Survey and the 2001 Census

11 One Nottingham – One Plan 2006 – 2009, Draft, Dec 2005

12 Office for National Statistics via NOMIS November 2004

13 One Nottingham – One Plan 2006 – 2009, Draft, Dec 2005

14 IoD 2004 Employment Deprivation Domain (ODPM)

mirrors the patterns for overall IMD data and the Income Deprivation Domain. ¹⁴
<p>Indices of Income Deprivation Domain See Figures 7.4 and 7.5.</p> <ul style="list-style-type: none"> • 64 SOAs in the City are in the 10% most deprived nationally, the most affected being parts of Broxtowe, St Ann's and Hyson Green. • Outside the City only Arnold (Killisick) appears in the 10% most deprived nationally. • Indices highlighting Income Deprivation Affecting Children and Income Deprivation Affecting Older People have also been created. For Greater Nottingham these show broadly similar areas of need, focused on the inner City and outer estates for both groups with greater degrees of need for children showing in the outer estates to the west and north and in parts of Arnold, Colwick, Netherfield and Hucknall.¹⁵
<p>Skill levels:</p> <ul style="list-style-type: none"> • The Working Adult Sub Domain of the Education, Skills and Training indicator set shown in Figure 7.11 identifies the SOAs with the proportion of working age adults (25-54) with no or low qualifications as being in Aspley, Bulwell, Bestwood, St Ann's and Clifton in the City, along with Eastwood, Hucknall, Arnold, Calverton and Cotgrave.
<p>Access to work destinations:</p> <ul style="list-style-type: none"> • In the City 75% of residents found access to work easy. In the County areas overall ease of access was also good with 80% finding access to work opportunities easy, which is indicative of the relatively high levels of car ownership in the Plan area outside the City.¹⁶ • Accession mapping of the DfT Core Indicator % of people 16-74 years within 20 minutes of a major work destination by public transport supports this perception, showing that only SOAs in the south and west of Rushcliffe and around Ravenshead in Gedling have fewer than 20% of households not within this journey time threshold.¹⁷ See Figure 7.6. • If this indicator is mapped for people claiming Jobseeker's Allowance only outlying villages in the rural part of Rushcliffe have fewer than 20% outside the 20 minutes public transport journey threshold as shown in Figure 7.7. However this does not take account of the match of Jobseekers' skill levels to available employment opportunities.

<p>Who are our key partners?</p> <ul style="list-style-type: none"> • Connexions Nottinghamshire; • Greater Nottingham Partnership; • Jobcentre Plus; • Nottingham City Council, Economic Inclusion; • Nottinghamshire County Council, Regeneration Division; • Nottinghamshire Chamber; • One Nottingham LSP.
--

15 IoD 2004 Income Deprivation Domain (ODPM)

16 Personal Travel Survey, Transport and Travel Research Limited, June 2005

17 The core indicators have been recalculated by Nottinghamshire County Council in January 2006 to include the latest public transport data.

What do our partners say? ¹⁸

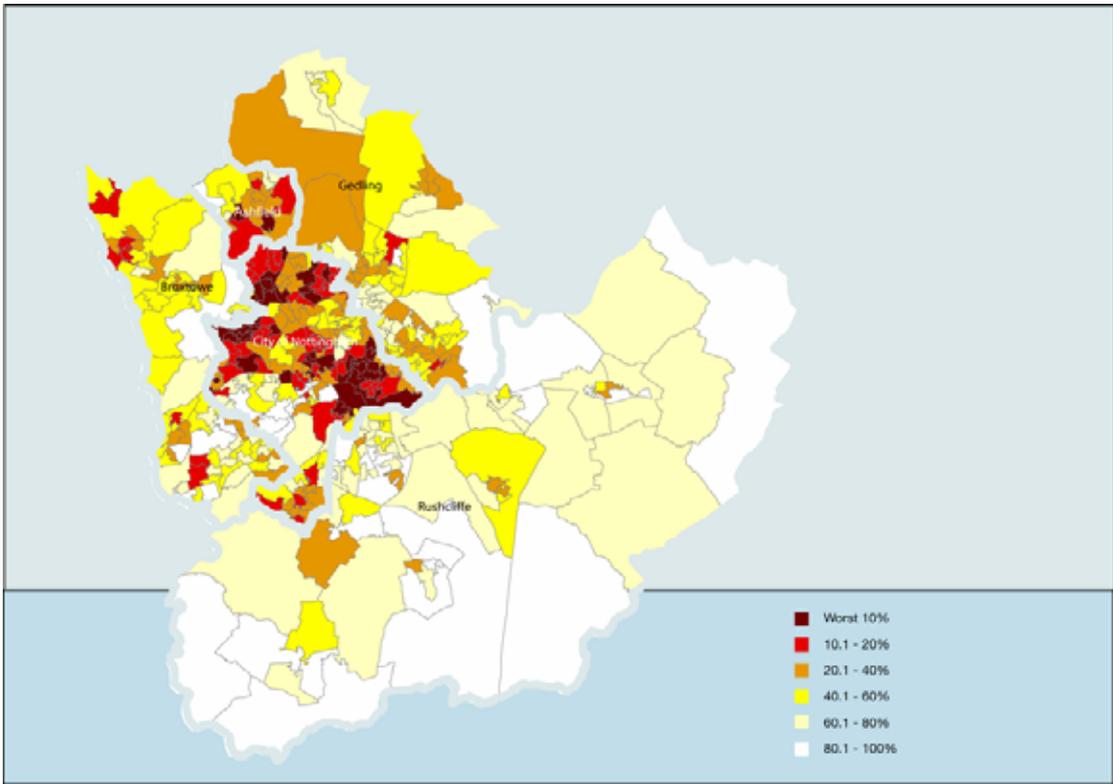
- **Information Availability:** The long-term unemployed, people on incapacity benefit and people with learning difficulties face problems accessing information about the availability of the public transport options, because information is in the wrong format and distributed at the wrong locations, which results in these groups finding it difficult to travel to suitable employment sites.
- **Affordability:** People returning to work, young people and people on disabilities benefit lack finance for travel costs when trying to access jobs for the first time or after a break, which can prevent them from taking up employment opportunities.
- **Working with employers/ raising awareness/ flexible working:** Flexible working hours and shift patterns can be a barrier for jobseekers (especially lone parents, older workers and people with health problems) because there is often a lack of support from employers in helping to overcome accessibility problems. Difficulties in retaining staff can have a detrimental impact on employers.
- **The Journey Experience:** People with disabilities, those lacking basic skills and mental health service users can be discouraged from using all modes of public transport to access employment. This is because the journey experience can be unpleasant as there is no suitable support and a lack of understanding of the needs of these groups. This problem can occur at any time, but is particularly a problem at off-peak times.

What are we going to do?

- The ongoing development of workplace travel plans by promoting transport choice for journeys to work is helping to ensure employment sites and therefore job opportunities are accessible for those without access to a car. For more information refer to Local Accessibility Action Plan EM1.
- The Smarter Choices Strategy and action plan will take this further by promoting opportunities for tele-working, e-commerce, flexible working hours, car clubs and on-line car sharing.
- Public transport information strategy will raise awareness of transport options including provision of tailored travel information.
- Continuation and enhancement of the Work Link bus services.
- As two of the major employers in the Plan area with a range of job opportunities, the authorities' own recruitment policies and staff travel plans will have an important impact on providing local opportunities, both in central offices and community facilities.
- Work with key partners including Jobcentre Plus to carry out more detailed analysis to identify specific gaps in linking Jobseekers and people requiring training to areas of suitable employment.

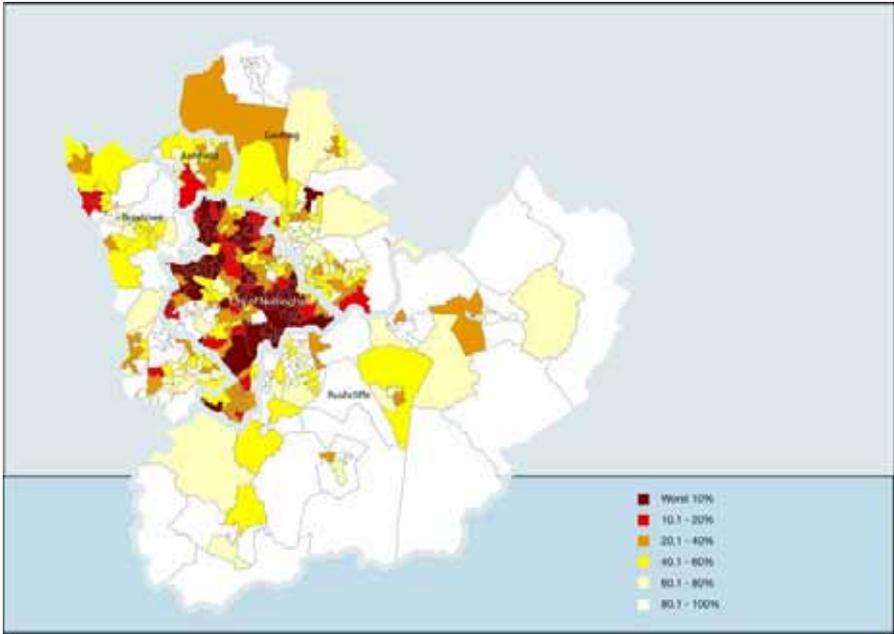
¹⁸ Access to employment workshop on 19th May 2005

Figure 7.3: Indices of Deprivation for Greater Nottingham 2004: Employment Deprivation Domain



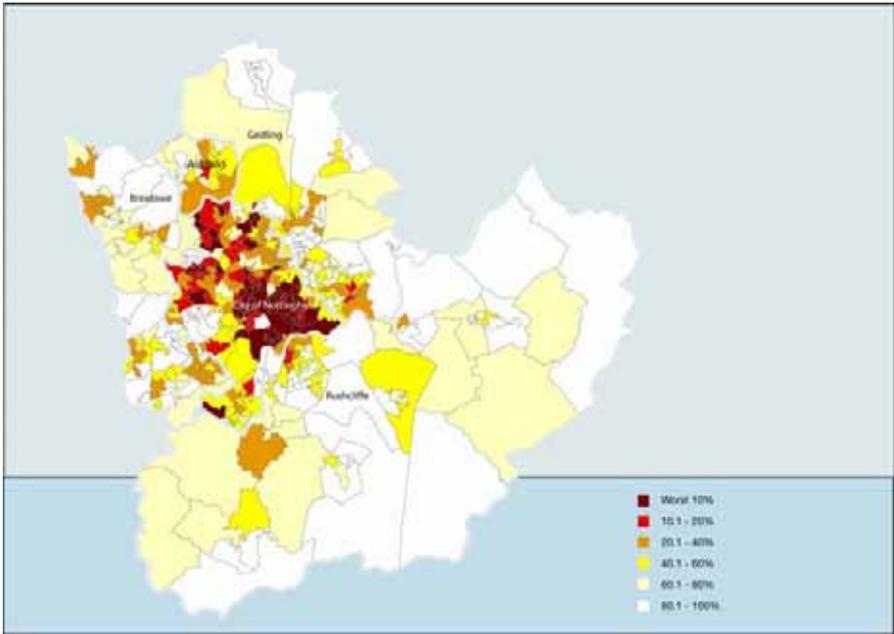
© Crown copyright. All rights reserved. 100019317. 2006.

**Figure 7.4: Indices of Deprivation for Greater Nottingham 2004:
Income Deprivation affecting Children Domain**



© Crown copyright. All rights reserved. 100019317. 2006.

**Figure 7.5: Indices of Deprivation for Greater Nottingham 2004:
Income Deprivation affecting Older people Domain**



© Crown copyright. All rights reserved. 100019317. 2006.

Figure 7.6: DfT Core Indicator: % of people aged 16-74 years within 20 minutes of a major work destination by public transport

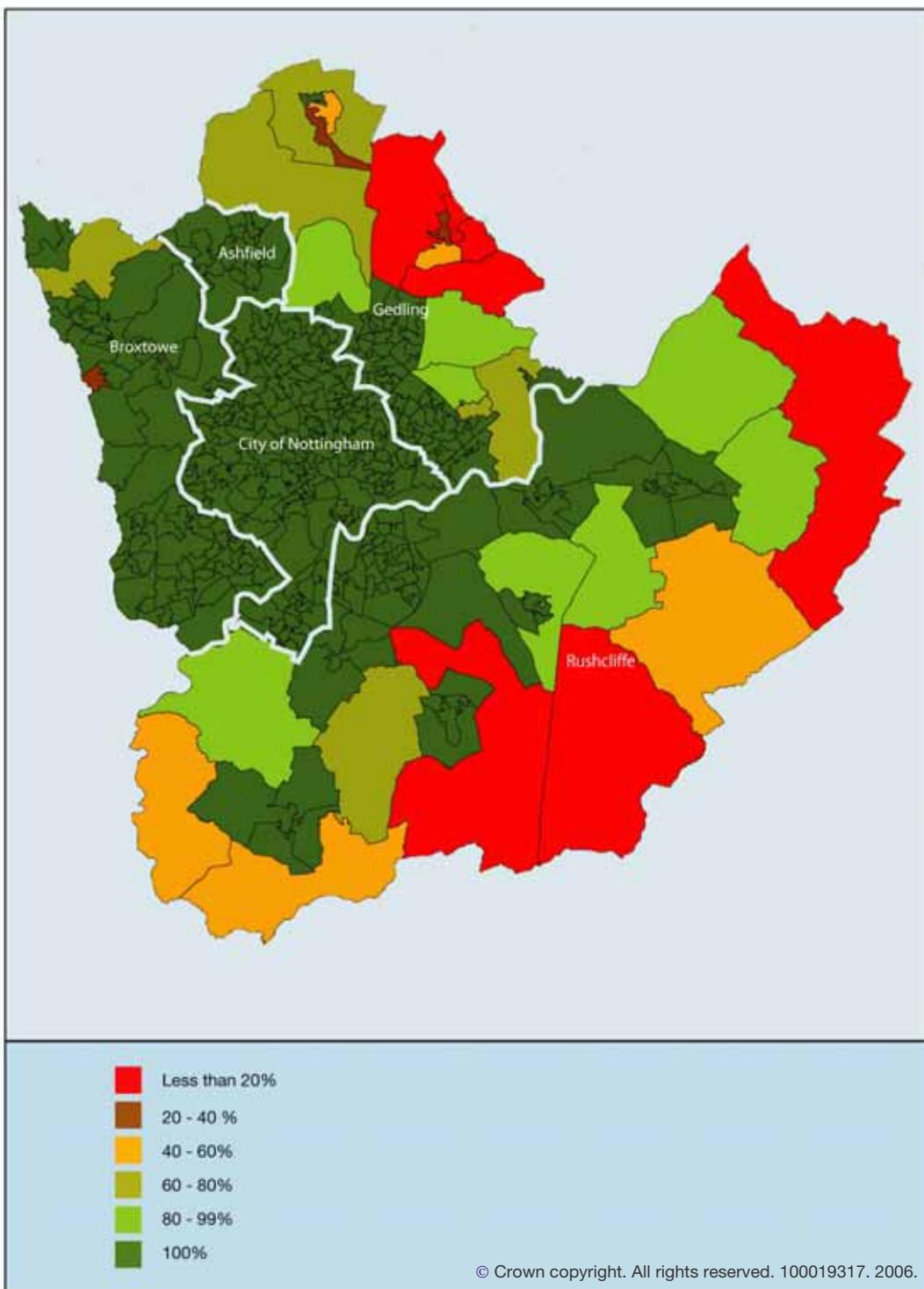
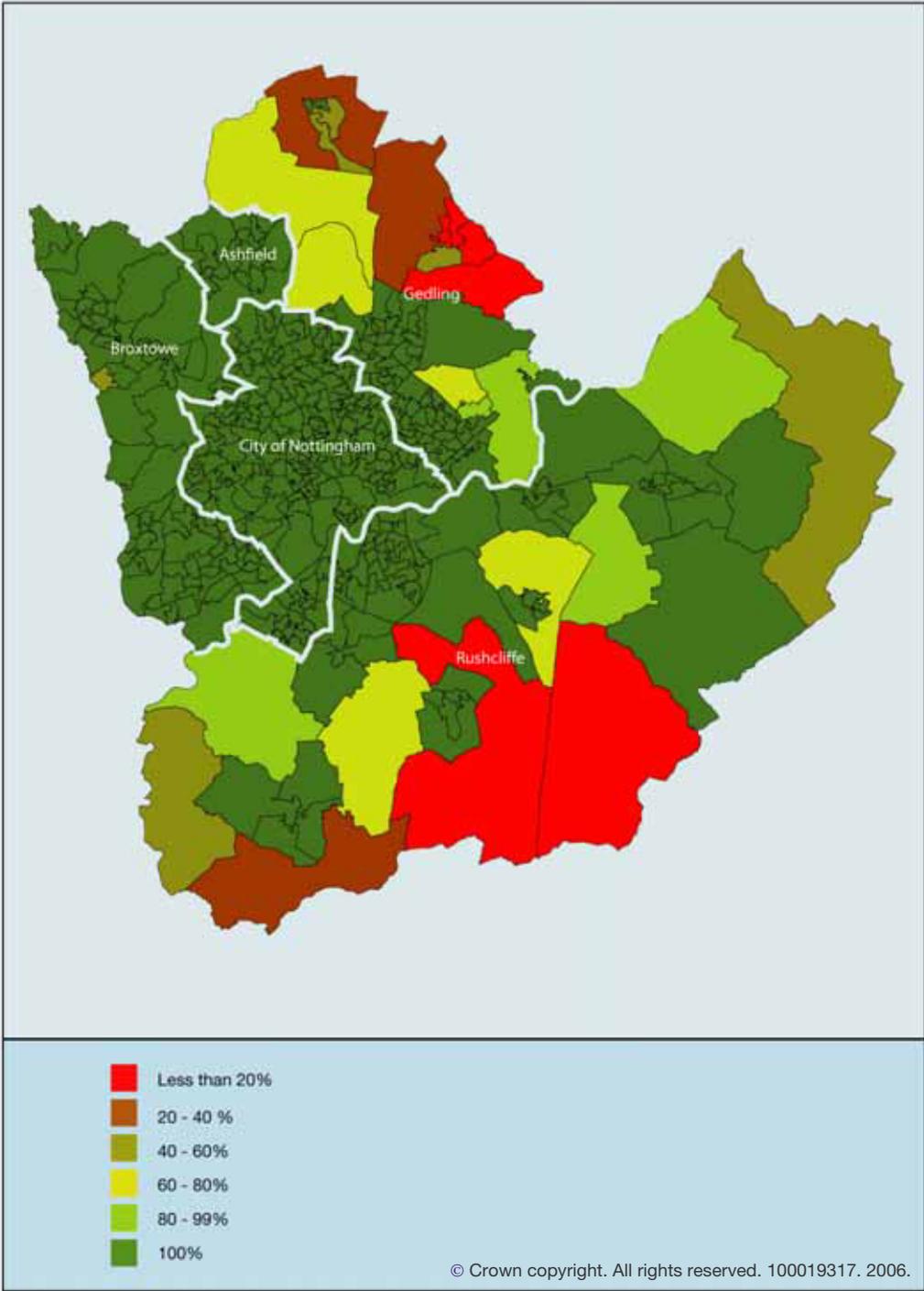


Figure 7.7: % of people aged 16-74 years claiming Jobseeker's Allowance within 20 minutes of a major work destination by public transport



Education, Skills and Training

What do we know about access to education, training and skills?

For young people:

Most of the indicators in the 2004 Indices of Deprivation Education, Skills and Training Deprivation Domain relate to educational attainment and school leavers.¹⁹ Figure 7.8 shows that:

- The City's worst performing SOA is in Bulwell, ranking 6th worst nationally for this domain. There are also strong concentrations of extreme educational deprivation to the north and the west of the City in Aspley, Bestwood, Bulwell and Bilborough and high levels of educational deprivation in the Meadows and St Ann's and most parts of Clifton.
- Outside the City, Arnold (Killisick) and parts of Carlton, Eastwood and Hucknall also appear in the 10% most educationally deprived band.
- Unauthorised and authorised absences in City primary and secondary schools are above national levels.²⁰

Access to school:

- In the City 85% of residents found access to schools easy (of those respondents to whom the question is applicable). In the County areas overall ease of access to schools was also good for 90% of those respondents to whom the question is applicable.²¹
- The level of accessibility as shown by DfT Core Indicator % of pupils aged 5-10 years in SOAs within 15 minutes travel time of a primary school by public transport is very high across much of the Plan area with only a few outlying villages in the rural parts of Rushcliffe having less than 20% of primary aged pupils within this time band. At a 30 minutes time threshold most of the Plan area is 100% within this time threshold with no area having fewer than 80% of pupils.²²
- However it should be noted that in the Plan area most children of primary age walk to school: 58% in 2004 (62% in the City) and only 3% travel by public transport. Therefore assessing access to primary school by public transport is not an appropriate measure of accessibility for Greater Nottingham.
- The level of accessibility as shown by DfT Core Indicator % of pupils aged 11-16 years in SOAs within 20 minutes travel time of a secondary school by public transport (Figure 7.9) is very high in the urban area and larger villages. As would be expected accessibility is poor for only a few outlying villages in rural Rushcliffe, Toton, Awsworth, Strelley Village, Woodborough and Ravenhead, where less than 20% of pupils live within the 20 minutes threshold. As can be seen from Figure 7.10 most of the Plan area is within a 40 minutes threshold.²⁴
- Again in the Plan area levels of walking and public transport use for journeys to secondary school are high: In 2004 47% of secondary pupils walked to school and 32% travelled by public transport.

19 IoD 2004 Education, Skills and Training Deprivation Domain (ODPM)

20 One Nottingham – One Plan 2006 – 2009, Draft, Dec 2005

21 Personal Travel Survey, Transport and Travel Research Limited, June 2005

22 The core indicators were recalculated by Nottinghamshire County Council in Jan 2006 to include the latest public transport data.

For working age adults:

- 30% of Greater Nottingham residents (and 34% of City residents) have no qualifications compared with 29% nationally.²³
- In the City 9.8% of 16-18 year olds are not in education, employment or training compared with 2.8% nationally.²⁴
- The Working Adult Sub Domain of 2004 Indices of Deprivation Education, Skills and Training Deprivation Domain shown in Figure 7.11 identifies the SOAs with the highest rate of working age adults (aged 25-54) with no or low qualifications as being in Aspley, Bulwell, Bestwood, St Ann's and Clifton in the City along with Eastwood, Hucknall, Arnold, Calverton and Cotgrave.²⁵

Access to further education:

The LSC funded a study of Access to Post 16 Education in Nottingham and Nottinghamshire.²⁶ This showed that:

- In the Plan area (excluding Hucknall) 75% of existing learners live within 30 minutes travel time and 89% within 45 minutes travel time by public transport of the FE establishment they attend.
- Average travel time for learners attending colleges in Greater Nottingham (People's, South Notts, Broxtowe, Bilborough, and New College) is 38 minutes.
- Travel is perceived to be a barrier to post-16 education by 29% of the students surveyed.
- Connexions and Jobcentre Plus thought there was a stigma attached to using public transport and a perceived barrier preventing people from travelling outside of areas familiar to them. However transport is only a barrier to education for 16-19 year olds who want to access specialised education and perceptions and literacy problems preventing learners from understanding transport timetable information are barriers to travelling to college more than the provision of transport itself.
- Opportunities highlighted for action included the need to address cross-boundary travel issues, consideration of accessibility of new developments, adoption of flexible attendance patterns to optimise the use of public transport and e-learning to reduce the need to travel, replacement of privately contracted transport with commercial local bus services and provision of better information to learners about transport options.
- Figures 7.12 and 7.13 show the DfT Core Indicator for Access to FE by public transport within 30 and 60 minute thresholds.²⁷

Locations of key education destinations (primary schools, secondary schools, FE colleges and the universities) in the urban part of the Plan area is shown on Figure 7.14 and rural locations on Figure 7.26.

23 2001 Census Greater Nottingham & Nottingham City profiles prepared by Nottingham City Council, Nov 2004

24 One Nottingham – One Plan 2006 – 2009, Draft, Dec 2005

25 IoD 2004 Education, Skills and Training Deprivation, Working Adult Sub Domain (ODPM)

26 Accessibility to Nottingham City and Nottinghamshire County Post-16 Education, JMP Consulting, Oct 2005

27 The core indicators were recalculated by Nottinghamshire County Council in Jan 2006 to include the latest public transport data.

Who are our key partners?

- Connexions Nottinghamshire;
- Jobcentre Plus;
- Nottingham City LEA;
- Nottinghamshire LEA;
- Nottinghamshire Learning and Skills Council.

What do our partners say? ²⁸

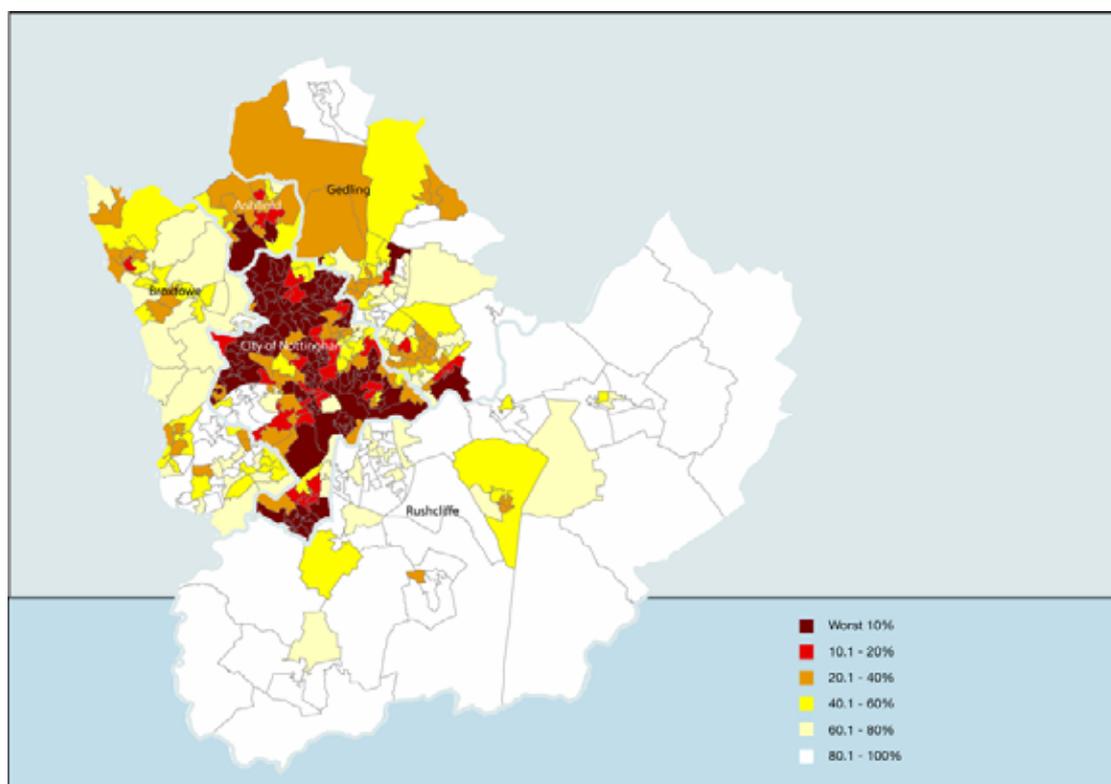
- **Public transport provision:** Secondary students and post-16 students find it difficult to access education sites, particularly from rural areas and areas of deprivation, because there is a lack of public transport integration, co-ordination and information, and the costs can be high. This can restrict parents' and pupils' choices of school, and particularly disadvantage low-income families.
- **Geographical Access:** Rural residents and students with learning difficulties or disabilities suffer from a lack of public transport service provision and long journey times, particularly off-peak and when travelling from outlying areas, peripheral areas within urban areas (e.g. Bilborough), other LEA areas and areas close to boundaries with other counties. This results in a reliance on private transport and limits choices. Tackling this problem can improve quality of life, improve aspirations and help address areas of deprivation.
- **Safety:** For all pupils, but particularly younger children and students with learning difficulties or disabilities, safety when travelling on and to public transport can be a barrier to accessing education, particularly at midday and in the evenings. Perception of safety when travelling on public transport can be an access problem across the whole of Greater Nottingham, but especially at interchange points.
- **Curriculum expansion, 14-19 year olds:** Expansion of the curriculum for 14-19 year olds and others in year 12/13 and 6th forms will increase flexibility of programmes offered and may result in longer journeys as students spend time at other locations. The problems resulting from this will mainly occur in term times, but access to summer schools can also be a problem. There are now a number of courses outside normal hours that can be difficult to access.
- **Cross border travel:** Post-16 students travelling into and out of the Plan area from Derbyshire, Lincolnshire and Leicestershire, suffer from a lack of public transport provision and lack of funding which prohibits their educational choices.
- **Cost:** There is currently no reduction in the cost of transport to education sites for low income or large families; this is a particular problem in rural areas during term time. Cost can particularly be a problem in the County part of Greater Nottingham and can put a large demand on LEA budgets.
- **Building Schools for the Future:** The ongoing programme of reorganisation will affect some parents' and pupils' travel arrangements and therefore potentially affect their choice of school. Lack of available service and cost may affect access to school sites.

28 Access to education workshop 11th April 2005

What are we going to do?

- The ongoing primary and secondary school improvement programmes, including Building Schools for the Future and the City Academies proposals are crucial to improve educational attainment and it will be important to reinforce the need to consider accessibility of new and extended school facilities to offer affordable transport options both to improve attendance and to ensure choice for those families without access to a car.
- This is supported by the ongoing programme of travel plans the Authorities are developing for key education sites including Surestart and Children's Centres, primary and secondary schools, FE colleges and the two universities. For more information see Local Accessibility Action Plans ED1 & ED5.
- A workshop to take forwards the findings of the LSC funded study of Access to Post 16 Education in Nottingham and Nottinghamshire and identify a specific action programme for the FE sector was held on 14th December 2005. This will need to be reviewed in the light of any FE establishment reorganisations over the Plan period. For more information see Local Accessibility Action Plan ED5.

Figure 7.8: Indices of Deprivation for Greater Nottingham 2004: Education, Skills and Training Deprivation: Children Sub –domain



© Crown copyright. All rights reserved. 100019317. 2006.

Figure 7.9: DfT Core Indicator: % of pupils aged 11-16 years in Super Output Areas within 20 minutes travel time of a secondary school by public transport

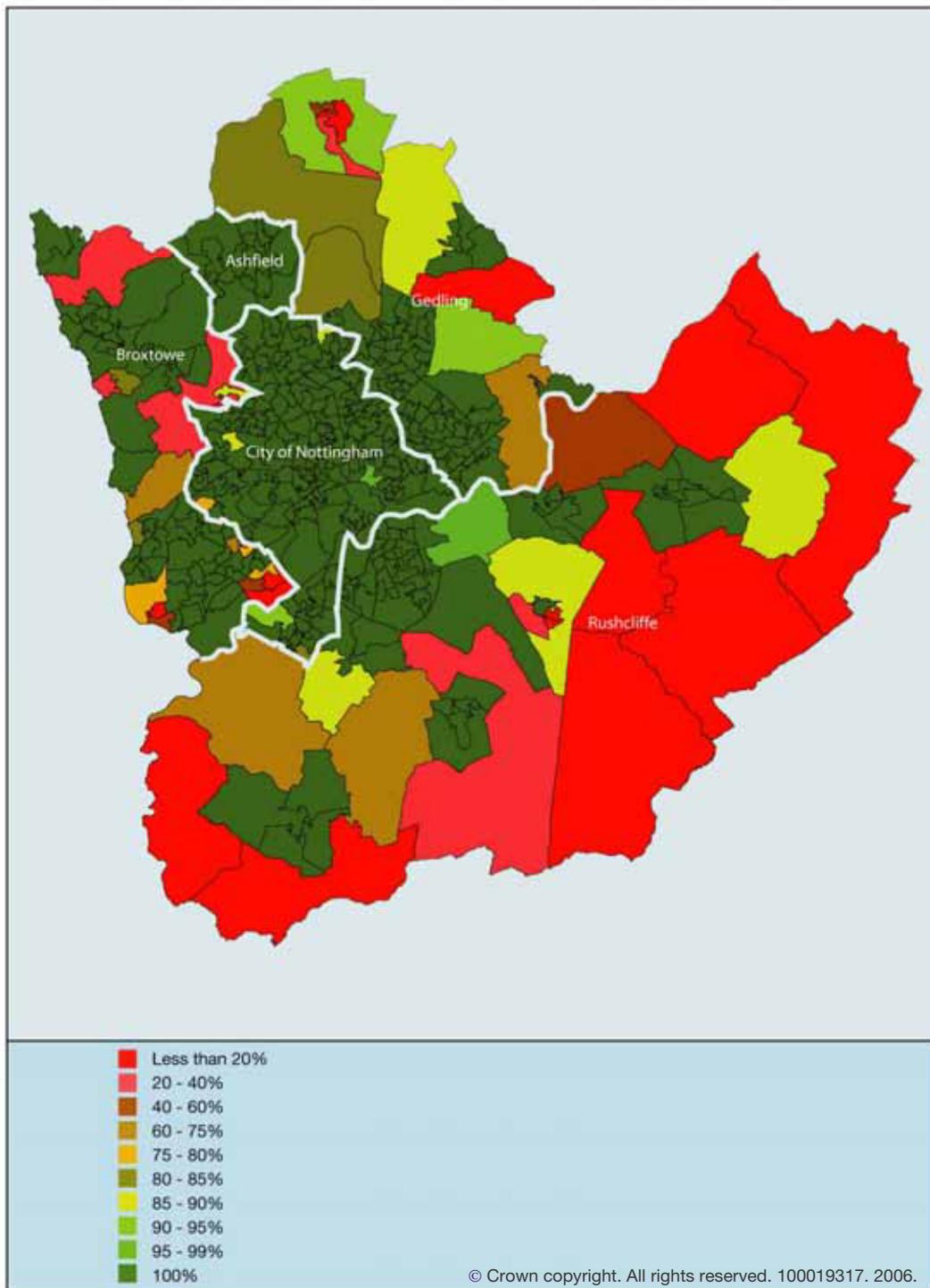
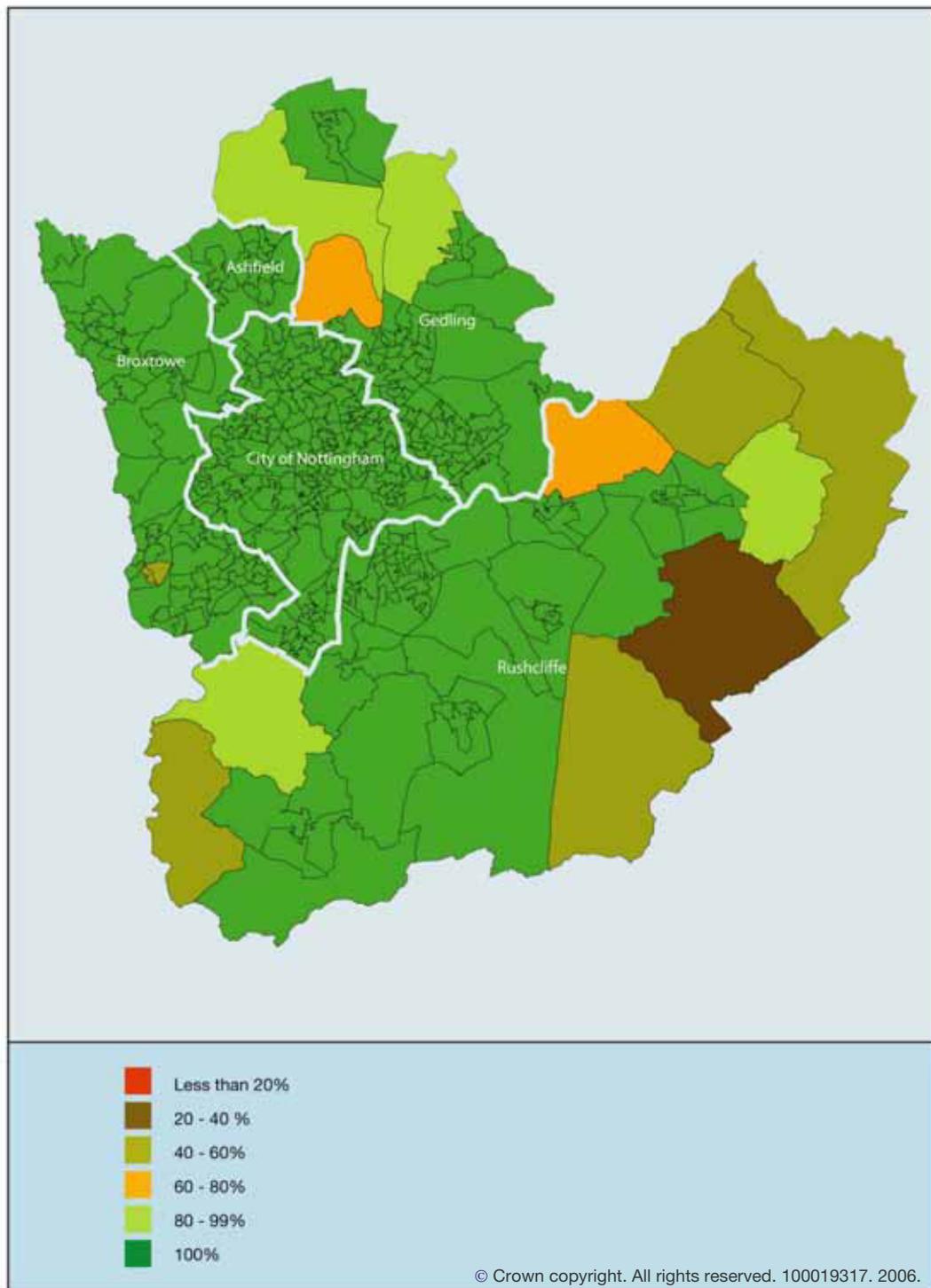
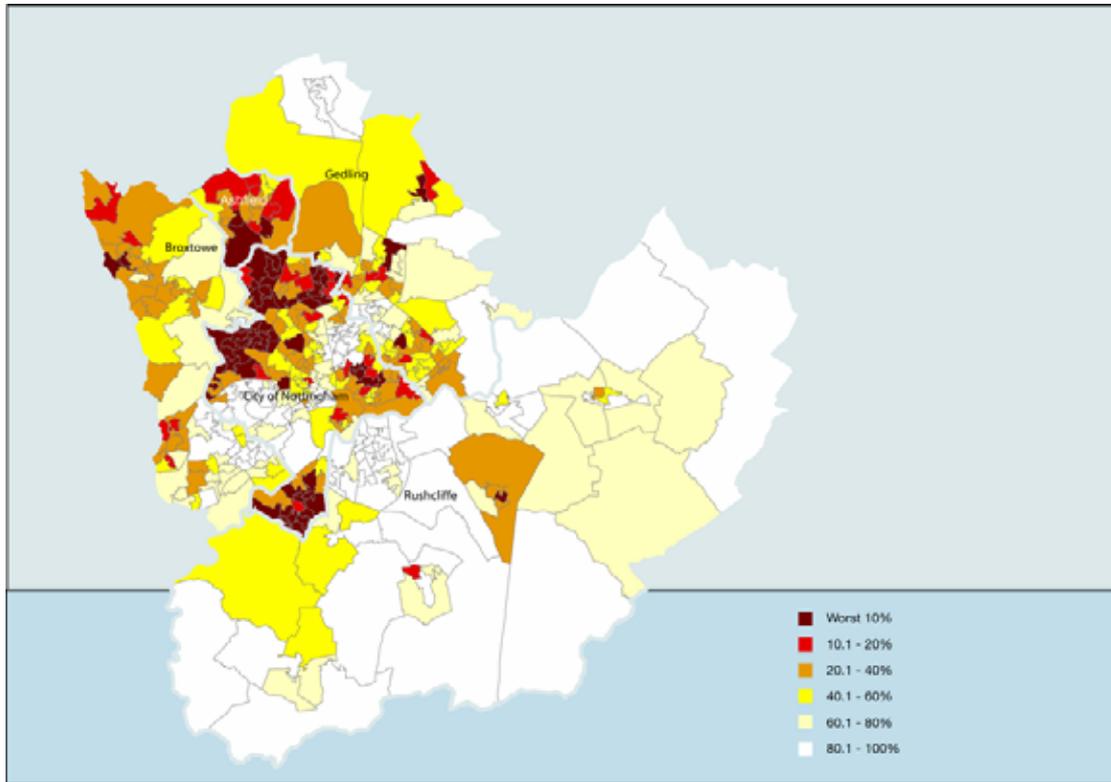


Figure 7.10: DfT Core Indicator: % of pupils aged 11-16 years in Super Output Areas within 40 minutes travel time of a secondary school by public transport



**Figure 7.11: Indices of Deprivation for Greater Nottingham 2004:
Education, Skills and Training Deprivation: Working Adult Sub-domain**



© Crown copyright. All rights reserved. 100019317. 2006.

Figure 7.12: DfT Core Indicator: % of households in Super Output Areas within 30 minutes travel time of a further education establishment by public transport

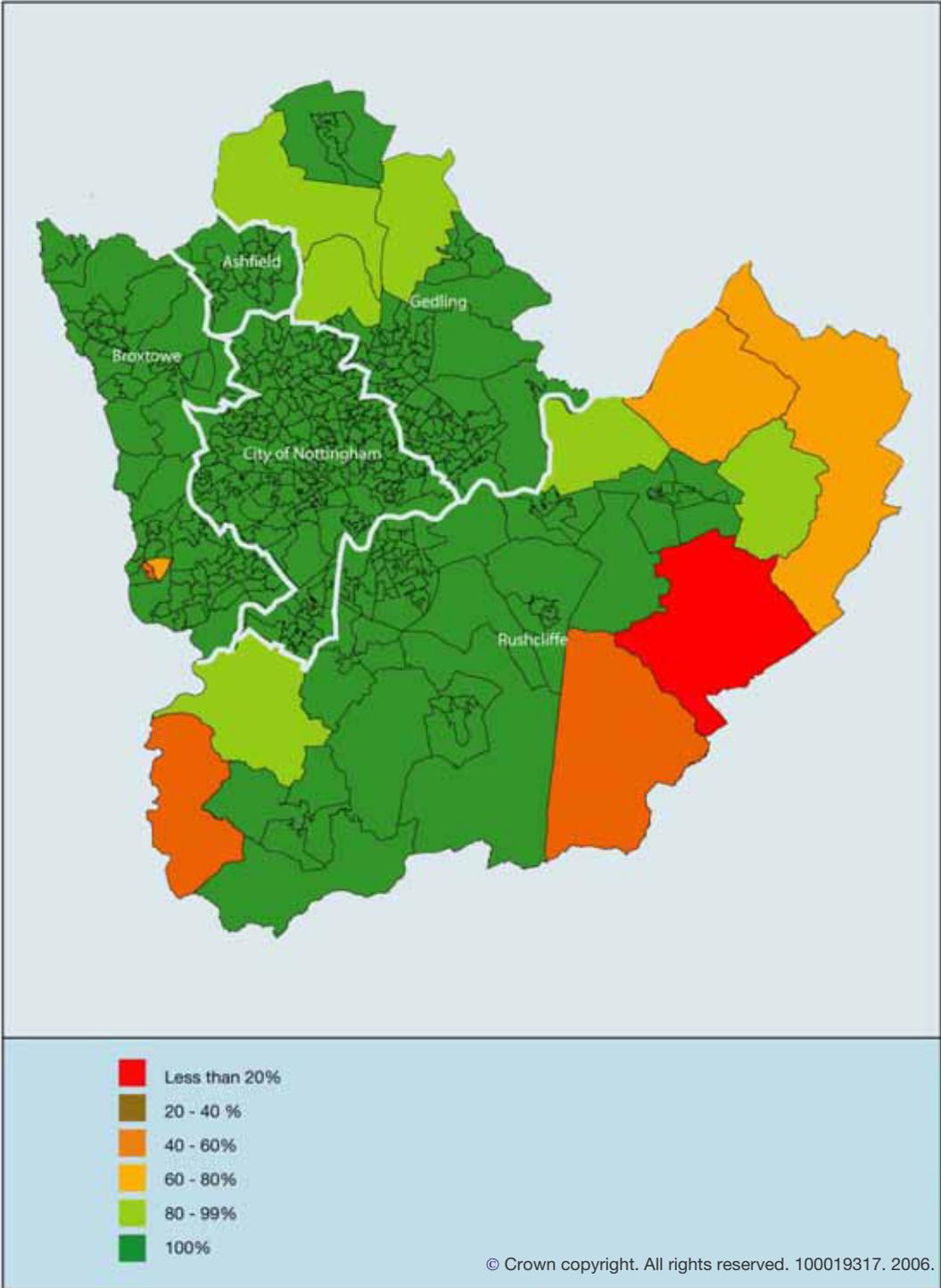


Figure 7.13: DfT Core Indicator: % of households in Super Output Areas within 60 minutes travel time of a further education establishment by public transport

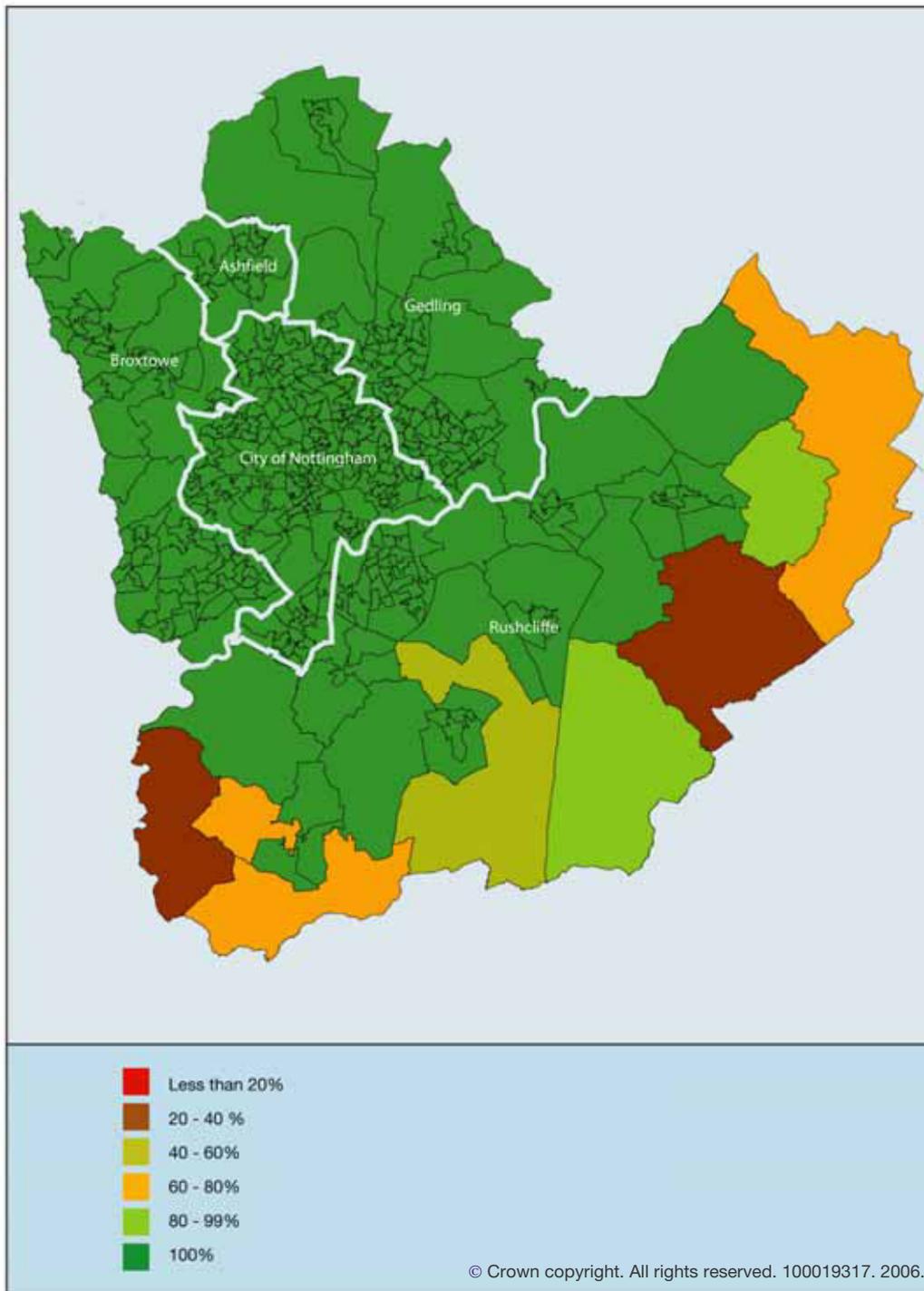
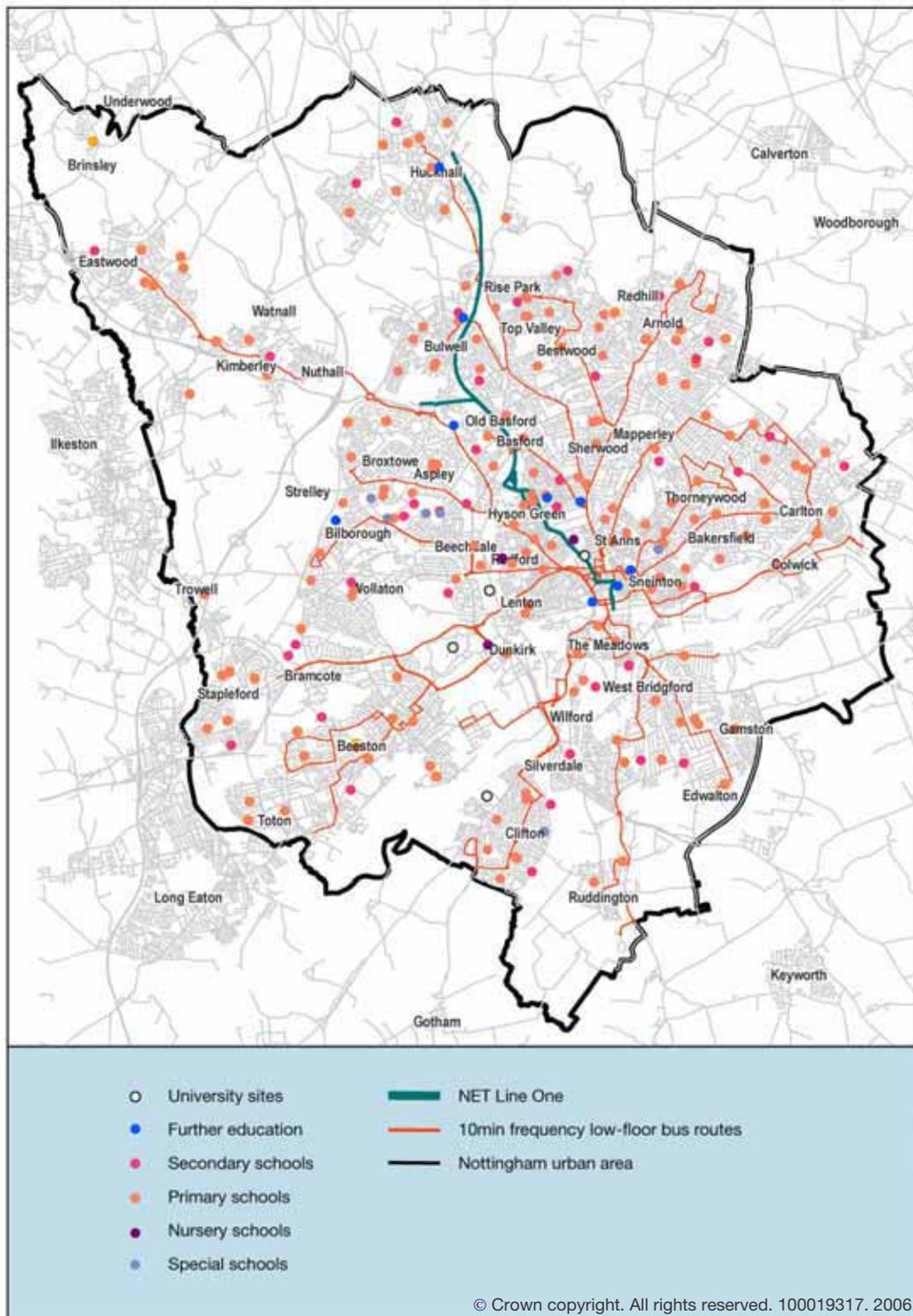


Figure 7.14: Locations of key education destinations in Greater Nottingham (urban area). (See Figure 7.26 for rural locations.)



Health

What do we know about health needs and access to healthcare?
Headline health statistics for Nottingham ²⁹ <ul style="list-style-type: none">• Life expectancy rates in Nottingham only increased very slightly between 1996/8 and 2000/02 compared to a general improvement nationally and the difference in life expectancy between the poorest and the most affluent parts of the City is approximately 13 years.• Main cause of death of City residents (36%) is circulatory disease.• Heart disease rates are more prominent in people living in disadvantaged neighbourhoods and amongst black and ethnic minority communities.• 11% of 5-6 year old children are overweight and 7% are obese.• Nottingham has a higher level of mental illness compared to neighbouring boroughs.
Limiting long term illness or disability <ul style="list-style-type: none">• 19% of the total Greater Nottingham population (20% in Nottingham) and 14% of the working age population (16% in Nottingham) have a limiting long-term illness or disability which are slightly above the national averages.³⁰
The Indices of Deprivation Health Deprivation and Disability Domain ³¹ identifies areas with relatively high rates of people who die prematurely or whose quality of life is impaired by poor health or who are disabled, across the whole population. Figure 7.15 shows that: <ul style="list-style-type: none">• The City area performs poorly against this indicator with nearly half of the 176 City SOAs in the worst 10% nationally, despite having a relatively young population. St Ann's experiences the most extreme levels of health deprivation with all the area's SOAs falling within the worst 10% band and the wards of Arboretum, Aspley, Bestwood and Dunkirk and Lenton have SOAs all within the 20% most health deprived nationally.• Other urban areas within the 20% most health deprived nationally are in Eastwood, Hucknall and Netherfield.
Access to GP services: <ul style="list-style-type: none">• In Greater Nottingham 84% of respondents found access to health facilities easy or very easy.³² This perception is supported by the maps of the DfT Core Indicators for access to GP services for none car households with a high proportion of the Plan area within the 30 minutes threshold and the urban area within a 15 minutes threshold as shown in Figures 7.16 and 7.17.

29 One Nottingham - One Plan 2006-2009, Draft, Dec 2005

30 2001 Census Greater Nottingham & Nottingham City profiles prepared by Nottingham City Council, Nov 2004

31 IoD 2004 Health Deprivation and Disability Domain (ODPM)

32 Personal Travel Survey, Transport and Travel Research Limited, June 2005

Access to hospital:

- Figure 7.18 shows the approximate journey time to the QMC and City Hospital sites by public transport. Much of the urban area is within 30 minutes journey time, with parts of Kimberley, Hucknall, West Bridgford, Gedling, Stapleford, Toton and many of the nearer villages within 45 minutes travel time. There are only isolated parts of the urban area beyond 45 minutes journey time in Eastwood and Toton, and the villages of Brinsley, Radcliffe-on Trent and Burton Joyce. This is supported by the Greater Nottingham Perception Study 2004 which found that 39% of respondents thought that it was easy or very easy to reach a hospital by public transport.³³
- This is also reflected in the maps of the DfT Core Indicators for access to hospital by public transport for none car households shown in Figures 7.19 and 7.20 again highlighting that only outlying parts of rural Rushcliffe have low accessibility to a hospital.³⁴

Locations of key health services (hospitals, NHS Direct Walk-in centre, GP services, LIFT sites) in the urban part of the Plan area are shown on Figure 7.21 and rural locations on Figure 7.26.

Who are our key partners?

- Nottingham City PCT *
- Broxtowe and Hucknall PCT *
- Gedling PCT *
- Rushcliffe PCT *
- QMC Hospital Trust **
- Nottingham City Hospital Trust **
- Nottingham Health Action Team (sub group of the SSP)

* *The PCTs in Nottinghamshire are currently consulting on a reorganisation which is likely to result in a merger of 3 or more of the PCTs in Greater Nottingham*

** *The merger of the two hospital trusts will be effective from 1st April 2006*

What do our partners say? ³⁵

- **Rural Transport Co-ordination:** Residents in outlying rural areas have difficulty accessing central health services because there is currently a lack of transport information and poor co-ordination between rural public transport and community transport schemes.
- **Access to hospitals and other major health facilities:** Currently there is a perception that there are limited alternatives to the car for staff, patients and visitors accessing hospitals and other major health facilities, particularly between 3pm and 8pm. Promotion of public transport to these sites will help alleviate the problems created by a lack of car parking spaces.
- **Safety:** People with disabilities can be prevented from using public transport to access key services because they do not feel safe when travelling on public transport and can be the victims of bullying.

33 Greater Nottingham Perception Study, Transport and Travel Research Ltd, June 2004

34 The core indicators were recalculated by Nottinghamshire County Council in Jan 2006 to include the latest public transport data.

35 Nottingham Health Action Team, Access to health workshop, 24th March 2005

Disabilities Advisory Group, LTP2 and accessibility workshop, 9th May 2005

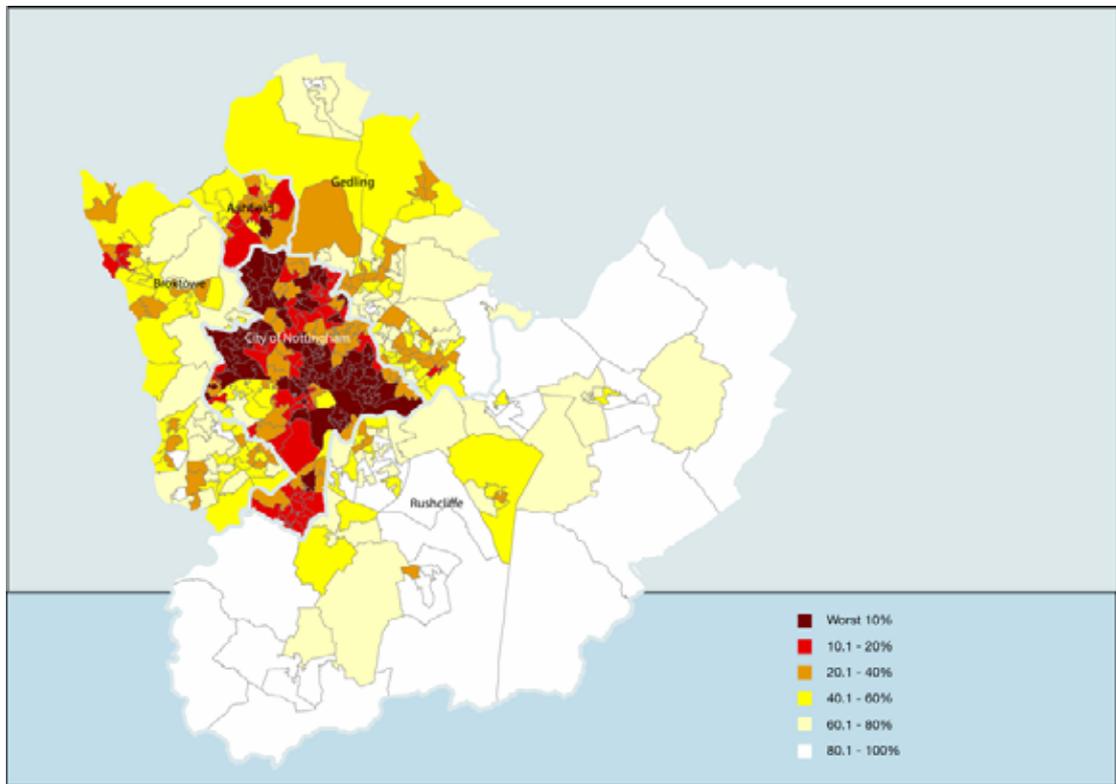
- **Physical access:** Parking across raised kerbs and dropped kerbs can cause a physical barrier for people with disabilities, particularly wheelchair users, using public transport.
- **Geographical access:** Dial-a-Ride is oversubscribed and currently does not prioritise those people most in need. This can cause a barrier to people with disabilities who have no alternative mode of transport to access key services.
- **Psychological barriers:** People with disabilities are apprehensive about leaving the house and using public transport because the journey experience can be daunting and people unwelcoming.

What are we going to do?

- Nottingham has been designated as a spearhead area for health improvement. Nottingham PCT, the voluntary and business sectors and the City Council are working together to develop action to reduce ill health and promote healthy lifestyles, including improving access to health services and awareness of health related issues.³⁶
- The Accessibility Strategy will focus on two aspects of access to health: Access to core health services (hospital, health centres, LIFT sites, GP services, NHS Direct); and access to facilities/services which encourage healthy lifestyles (healthy affordable food, open space/active leisure opportunities, Healthy Living Centres.)
- Promotion and development of travel plans at the hospital and PCT sites will be important to raise awareness of alternative options for staff travel to alleviate parking problems. The travel plans will need to be developed to consider the travel needs of patients and visitors, particularly in the context of the NHS Choice agenda. Refer to Local Accessibility Action Plans H1 and H3 for more information.
- It will be important to consider accessibility of future health service delivery and it will be important to input to the forthcoming health sector reorganisation including the merger of the QMC and City Hospital Trusts, the merger of the PCTs and the development of the second phase of LIFT sites across the Plan area.
- It will also be important to specifically consider the needs of people with disabilities and users of mental health services who may face additional barriers in terms of attitudes and understanding of their needs across all of the accessibility planning themes.

³⁶ One City- One Plan 2006 – 2009, Draft, Dec 2005

**Figure 7.15: Indices of Deprivation for Greater Nottingham 2004:
Health Deprivation and Disability Domain**



© Crown copyright. All rights reserved. 100019317. 2006.

Figure 7.16: DfT Core Indicator: Access to GP services by public transport within 15 minutes for households without a car

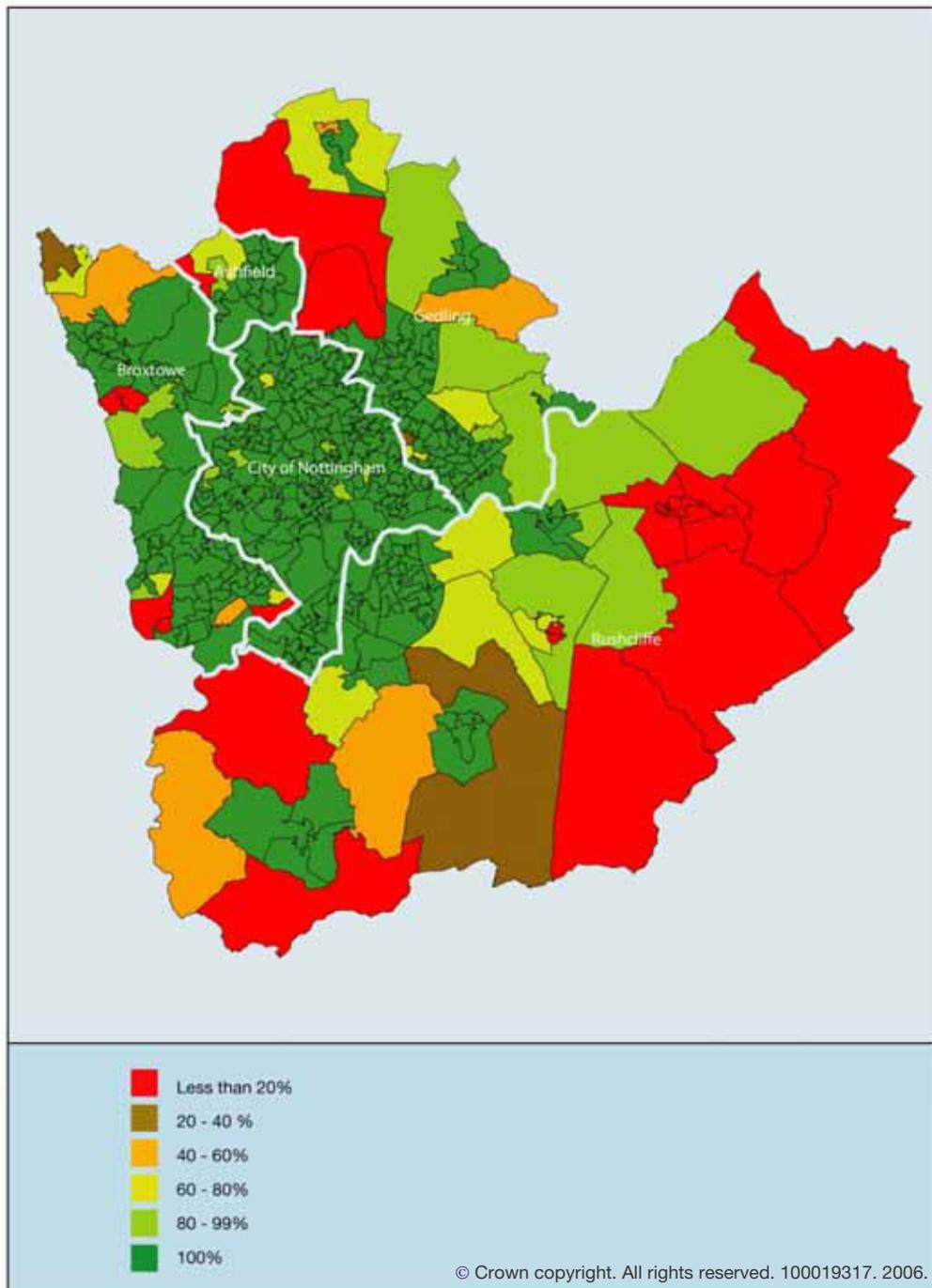


Figure 7.17: DfT Core Indicator: Access to GP services by public transport within 30 minutes for households without a car

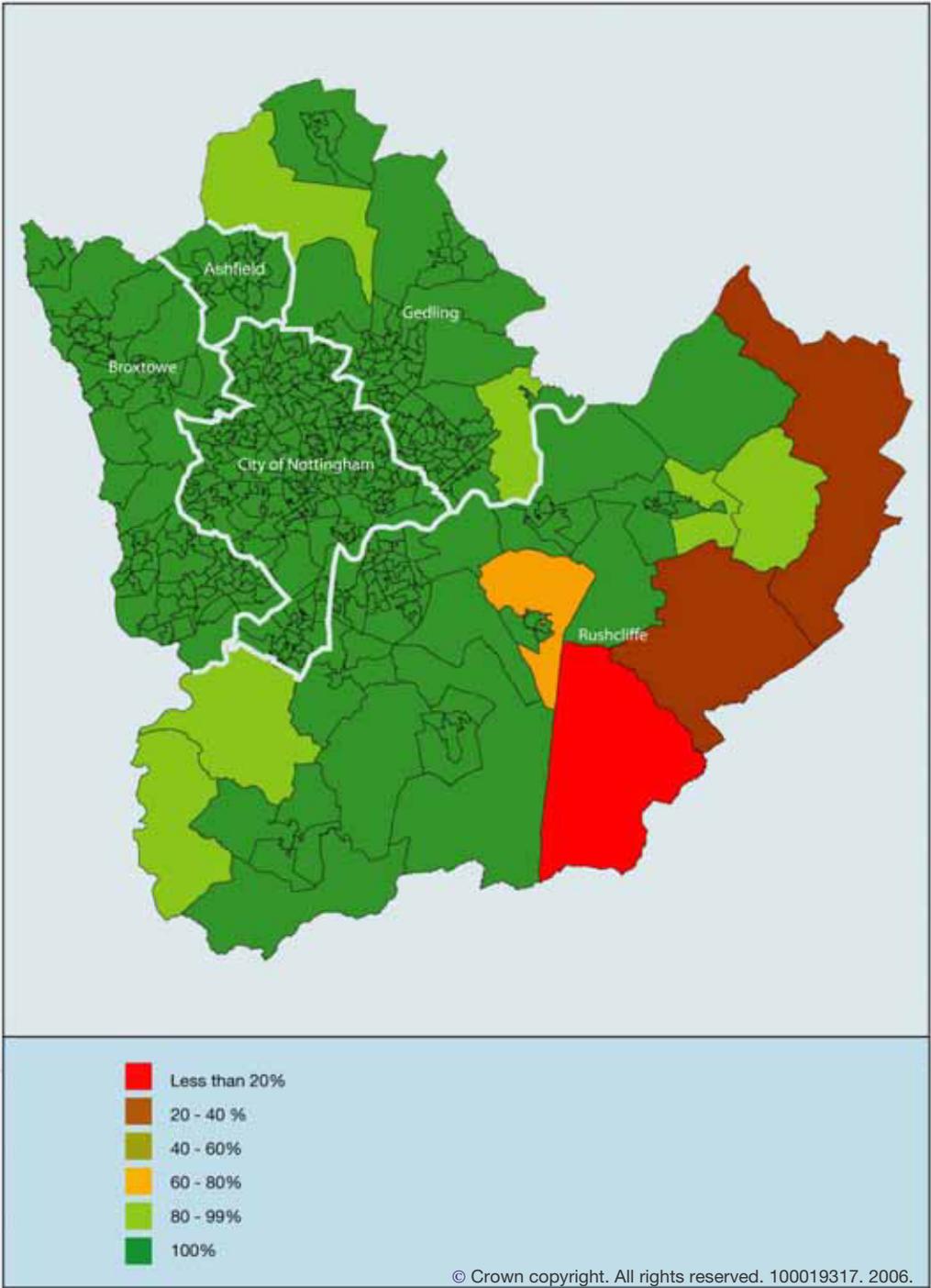
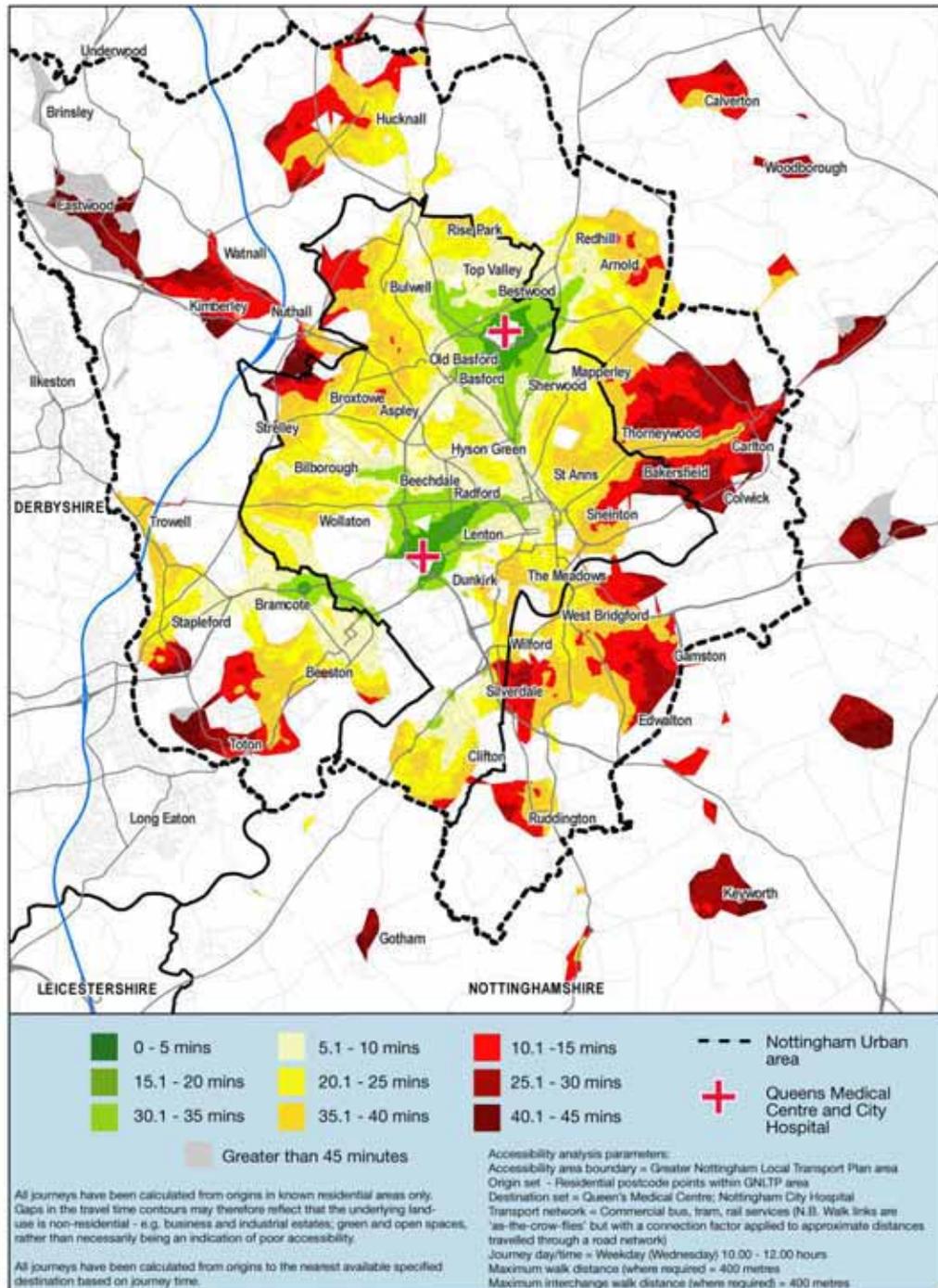


Figure 7.18: Public transport journey times to QMC and City Hospital sites



© Crown copyright. All rights reserved. 100019317. 2006.

Figure 7.19: DfT Core Indicator: Access to hospital by public transport within 30 minutes for households without a car

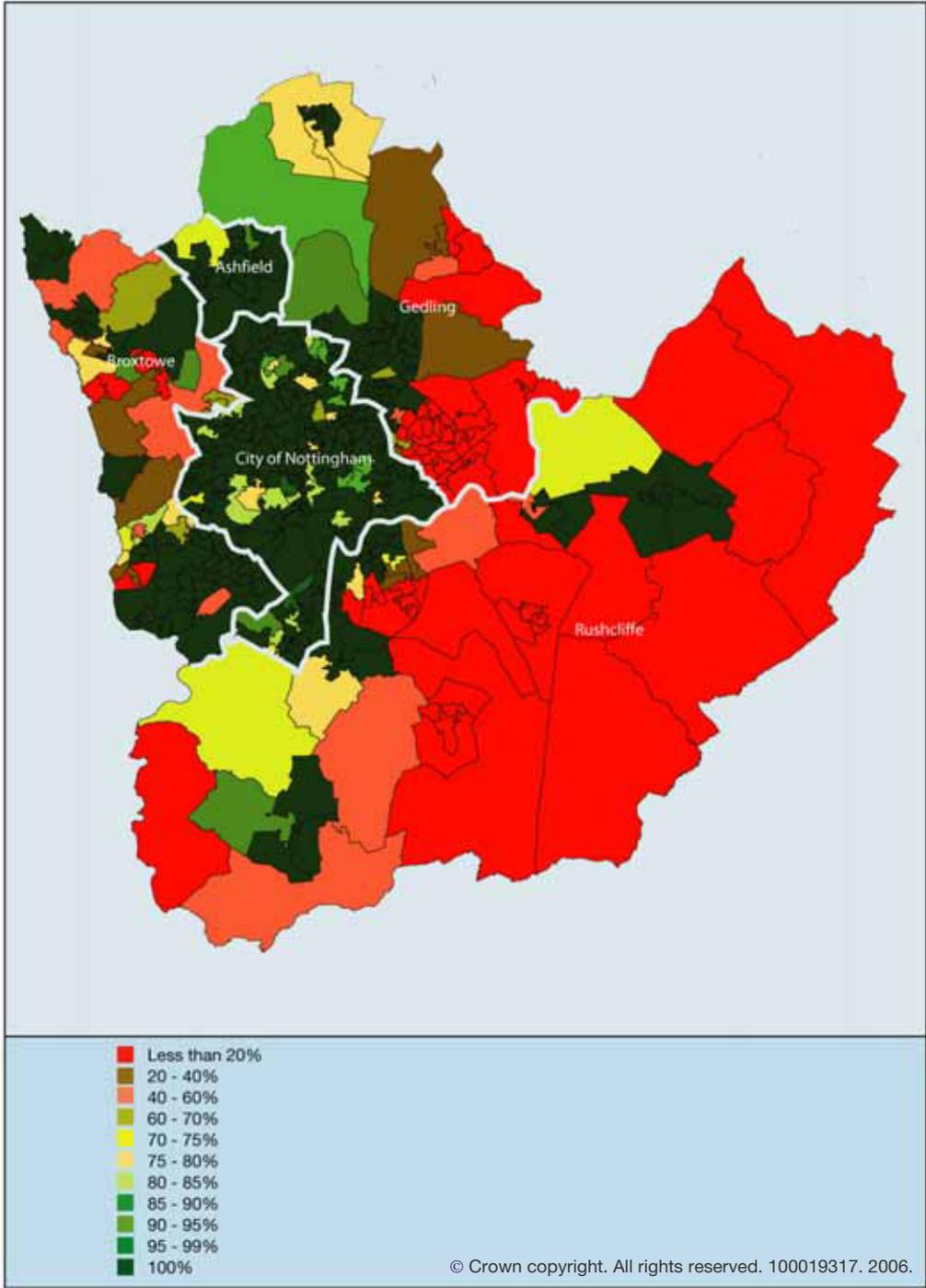


Figure 7.20: DfT Core Indicator: Access to hospital by public transport within 45 minutes for households without a car

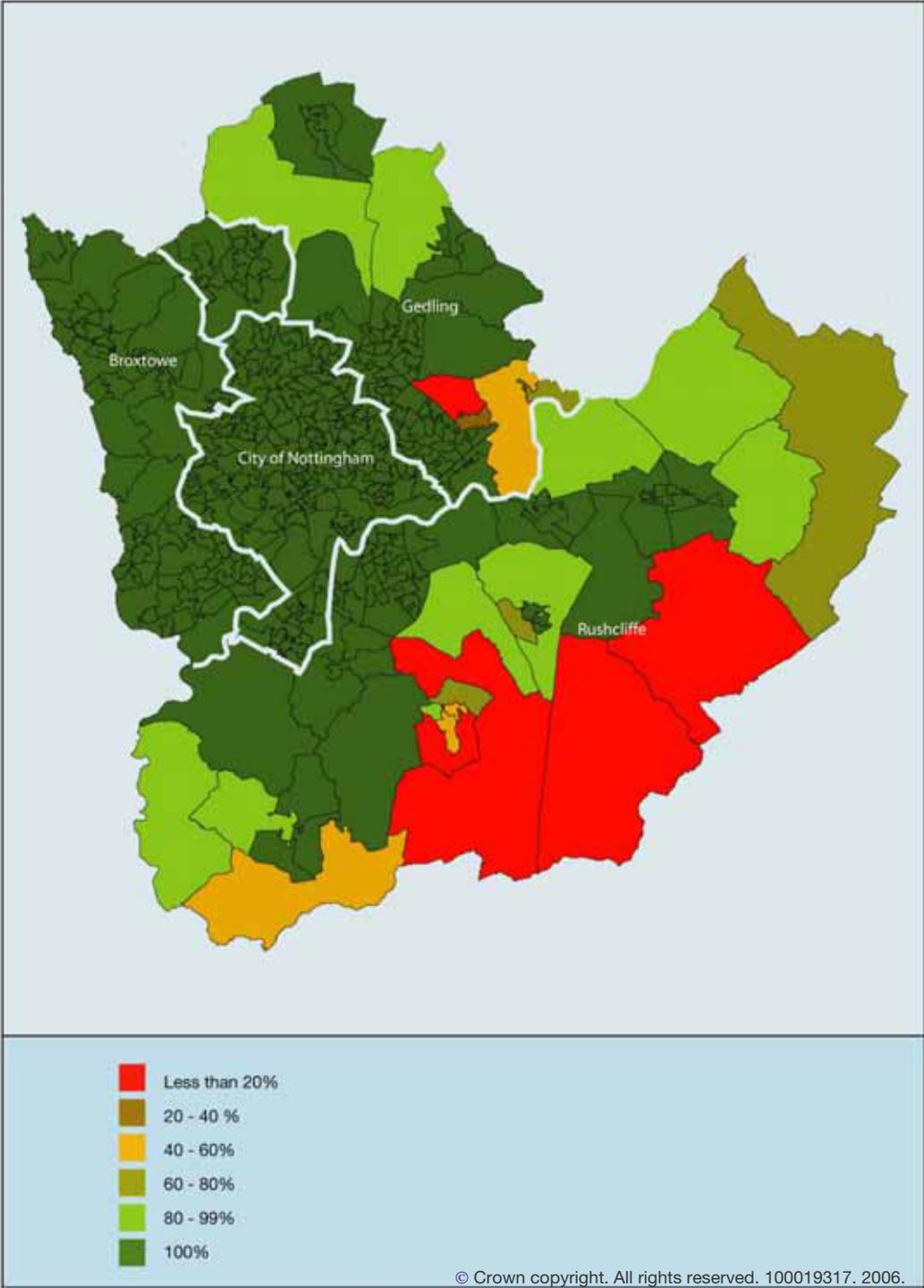
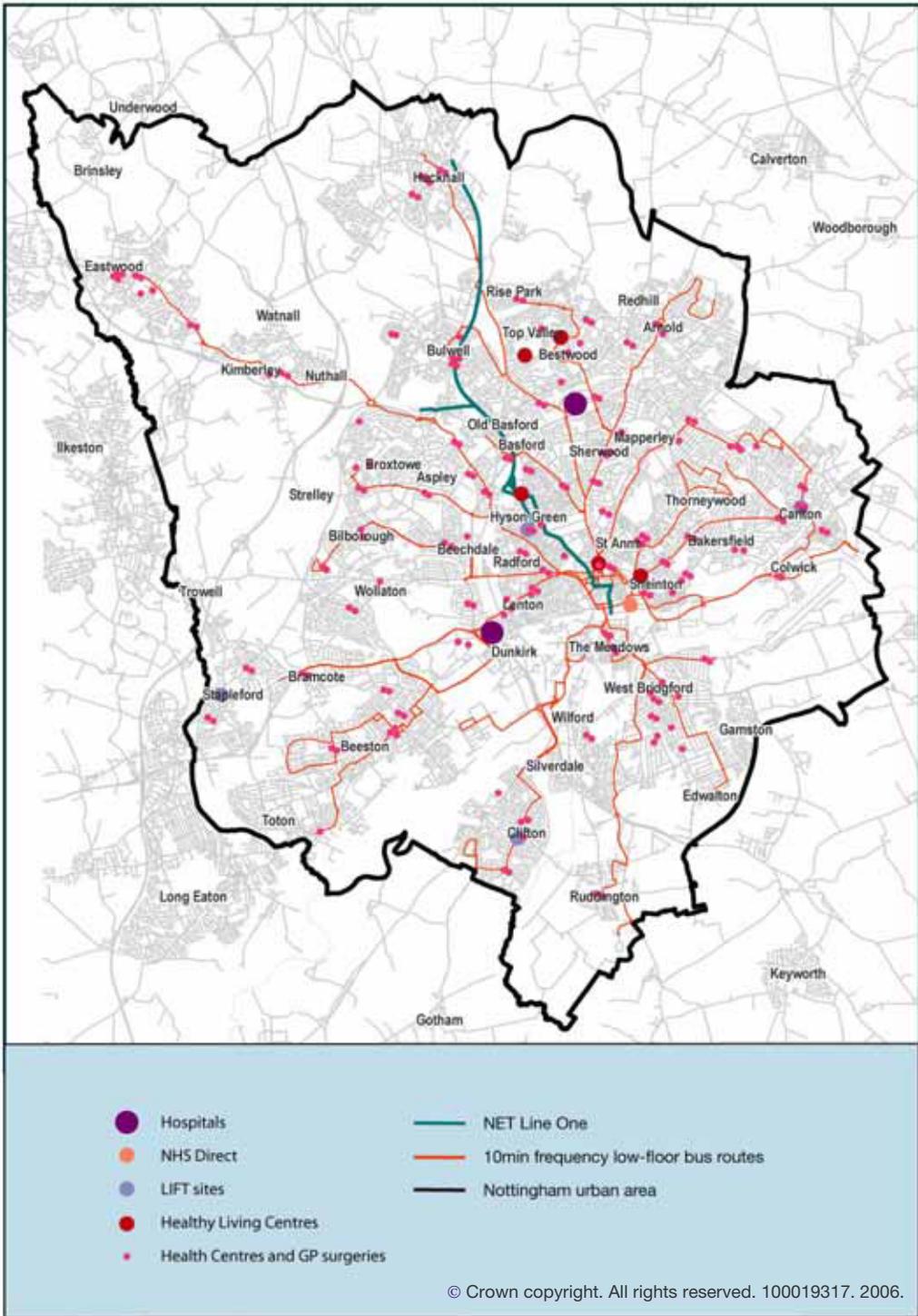


Figure 7.21: Locations of key health services in Greater Nottingham (urban area).
 (See Figure 7.26 for rural locations)



Food and Essential Services

What do we know about access to food and essential services?

- The Indices of Deprivation Barriers to Housing and Services Geographical Sub Domain has also been mapped for Greater Nottingham, as shown in Figure 7.22. This takes into account access to GP premises, supermarkets or convenience stores, primary schools and post offices.
- This highlights that rural areas suffer significant deprivation in terms of access to essential services across most of Rushcliffe and the northern part of Gedling. However it is important to remember that the proportion of residents affected is relatively low as these areas are sparsely populated compared to the conurbation and levels of car ownership are higher.³⁷
- The DfT Core Indicators for access by public transport for households without a car to major retail centres and to supermarkets show that there are high levels of accessibility for a 30 minutes travel time across most of the Plan area. The only SOA with less than 20% of none car households within 30 minutes travel time of a supermarket is in rural Rushcliffe as shown in Figure 7.24. This is borne out by the 2005 Personal Travel Survey which found that in Greater Nottingham 85% of respondents found access to food shops easy or very easy.³⁸
- Locations of food shopping areas including supermarkets in the urban area is shown in Figure 7.25 and for the rural area in Figure 7.26. The district and local centres are well served by frequent public transport routes as shown in Figure 7.27.

Who are our key partners?

- Ashfield District Council, Broxtowe, Gedling and Rushcliffe Borough Councils;
- Local Strategic Partnerships;
- Food Initiatives Group – a sub-group of Nottingham Health Action Team, part of the SSP comprising PCTs, local authorities, Health Protection Agency, voluntary sector, community sector, Groundwork Greater Nottingham and representatives from food producer organisations.

What do our partners say?

- **Cost:** People without access to transport, those with disabilities and the elderly find it difficult to access the City Centre, district centres and neighbourhood centres to buy food because the cost of public transport can be high. Supermarkets selling cheap and healthy goods tend to be located at these locations.
- **Information Access:** Lack of information about services that can help people travel to food shops (e.g. dedicated bus services to supermarkets) and about alternative ways to access food (e.g. box schemes) can be a barrier to accessing food for all people, and particularly for people living in housing estates in Greater Nottingham.
- **Physical Access:** Elderly people find it difficult to carry shopping home on the bus. This can be a problem across the whole of Greater Nottingham, and the problem is

37 IoD 2004 Barriers to Housing and Services Geographical Sub Domain (ODPM)

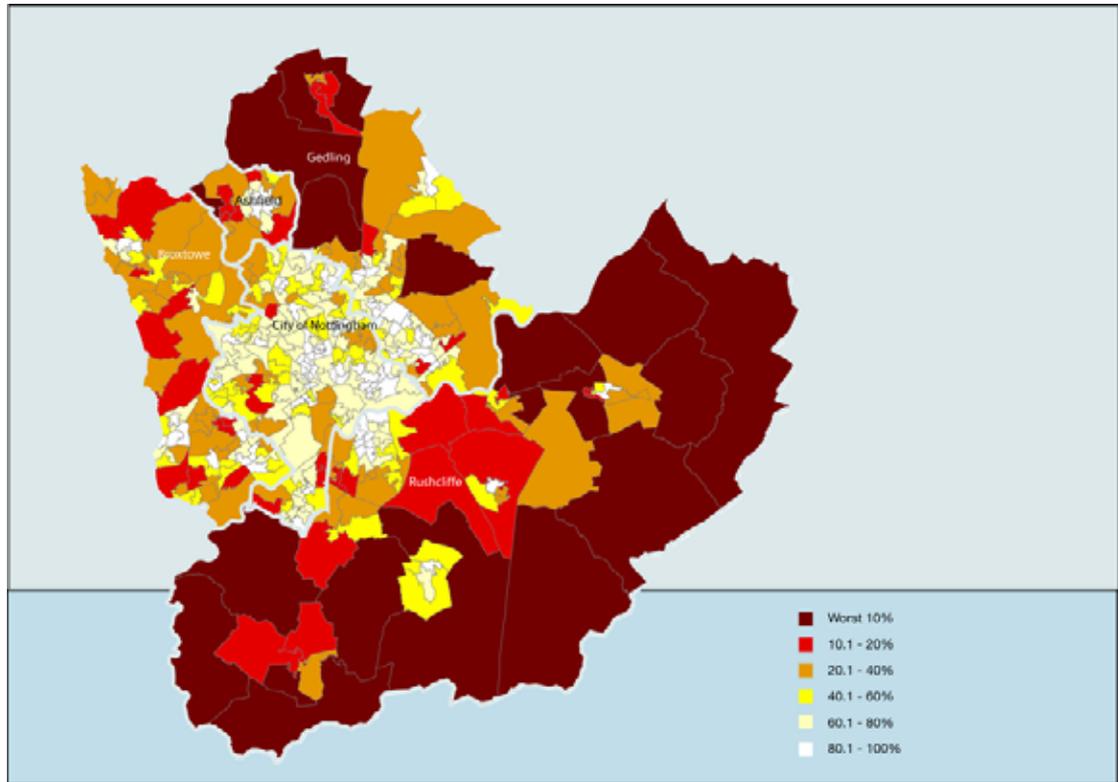
38 Personal Travel Survey, Transport and Travel Research Limited, June 2005

exacerbated at peak times when the buses are busy.

What are we going to do?

- Promoting take-up of concessionary fares for people over 60 and people with disabilities: The County Council is launching a new concessionary fares scheme on 1st April 2006 which will allow free travel after 9.30am throughout the County area for these groups; The City Council is rebranding its concessionary fares card as the CityCard, a smartcard that will act as a library and leisure card and offer discounts for card holders at a range of high street retailers. Focus in the City areas will be to promote take-up of the CityCard by inner city residents and the Asian community whose take-up of the scheme is currently lower than average; The Authorities will also explore discounted fare options to help key low income groups including part-time workers and single parent families.
- The County Council has provided funding to the Food Initiatives Group in Greater Nottingham to commence a project in February 2006 until October 2006 that will seek to identify the barriers to accessing healthy food within the Ashfield district. If successful, this work can be developed more widely across the Plan area.
- Work with the Food Initiatives Group to explore issues around access to healthy affordable food, how to engage the supermarket sector, and work with the PCT Dietetics Service to develop specific area food studies including shopping basket surveys.
- Continue to ensure viable district and local centres by rolling out the Local Link bus programme to connect communities to local shopping facilities including Wollaton Park Estate, Charlbury Road and Bulwell and implementing local and district centres accessibility improvements linked to Area Committee priorities.

Figure 7.22: Indices of Deprivation 2004 Barriers to Housing Domain, Geographical barriers subsection, showing access to GP premises, supermarkets, convenience stores, primary schools and post offices.



© Crown copyright. All rights reserved. 100019317. 2006.

Figure 7.23: DfT Core Indicator Access to major retail centres within 30 minutes by public transport for households without a car

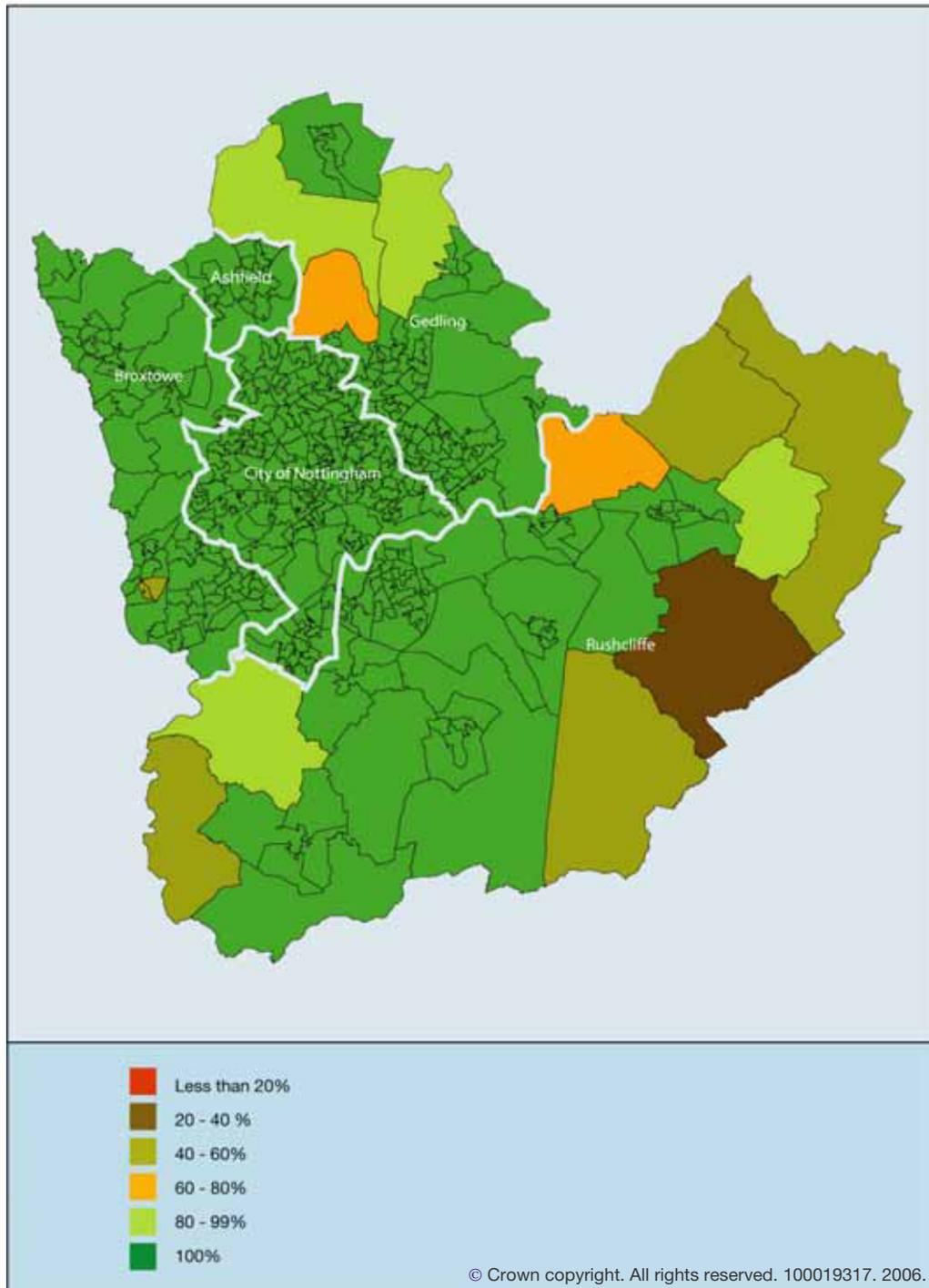
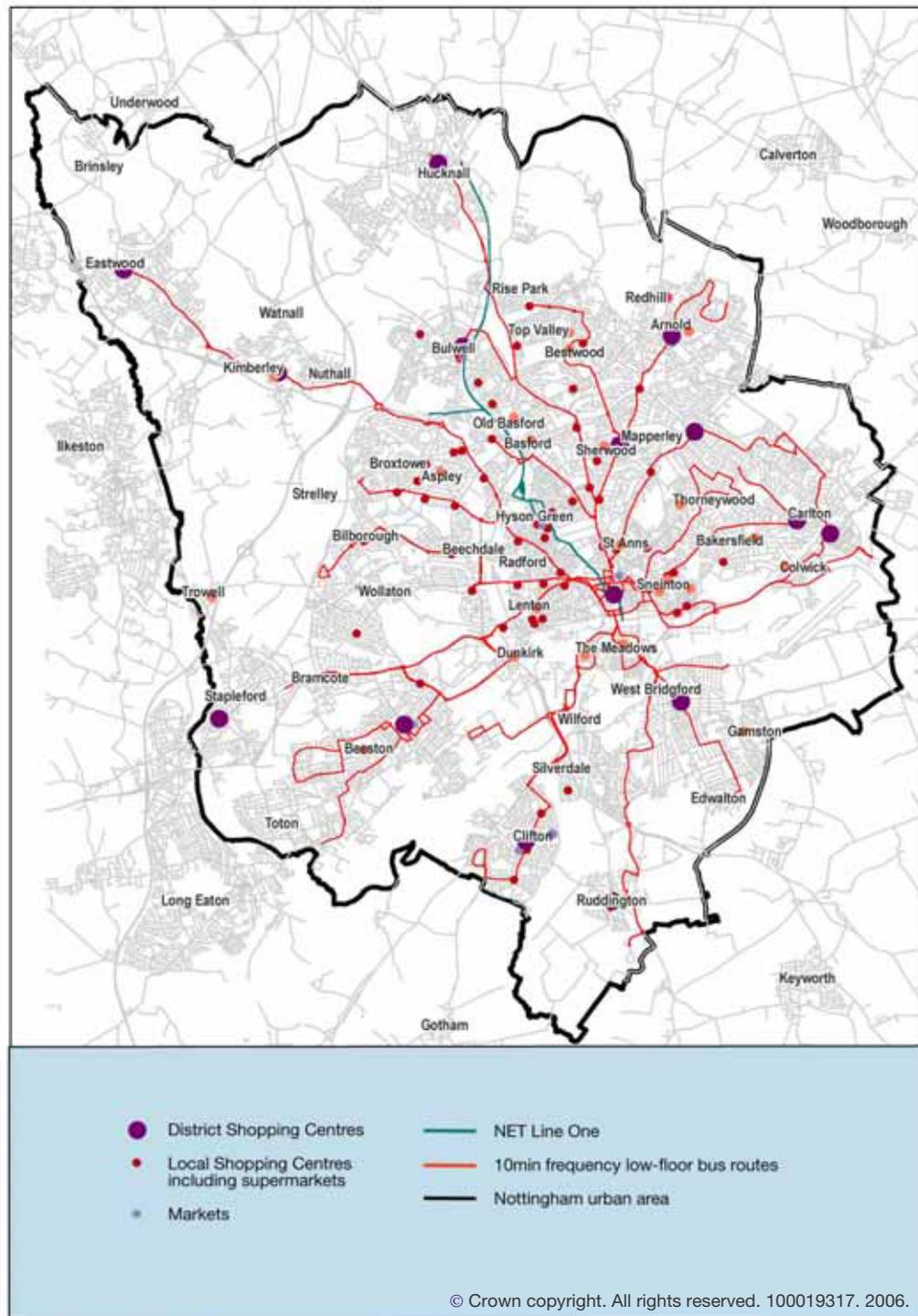


Figure 7.25: Locations of food shopping areas including supermarkets in Greater Nottingham (urban area). (See Figure 7.26 for rural locations).



© Crown copyright. All rights reserved. 100019317. 2006.

Figure 7.26: Locations of key destinations in Greater Nottingham (rural area).

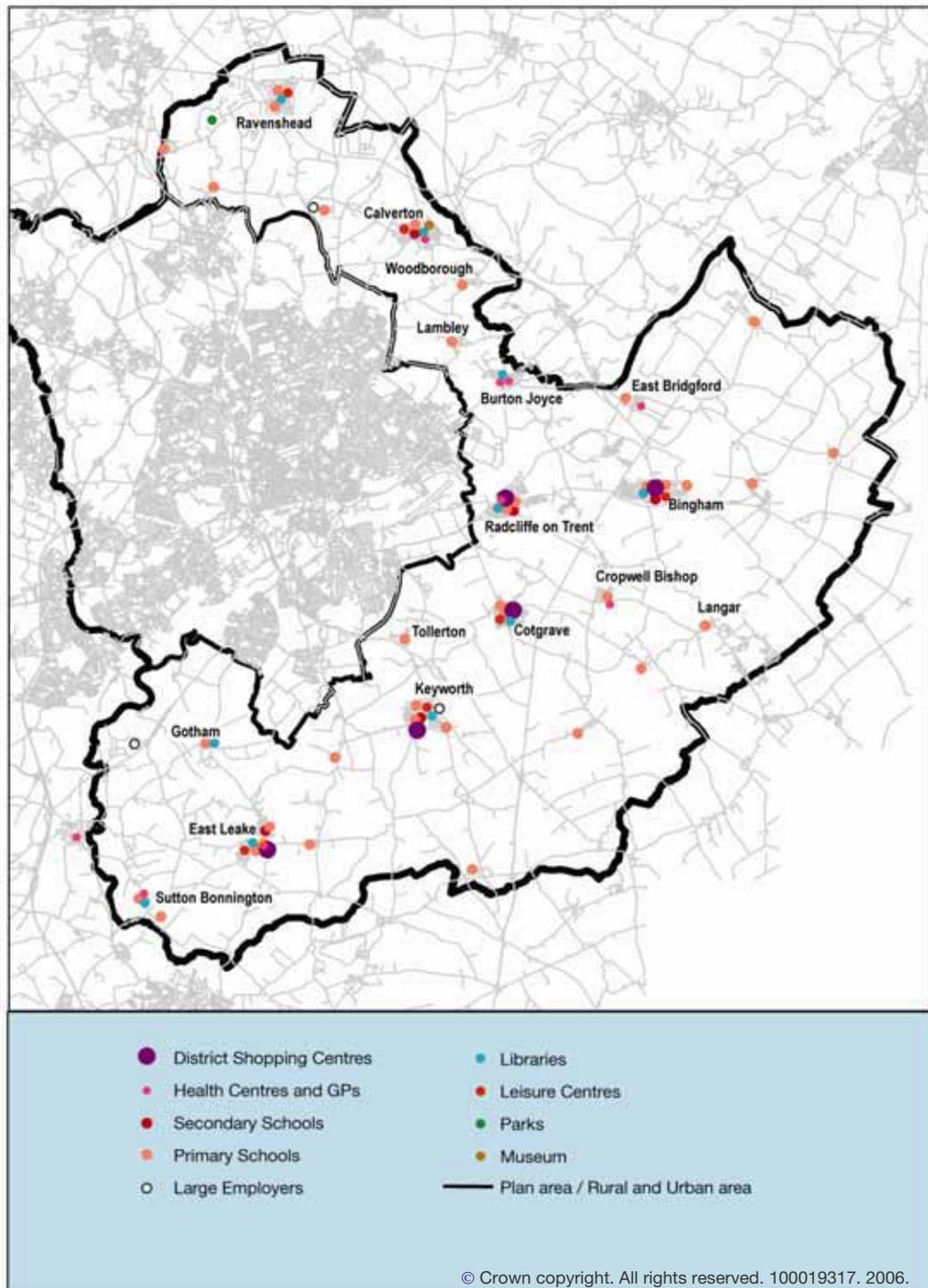
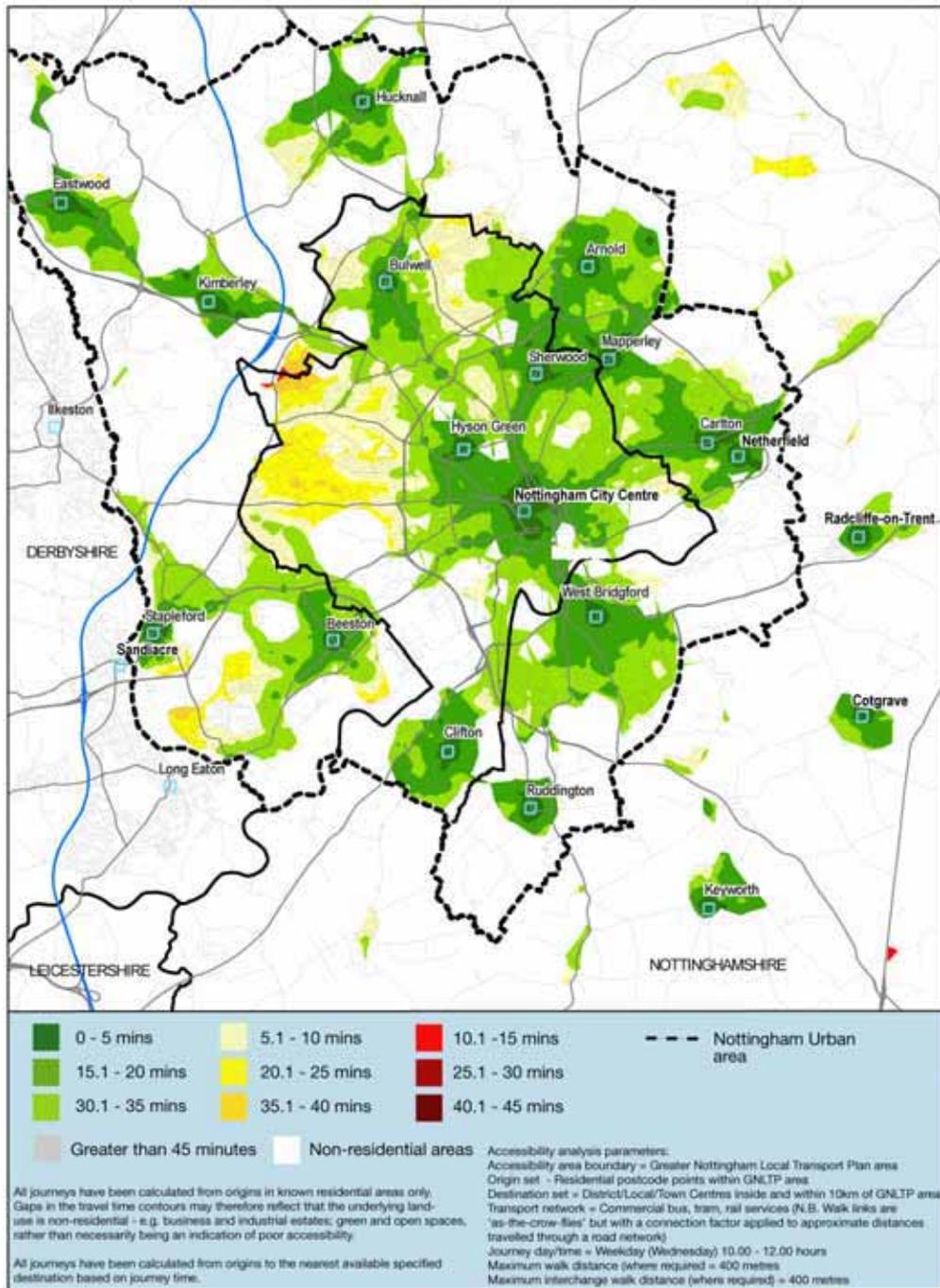


Figure 7.27: Public transport services to district and local centres in Greater Nottingham



© Crown copyright. All rights reserved. 100019317. 2006.

Leisure, Culture and Tourism

What do we know about access to leisure, culture and tourism?

Access to leisure, culture and tourism has been adopted as a local priority because of the importance of the leisure and tourism sector for the local economy and because of the importance of local leisure facilities such as parks, open spaces, leisure and sports centres to provide local opportunities for more active lifestyles. Figure 7.28 shows the locations of key leisure destinations in the urban area including sports venues, parks, museums, libraries and cinemas. Rural destinations are shown in Figure 7.26.

Tourism and the local economy:

- In 2003 over 34 million visitors visited Nottinghamshire spending over £1 billion in local shops, hotels, restaurants and attractions, a tourism spend of over £1,000 per head of population, and creating 20,000 jobs.³⁹
- Nottingham is the 12th most visited UK city and was listed in the top 20 UK cities visited from abroad. Overseas visitors to Nottingham have increased from 140,000 in 2001 to 210,000 in 2003.⁴⁰

Use of cultural facilities:

The City Council's Museums and Galleries Services commissioned a Visitor Survey in 2004⁴¹ covering the Castle Museum, attractions at Wollaton Park (the Natural History Museum, Wollaton Industrial Museum, the Yard Gallery), Brewhouse Yard, Angel Row Gallery, Green's Mill and Science Centre and Newstead Abbey. This showed that:

- 78% of visitors were from the East Midlands, and 59% from Nottinghamshire.
- The majority travelled by car (55%) but significant proportions travelled by public transport (27%) and 17% walked showing the importance of these facilities for local residents.
- The high levels of car use for the Wollaton Park sites (over 70%) and Newstead Abbey (89%) reflect their relative inaccessibility outside of the City centre, compared to 33% who walked to the centrally located Angel Row Gallery.
- 99% of City households live within 1 mile of a static library. Library provision also includes a mobile library for isolated communities and a City-wide home delivery service for housebound residents. In 2004 over 1 million visitors used the City's library services and 50% of City residents are library members.⁴²

39 East Midlands STEAM Survey Executive Summary

40 Data collated by Nottingham City Council, Policy Team

41 Nottingham Museums and Galleries Service, Visitor Survey 2004, Final Report, by Centre for Museum and Heritage Management, Nottingham Trent University

42 Nottingham City Council Libraries and Information Services, Service Plan 2005/06

Use of active leisure facilities:

- Between 1999 and 2003 there was an 18% increase in the use of indoor leisure facilities in Nottingham although there has been a shift away from swimming to other indoor sports and fitness activities, which has driven the City Council's Leisure Transformation programme.⁴³
- 80% of young people like/really like participating in sporting activities.⁴⁴ Access to sports programmes at local facilities is important to young people in BME communities. Safety and travel to sports programmes were highlighted as important factors for this group.⁴⁵

Who are our key partners?

- Big Wheel marketing campaign;
- Experience Nottingham;
- Local authority Leisure/Culture/Tourism Officers represented through the Chief Leisure Officers Group (CLOGS) - representing Nottinghamshire County Council, Nottingham City Council and the district and borough councils in Nottinghamshire; plus representatives of Arts Council, GO-EM and Sport England.

What do our partners say? ⁴⁶

- **Lack of Information:** Public transport users, especially low income, elderly, young and socially excluded people, suffer from a lack of up to date and relevant information about transport services, which affects access to leisure and culture facilities throughout Greater Nottingham. Service providers can often have an 'inward' focus and do not consider accessibility fully.
- **Voluntary and Community Transport:** Community transport currently does not provide a sufficient service due to a lack of funds, lack of voluntary drivers, high fares, gaps in service provision. Also there can be a stigma attached to using these services. This particularly affects those people who have no other transport option, for example elderly, disabled, small local groups, isolated rural areas and certain cultural groups.
- **Affordability/Cross Border Issues:** The cost of transport can be a barrier for individuals and their support network/carers (possibly social services) trying to access leisure facilities, particularly when the journey involves crossing a County border because access to transport related funding and subsidised travel outside the County can be a problem.
- **Engaging with the private sector:** Potential visitors to tourism sites, especially those without access to a car and less disposable income, can find it difficult to access many tourism sites because often they are in relatively isolated fixed locations e.g. Newstead Abbey. Therefore accessibility solutions will need to focus on better engagement with the private sector, for example asking them to provide public transport information and multi-saver approaches, such as an integrated museums card with a travel pass.
- **Leisure Access to Education Facilities:** Education facilities have the potential to provide entire communities with local sports, community meetings, arts, further

43 Nottingham City Council Executive Board Report, Director of Leisure and Community Services, 18th May 2004

44 Survey of young people's participation in sports and arts activities (year 7 and 9), Keydata, 2002

45 Summary report of research into sports participation by BME groups in Nottinghamshire, Sprito, 2002

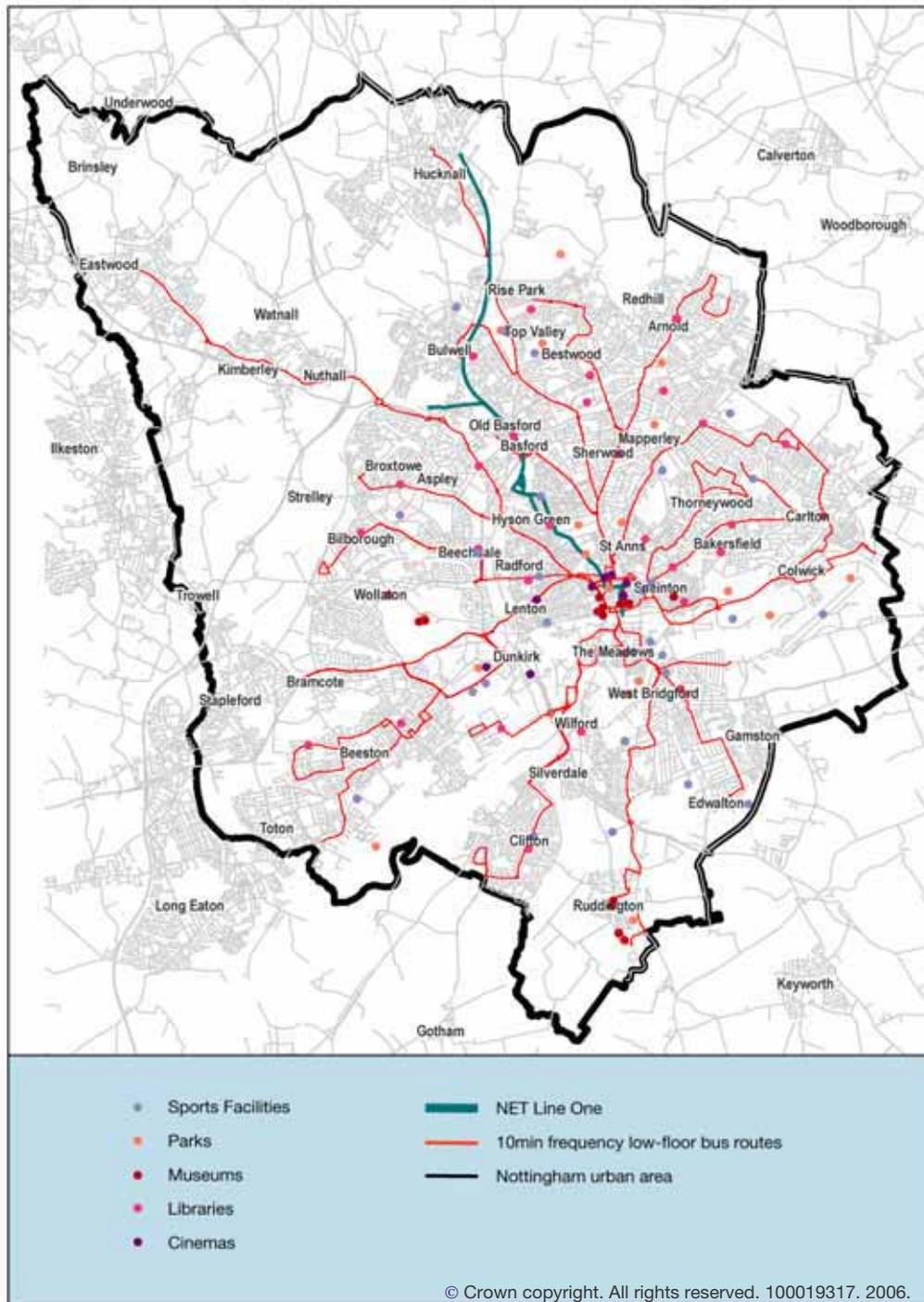
46 Access to Leisure, Culture and Tourism workshop, 7th June 2006

education, events and heritage. They are generally accessible to rural and urban communities in transport terms but are currently not always open outside school hours.

How are we going to tackle this?

- Provision of leisure destination information including transport and travel information through an information hub and tailored public transport information resources. For more information see Local Accessibility Action Plan LCT1.
- Joint public transport and leisure destination ticketing facilitated through the Big Wheel marketing campaign.
- As part of the “Stimulating Innovation for Success” initiative Nottingham Trent University will be carrying out research to identify best practice for significant visitor attractions such as the Ice Stadium, the football grounds and other major venues, to explore approaches which could be used to develop a programme of leisure venue travel plans.
- Support major redevelopment programmes for leisure service provision with accessibility planning information.

Figure 7.28: Locations of key leisure destinations in Greater Nottingham (urban area). (See Figure 7.26 for rural locations).



Availability of transport choices

7.16. The Accessibility Strategy has adopted the comprehensive approach developed for the bus accessibility work and considers five aspects of accessibility to ensure transport choice:

- **Geographical** – level of service to work, health, education, shops and other facilities;
- **Physical** – ability of different groups to physically use different transport options;
- **Information** – ability of different groups to accurately find out about transport options;
- **Cost** – ability of different groups to afford to use different transport options;
- **Safety** – ability of different groups to safely use different transport options.

Car ownership and usage

What do we know about car ownership and usage?

Car ownership

- The level of low car ownership has a high correlation with many indicators of social need and low income.⁴⁷ Figure 7.29 illustrates car ownership in the Plan area.
- Although car ownership continues to increase in the Plan area with 68% of households having access to a car in 2001 (an increase from 63% since 1991), still almost half of the adults of driving age in Greater Nottingham (47%) do not have continuous access to a car and 32% of all households have no access to a car at all.
- There is also a considerable difference between areas – 83% of households in Rushcliffe Borough have at least one car, compared with only 55% in Nottingham City. In parts of the inner city (St. Ann's), as many as 74% of households do not have a car.
- Outside the City the ward with the highest percentage of households without a car is Killisick in Gedling (47% of households without a car), followed by Beeston Central (43%), Daybrook (36%) and Trent Bridge (33%).
- Across the Plan area the two groups of people with the lowest car ownership rates are pensioners living alone (27%) and lone parents with dependent children (45%).⁴⁸
- The Greater Nottingham area (but especially the City of Nottingham) has a diverse racial mix, with over 15% of the City's residents being from BME communities, rising to around 30% in the inner city wards of Berridge, Radford and Arboretum. This group is also disproportionately likely not to have access to a car and to have a low income.

⁴⁷ Social Need in Nottinghamshire 2004

⁴⁸ 2001 Census.

What do people think? ⁴⁹

- 39% of respondents interviewed for the Greater Nottingham Perception Study 2004 said they would use their car less if public transport, cycling and walking facilities were improved.

Who are our key partners?

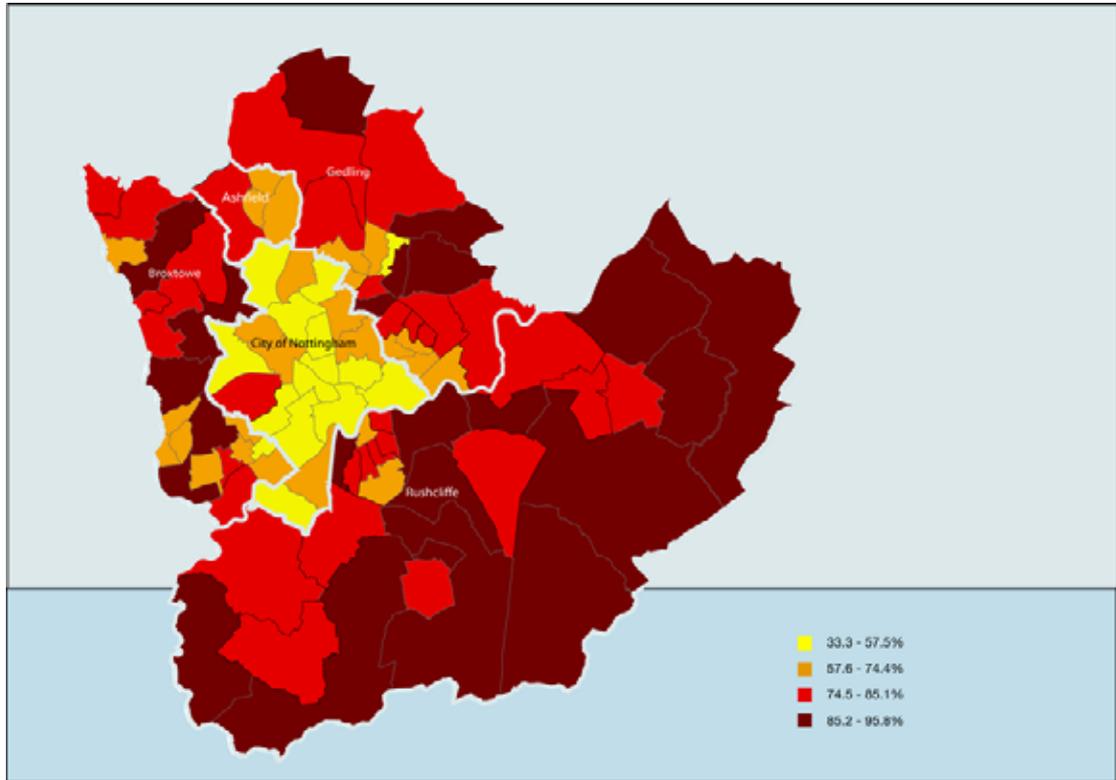
- Big Wheel marketing campaign;
- Greater Nottingham Transport Partnership (Sub-group of the SSP);
- Nottinghamshire Chamber of Commerce;
- Major employers represented by the Commuter Planners Club.

What are we going to do?

- It is essential that the authorities continue to promote a sustainable transport strategy, both to provide safe, reliable and affordable transport options for those without access to a car, and to offer high quality attractive alternatives to persuade motorists to try other modes. Specific actions include:
 - Workplace travel plans to promote transport choice for the journey to work and open up employment opportunities to those without a car;
 - Continue the Big Wheel marketing campaign to change public perceptions.
- Explore innovative solutions (Smarter Choices) to reduce the need to own a car and/or to travel e.g. car clubs, tele-working, home deliveries, e-commerce.
- The wider implications of the Local Transport Plan and how the different elements of the programme will help to deliver improved accessibility is set out in Chapter 4 of this document and the accessibility chapter of the LTP.

49 Greater Nottingham Perception Study, Transport and Travel Research Ltd, July 2004

Figure 7.29: Household car ownership by ward 2001 (% of households with at least one car)



© Crown copyright. All rights reserved. 100019317. 2006.

Public transport

What do we know about access to public transport?
<p>Importance of public transport for Greater Nottingham: Buses are a major component of the public transport network in Greater Nottingham and, combined with the NET Line One, overall coverage and quality of public transport provision in the conurbation is very good in comparison with many other areas of the UK.</p>
<p>Access to bus services has been considered across 5 themes: Geographical accessibility; Physical accessibility; Affordability; Safety; Information. This approach and the forward strategy for the Plan period is set out in the Greater Nottingham Bus Strategy 2006 – 2011 and builds upon work developed for the City Council’s Bus Accessibility study published in October 2003. The following baseline figures for 2004/05 illustrate each of these aspects:</p> <ul style="list-style-type: none"> • Geographical accessibility – Figure 7.30 shows that 83% of residential areas in the City and 46% of the total urban area are within 30 minutes journey time of the City Centre by public transport. • Physical accessibility – Figure 7.31 shows that 82% of residential areas in the City area and 48% of the total urban area are within 400m of a low floor bus service. • Affordability – Uptake of concessionary fares for elderly people in Greater Nottingham is 62%. Figures 7.32 and 7.33 show the relative uptake of the two schemes with areas of Greater Nottingham. • Safety –Figure 7.34 shows that 58% of bus shelters in the City area are covered by CCTV. • Information – Figure 7.35 shows that 59% of bus stops in the City area display travel information, which includes timetables, route planners and/or contact information.
<p>Public transport supply and demand</p> <ul style="list-style-type: none"> • Figure 7.36 shows the demand for public transport assessed using the percentage of none car households in each Super Output Area and IMD information. The map indicates where transport demand is highest. • Figure 7.37 shows public transport supply in terms of whether SOAs achieve a service standard for accessibility to the bus network for an hourly of better daytime service based on 400m walk to the nearest bus stop. • Comparing these maps shows that demand and supply of public transport are reasonably well matched.
<p>Rural bus services</p> <ul style="list-style-type: none"> • 96% of households in small urban settlements in Greater Nottingham are within 10 minutes walk (800m) of a bus stop with at least an hourly service Monday – Saturday 06.00 – 18.00 hours. This is well above the national average of 86%. • 85% of households in rural settlements are within 10 minutes walk (800m) of a bus stop with at least an hourly service Monday – Saturday 06.00 – 18.00 hours, which is well above the national average of 55%. However this would fall to only 25% if supported bus services were withdrawn. • Figure 7.38 shows public transport supply calculated using commercial services only and excluding any subsidised services. <p><i>A small urban settlement is defined as having population greater than 3,000 but less than 10,000. A rural settlement is defined as having a population below 3,000.</i></p>

<p>Rail</p> <ul style="list-style-type: none"> • NET patronage figures show high levels of usage by people with mobility difficulties unable to access other public transport. • Current local rail provision is focused on regional and longer distance travel demands. With the exception of the Robin Hood Line. local service provision is very poor.
<p>Accessibility to public transport for people with disabilities within the City:</p> <p>Significant progress has been made over the last Plan period, in partnership with the operators and voluntary groups, to improve bus services for people with disabilities:</p> <ul style="list-style-type: none"> • Over 80% of buses (100% of the Trent Barton bus fleet) and 100% of trams are now low floor. • Over 350 (25%) bus stops are fully accessible with raised kerbs, tactile paving, etc • There has been over 100% increase in the take-up of the disabled persons concessionary fares pass – now around 6,000 holders.

<p>What do people think?</p> <p>Perceptions of public transport provision in Greater Nottingham are very positive with 64% of users being satisfied with their local bus services.⁵⁰ The Greater Nottingham Perception Study 2004 ⁵¹ shows that:</p> <ul style="list-style-type: none"> • 63% thought that it was easy or very easy to get to the City Centre by public transport in the daytime. • Despite increasing concern about crime levels and personal safety 69% of respondents to the Greater Nottingham Perception Study felt safe or very safe when waiting for a bus. • 71% supported the development of further tram routes. • However 19% of respondents thought it was cheaper to travel by car than by public transport. <p>Consultation with the Disabilities Advisory Group ⁵² highlighted a number of concerns for people with disabilities which created barriers to accessibility including issues of personal safety and bullying, obstruction of raised and dropped kerbs by inconsiderate parking limiting physical access for wheelchair users, over subscription of Dial-a-Ride and psychological barriers relating to people’s attitudes and understanding of the needs of these groups.</p>

<p>Who are our key partners?</p> <ul style="list-style-type: none"> • Bus operators: Nottingham City Transport; Trent Barton Buses; • Arrow Light Rail Ltd (Nottingham Express Transit operating consortium); • Also major employers, hospital trusts and colleges; • Rail operators (Central Trains, Midland Mainline, DfT Rail, Network Rail.
--

<p>What are we going to do?</p> <ul style="list-style-type: none"> • As a significant proportion of the population of Greater Nottingham do not have access to a car, an accessible public transport network is vital to ensure these people can access services and facilities. As transport authorities, the most

50 BVPI 104 monitoring 2003/4

51 Greater Nottingham Perception Study, Transport and Travel Research Ltd, July 2004

52 Disabilities Advisory Group, LTP2 and accessibility workshop, 9th May 2005

significant way in which the City and County Councils can directly improve accessibility across the Plan area is through maximising the accessibility of the public transport network including NET. Therefore the joint bus strategy for Greater Nottingham is a central element of the Accessibility Strategy.

- Accessibility and choice will be improved by maximising the coverage of the network in the following ways:
 - Geography - serving as many local communities as possible, and travelling to places they want to go
 - Time - operating from early in the morning to late in the evening
 - Frequency - operating frequently enough to meet customer needs
 - Level of integration - ensuring service connectivity, both between different bus services and between buses and other modes including the tram and heavy rail

The 'link bus' approach is central to improving accessibility and integration and will support the future development of the network of bus and tram services in Greater Nottingham by providing connections with the existing commercial network. High frequency 'link' buses will feed into the mainline network at key interchange points and 'demand responsive' local link services will be developed focused on district centres using small accessible minibuses that penetrate areas which are inaccessible to larger vehicles. These demand responsive services can also be booked to pick up directly from the home.

Information and marketing

A revised bus information strategy will be published in April 2006 setting out a detailed plan for 2006-11 with a focus on both printed and electronic information provision including:

- Bespoke travel information guides aimed at key markets and areas including universities, colleges, schools, hospitals, major employers and district centres;
- Electronic departure boards at bus stations and interchanges;
- Touch screen journey planning kiosks at shopping centres, hospitals, offices, universities, colleges and council facilities;
- Mobile phone text messaging;
- Web based journey planning services including Transport Direct;
- Real time information at bus stops.

Improving safety including the Respect for Transport initiative

- Continue work through the Respect for Transport partnership (comprising City and County Councils, Nottingham City Transport, Nottingham Express Transit, JC Decaux, Nottinghamshire Police, Greater Nottingham Transport Partnership, Big Wheel);
- Continue programmes to install CCTV at shelters and on buses;
- Increase provision of lighting at bus stops including piloting solar powered options.

Ticketing and concessionary fares

Fare levels are a significant restraint to accessibility for some people on lower incomes. Measures to increase the affordability of public transport for these groups include:

- Concessionary fares schemes for people over 60 and people with disabilities
- Explore discounts for key groups and journey types including multi-operators trips to work, leisure and health facilities, part-time workers, lone parent families; educational travel below the statutory travel distance; group travel and short distance travel;
- Multi-operator integrated travel, building on the one day “Kangaroo” multi-operator ticket.

NET development

- Following the successful introduction of Line One, further lines of the NET system, out to Chilwell and Clifton, are proposed for implementation within the Plan period. NET Phase 2 will enhance accessibility by creating a high quality, fast frequent, reliable and affordable public transport network. It will provide cross-city services linking residential areas, including some of the priority communities (The Meadows, Hyson Green, Bulwell and Clifton) with the City Centre and key employment sites, local services, educational and training facilities, such as NG2, the district centres of Beeston and Clifton, University of Nottingham, Broxtowe College and the QMC. The University and QMC are two of the largest employers and destinations in the conurbation outside the City Centre and both have severe accessibility problems associated with limited on-site parking.
- NET expansion also offers opportunities to improve other aspects of public transport accessibility:
 - There will be extensive provision for bus interchange along the new routes and there is strong potential for feeder bus development as has been developed for Line One;
 - Through services onto Line One offering enhanced cross-City journey opportunities;
 - High quality facilities at Nottingham Station will allow interchange between tram, train, bus, cyclists, pedestrians, cars and taxis;
 - Additional cycle and pedestrian infrastructure is proposed to improve access to the NET system and associated interchanges;
 - Existing through ticketing arrangements with bus and train would also be extended;
 - Large park and ride sites at Clifton and Chilwell serving the A453, A52 and M1;
 - The trams will be fully accessible, with 100% low floors, level access from platforms, DDA-compliant features such as wheelchair spaces and audio and visual passenger information as well as conductors providing tickets and help.

Improving accessibility to public transport for people with disabilities:

- It will be important to work with partners to look at innovative ways of addressing the concerns of people with disabilities to maximise the effect of the public transport improvements to improve physical access and the availability and

affordability of public transport for these groups.

- Measures identified in the Greater Nottingham Bus Strategy to improve access for these groups include:
 - Introduction of mainstream bus service which will pick-up from the home on demand;
 - Publication and regular updates of TATA, the 'public transport accessibility guide';
 - Publication of timetables in Braille form and other formats on demand.
 - Co-ordination of bus open-day whereby persons of differing disability can 'try out' each bus type under the guidance of a trained inspector.

Improving public transport accessibility for BME communities:

- The Authorities are committed to working to specifically develop and maintain actions that improve accessibility for BME communities. Cultural differences need to be understood and addressed in order to meet the demands within each racial group. In many instances these demands might be no different to those of the rest of the population, in other instances services need to be specifically tailored to be fully accessible.
- The City Council has undertaken various types of monitoring work to look at relative take-up of local bus services and discounted fares scheme. These are reported in more detail within the Racial Equality Audit.

Figure 7.30: Areas with a frequent bus service to the City Centre

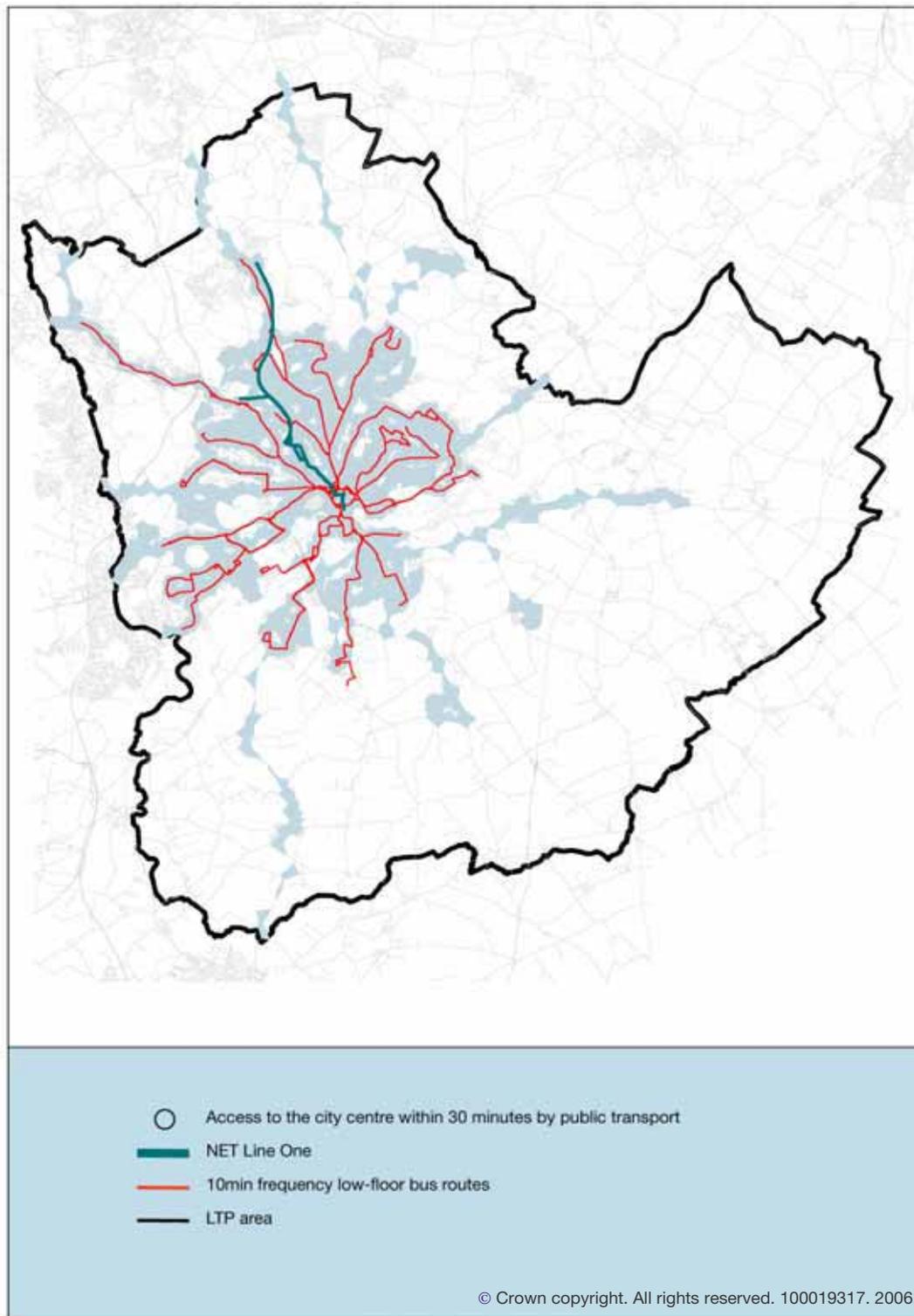


Figure 7.31: Areas with access to a low floor bus service

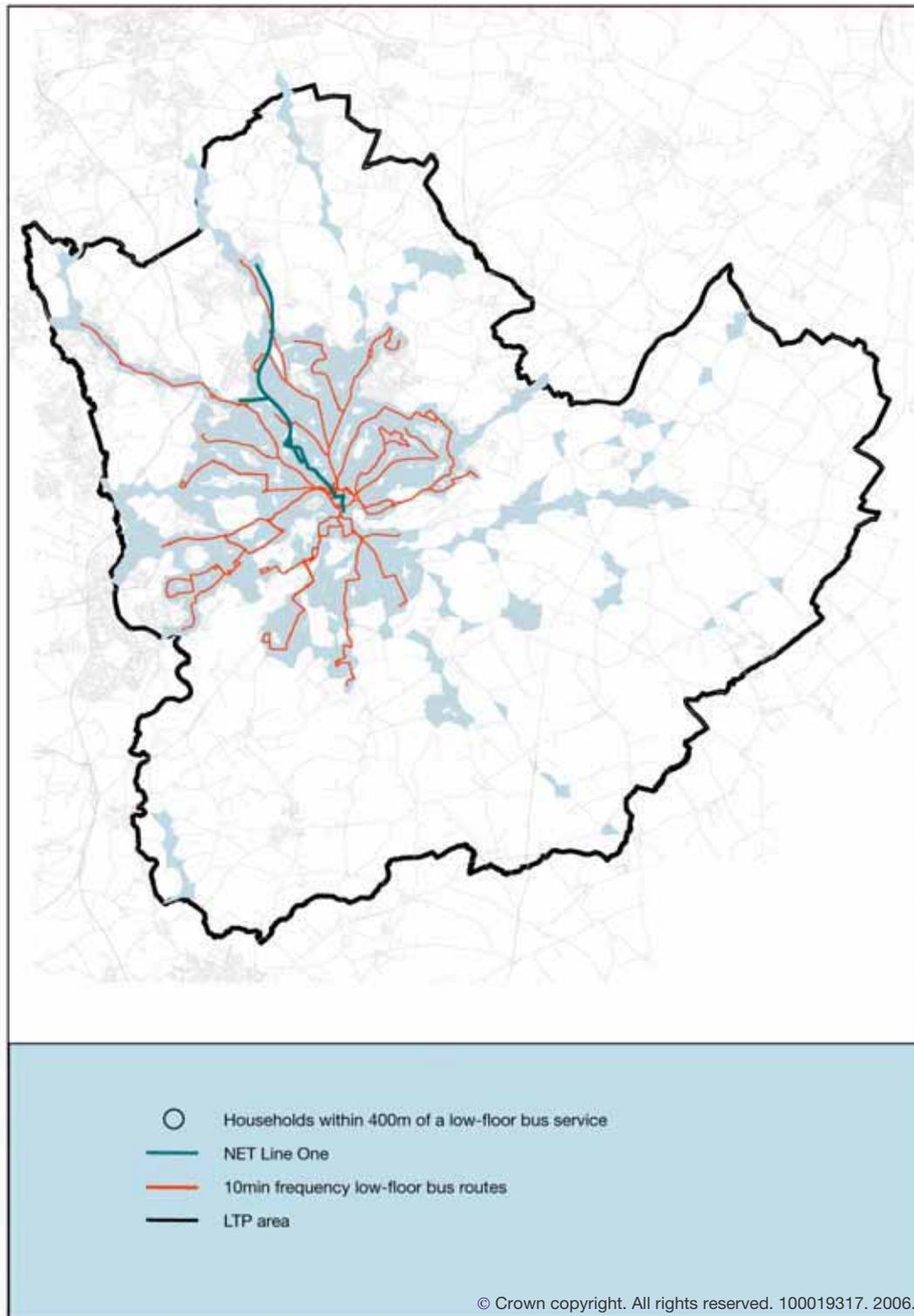


Figure 7.32: % Take up of elderly person concessionary fares (City area)

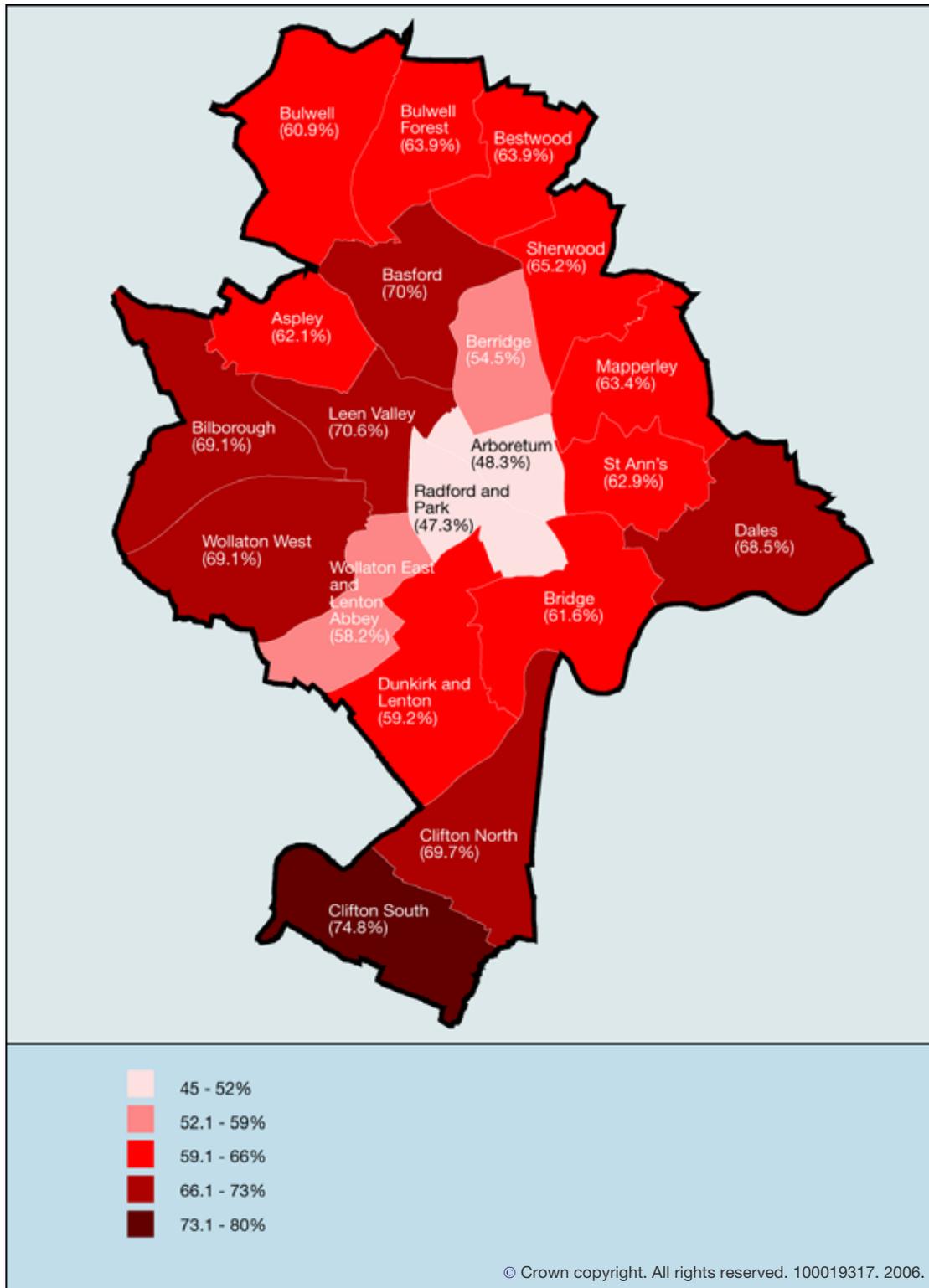


Figure 7.33: % Take up of concessionary fares (County area)

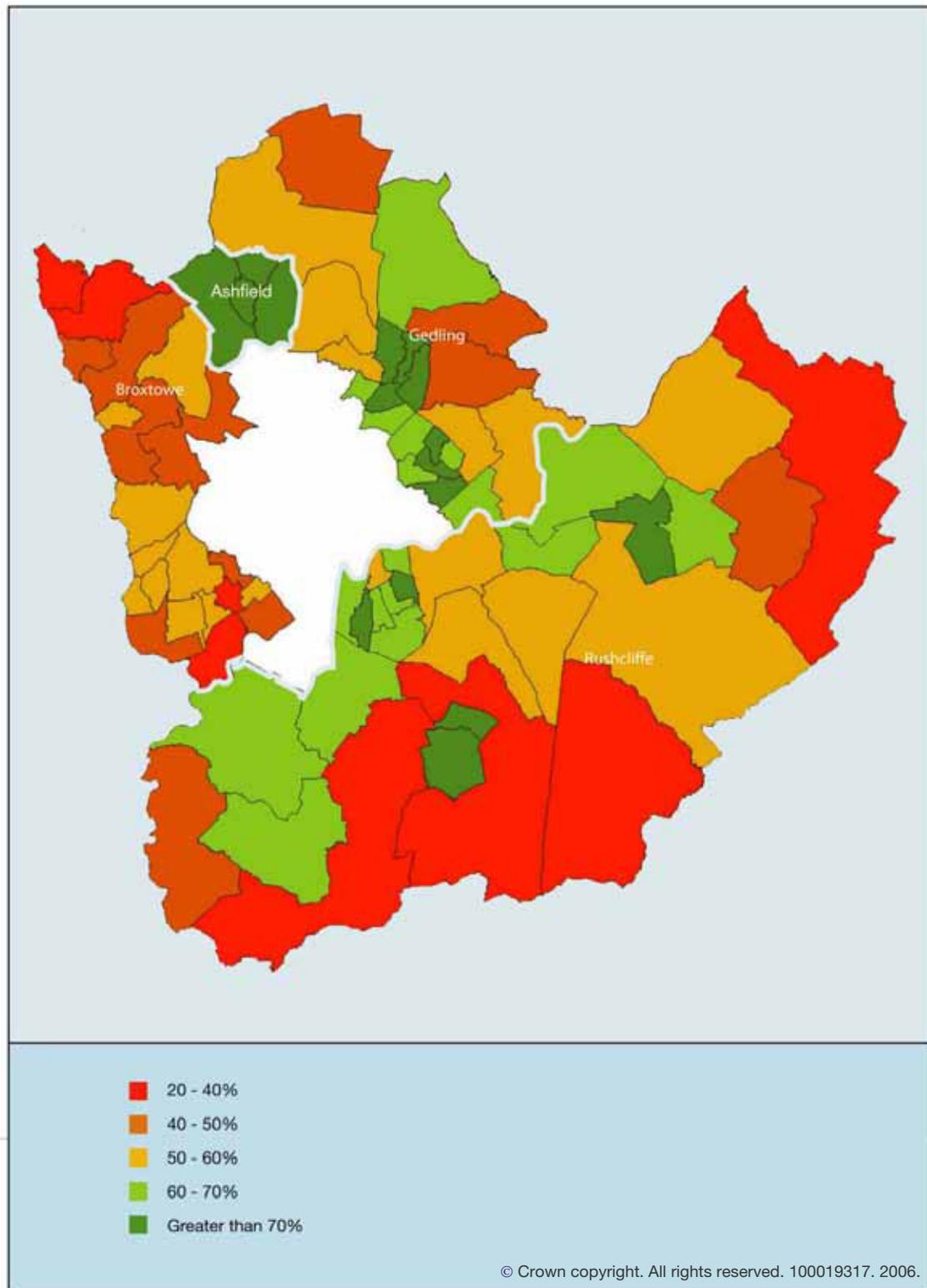


Figure 7.34: % Bus stops displaying travel information

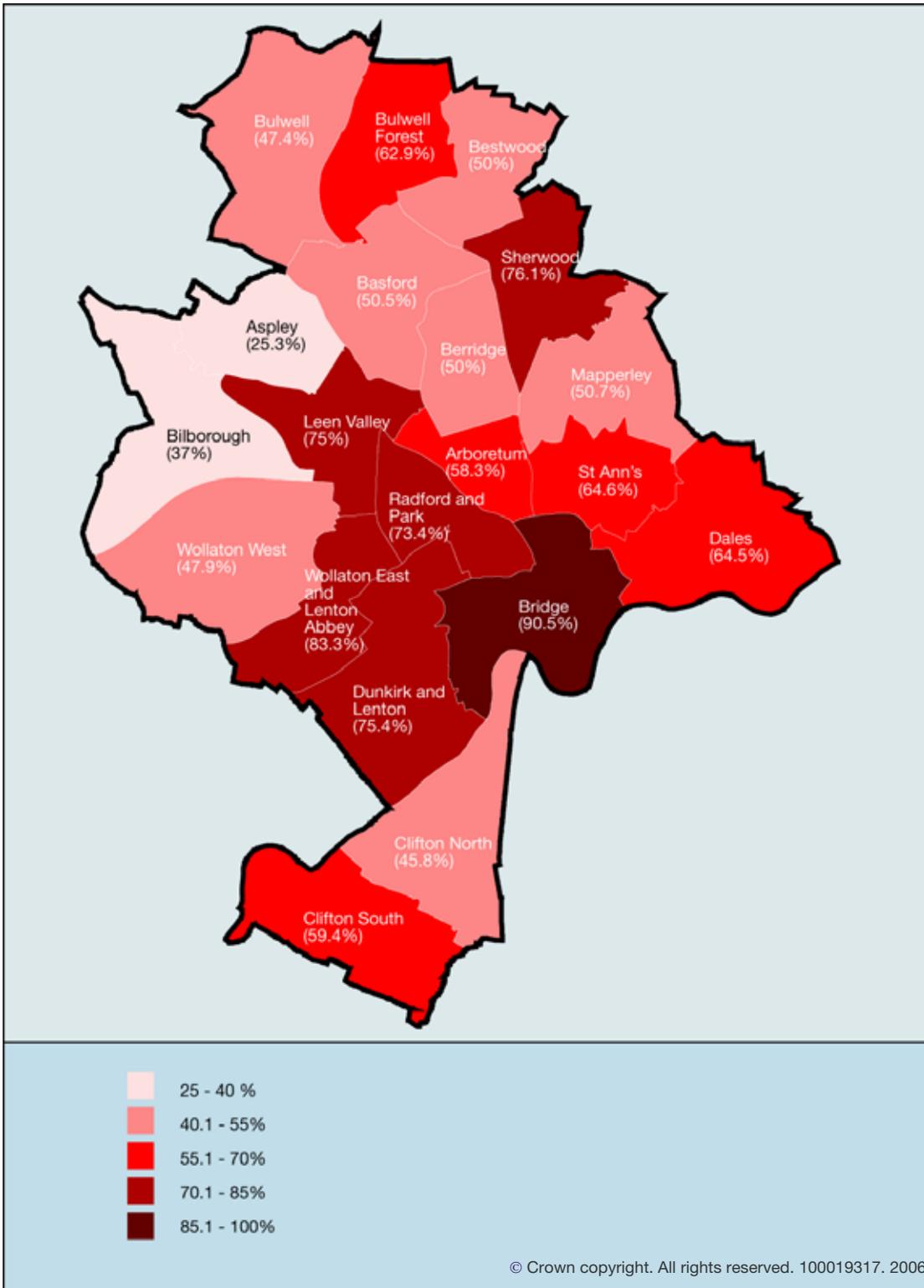


Figure 7.35: % Bus stops with CCTV camera coverage

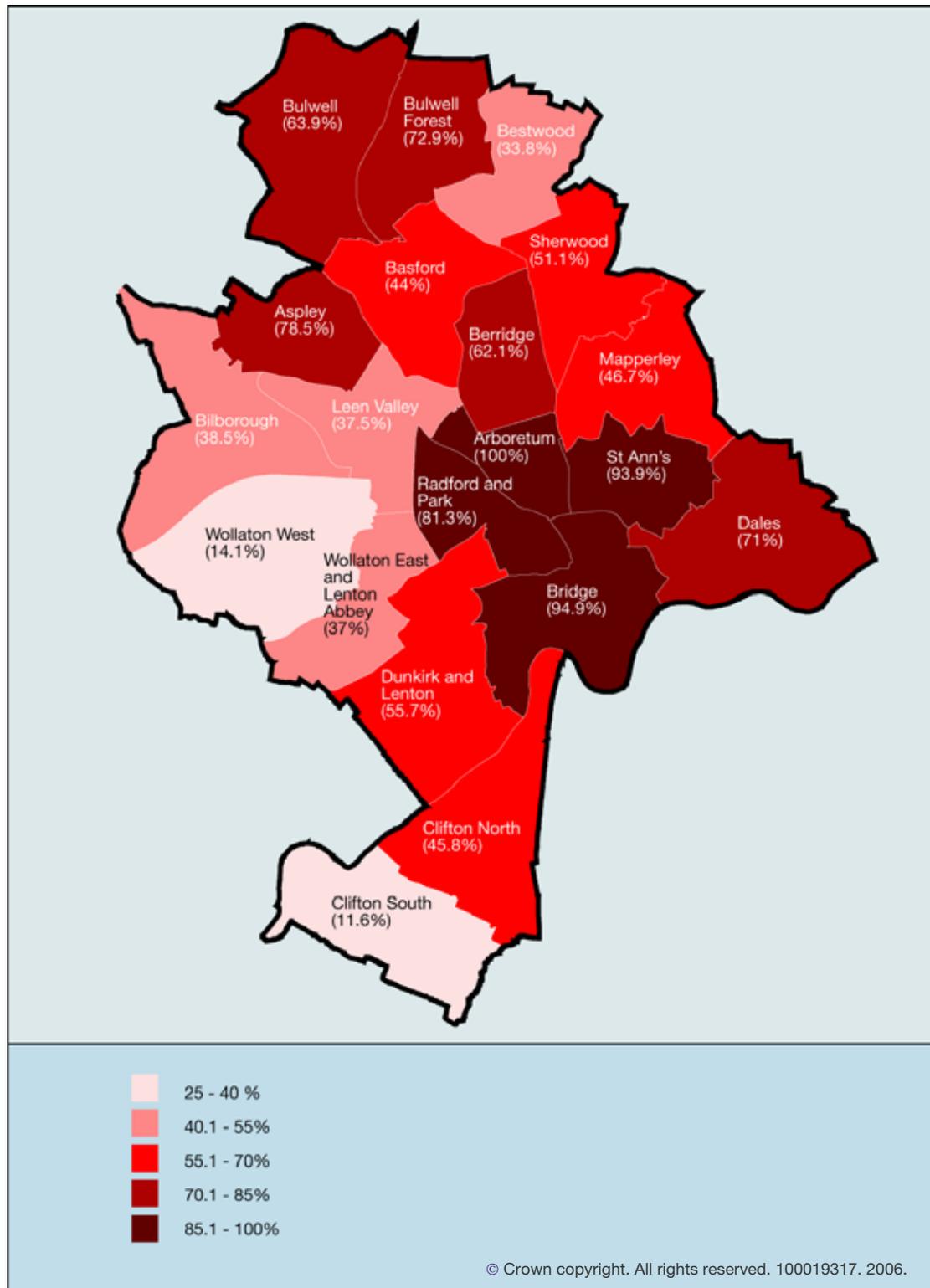


Figure 7.36: Public transport demand

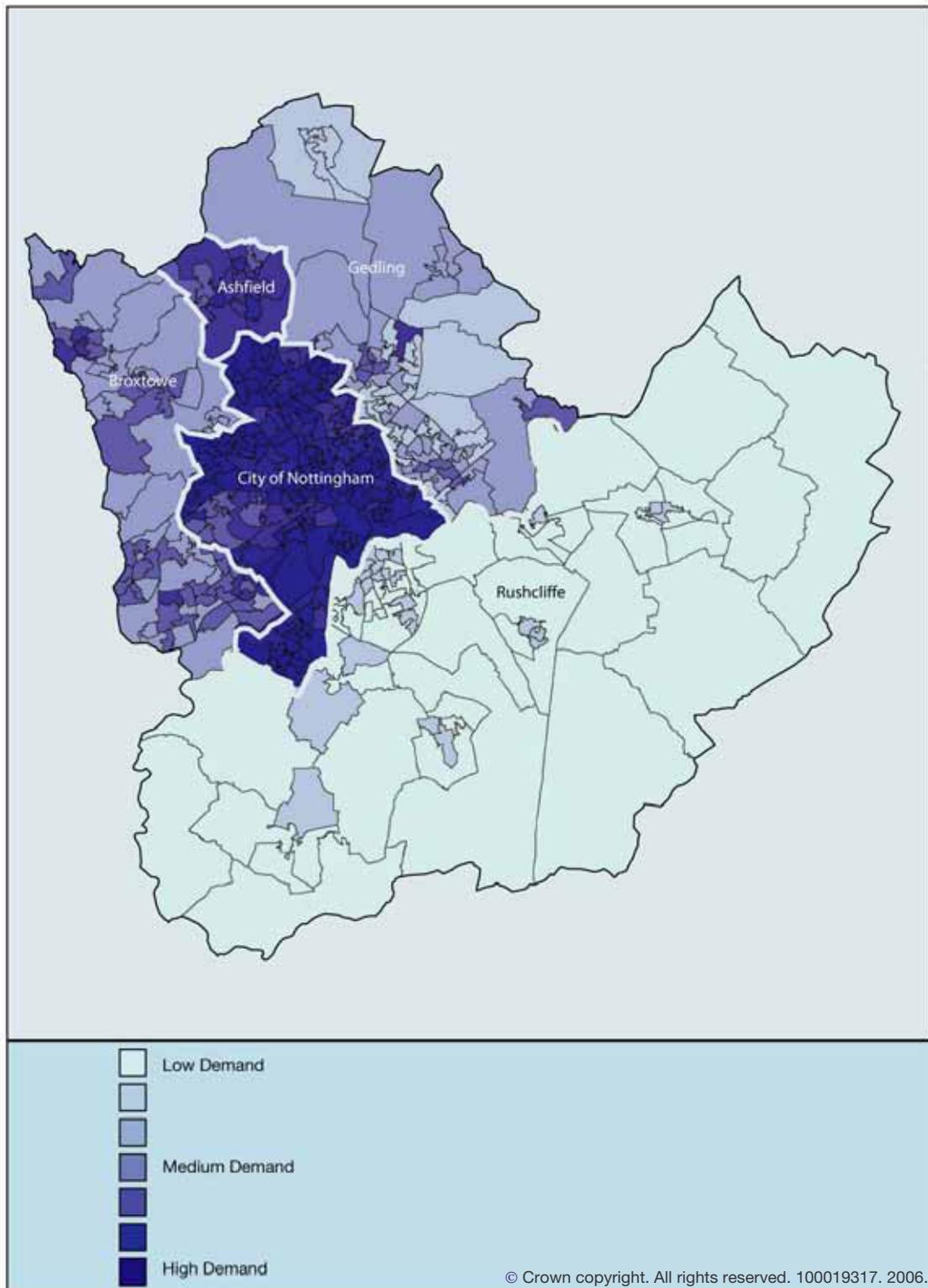


Figure 7.37: Public transport supply – all services

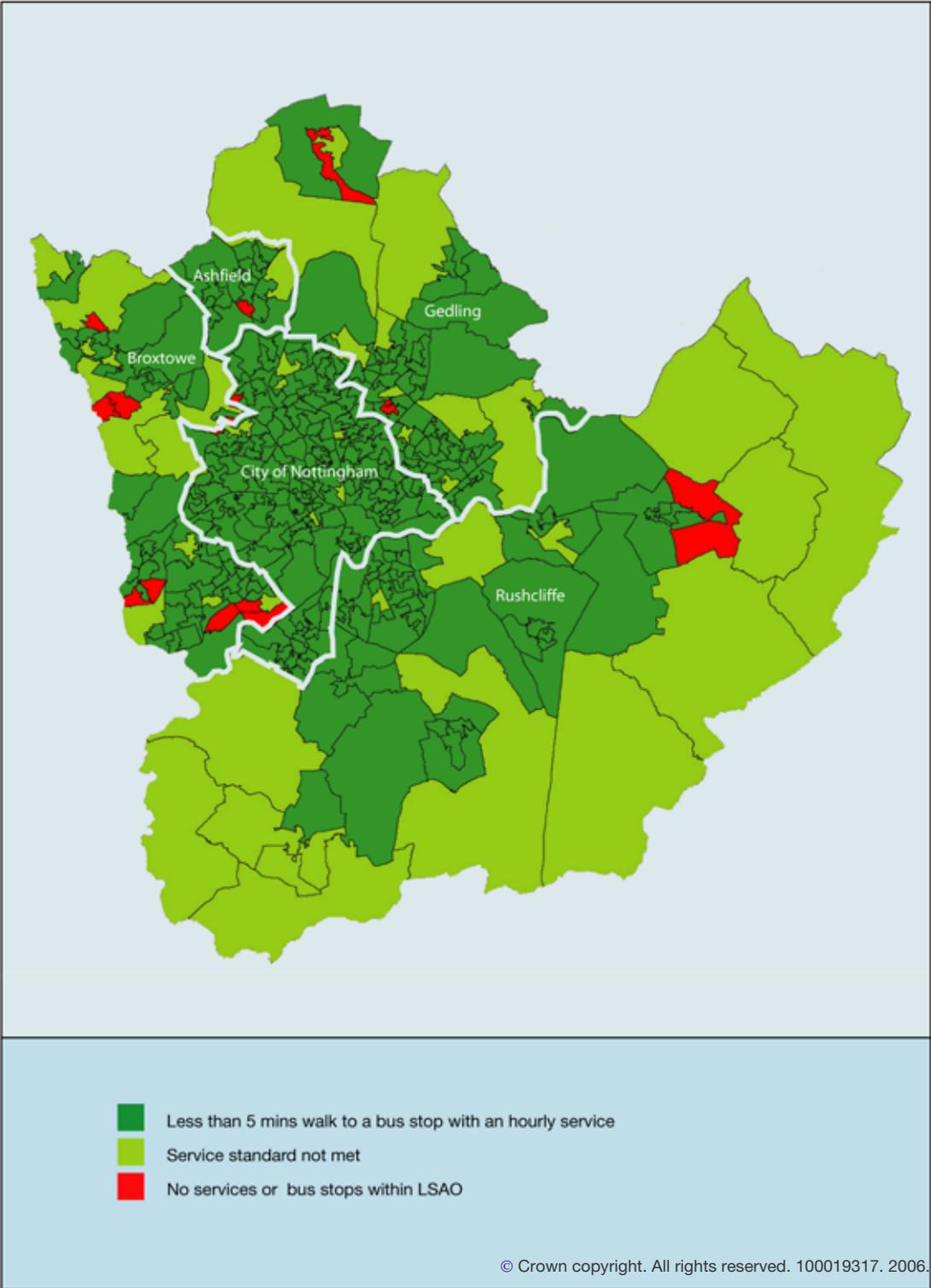
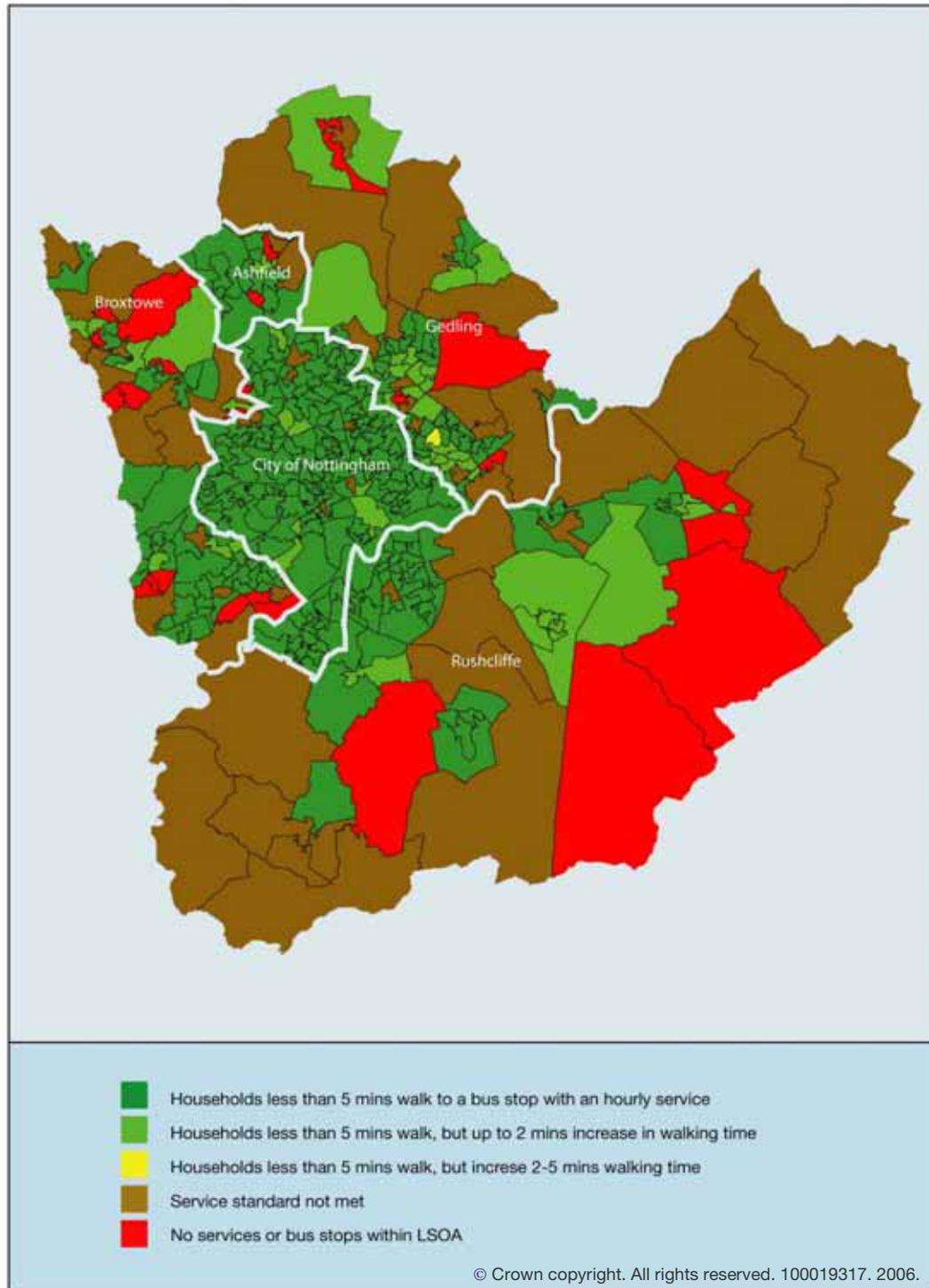


Figure 7.38: Public transport supply – commercial bus services only



Community and voluntary transport

What do we know about use of community and voluntary transport?

- Individual car schemes play a key role in helping the local eligible population to access key facilities in areas where conventional bus services are sparse.
- The County Council currently supports 14 voluntary car schemes and 10 community transport schemes. Figures for 2004/05 show that there were over 2,400 car scheme users in Nottinghamshire as a whole making 163,000 trips.
- There are eight voluntary car schemes operating in the Plan area: East Leake; Eastwood; Gedling; Hucknall; Stapleford and Beeston; Ravenshead (Ready Call); and Rushcliffe. (Ready Call is a self-funded car scheme operating in Ravenshead. Kirkby Voluntary car scheme also provides some trips in the Gedling area.)
- Data on usage of these schemes in terms of annual number of users, volunteer drivers and total trips for 2005 is given in Table 7.1.
- This data shows that voluntary car schemes provide a useful service to the community particularly for those people who have difficulties in using conventional public transport. However there are some wide variations in the take-up of the services offered by voluntary car schemes, particularly in the Rushcliffe area.

Minibus schemes:

There are six minibus schemes operating in the Plan area:

- Soar Valley Bus based at Sutton Bonington provide minibus hire to groups and also scheduled services to: Ratcliffe on Soar to Loughborough; Normanton on Soar to Asda in West Bridgford; Normanton on Soar to East Leake.
 - The Ravenshead scheme provides a village service twice a week, plus group hire and some additional shopping trips throughout the year.
 - Nottingham Community Transport runs MyBus, plus group hire.
 - The Keyworth scheme provides a village bus and group hire.
 - Oxton Flyer is a shopper bus running once a week.
 - Erewash Community Transport provides dial-a bus services in the Kimberley and Nuthall area.
 - Soar Valley Bus and Ravenshead scheme operate entirely with volunteer drivers.
- Data about use of these services is given in Table 7.2.

What do people think?

- People with disabilities can be apprehensive about leaving the house and using public transport because the journey experience can be daunting and people unwelcoming. Therefore alternative community transport options can be a vital lifeline.
- However demand far exceeds the supply of services currently available: Dial-a-Ride is oversubscribed and currently does not prioritise those people most in need. This can be a barrier to people who have no alternative mode of transport to access key services and is a cause of frustration for many users. This is a particular issue for the Rushcliffe car scheme where there is huge demand but insufficient volunteer drivers.
- In general all the car and minibus schemes need more volunteer drivers. All the schemes are operating at full capacity but still cannot meet the demand for services.
- Funding for vehicle replacement for minibus schemes – vehicles need replacing approximately every 5 years and groups need in the region of £20-£0k in match funding each time.

Who are our key partners?

- Individual voluntary car schemes: East Leake; Eastwood; Gedling; Hucknall; Kirkby; Stapleford and Beeston; Ready Call (Ravenshead); and Rushcliffe.
- Individual minibus schemes: Erewash Community Transport; Keyworth & District Community Concern, Kirkby; Nottingham Community Transport ; Oxton; Ravenshead Community Project; Soar Valley Bus.

What are we going to do?

Community and voluntary transport networks and the taxi service have a key role in meeting the needs of disabled people.

- The authorities will work in partnership with Nottingham Community Transport to develop innovative ways to improve access for those unable to comfortably use the mainstream public transport network.
- Particular emphasis will be given to those not qualifying or wanting to use alternative services such as taxis and Dial-a-Ride.
- The problems of take-up of voluntary car schemes in Rushcliffe will be addressed through the recently published County Community Transport Strategy. The emphasis will be on increasing marketing of schemes and actions to increase the number of volunteer drivers.

Nottinghamshire County Council has recently drawn up a draft Community Transport Strategy to seek improvements to the services that it funds. The strategy aims to:

- Improve access to health, through options to access health services, allow concessionary pass holders to claim for discounted fares for hospital appointments, and recognition of volunteer car drivers' cards at hospitals;
- Improve integration of services, through improved transport information, raising awareness of community transport schemes, and include details of community transport services in regional Traveline databases;
- Increase levels of recruitment for volunteer drivers, through awareness raising, using maps to identify mismatches in the demand and supply of drivers, and

introduce recruitment campaigns;

- Increase standardisation, through new IT software for car schemes, setting up East Midlands Community Transport Officers Network, and MIDAS training for minibus drivers;
- Increase awareness levels of schemes amongst the general public, through improved information on community transport provision, improved volunteer awareness and recognition, and involvement of health authorities through accessibility planning partnerships.

Table 7.1: Take up of voluntary car schemes in 2005

Scheme	Number of users	Number of volunteer drivers	Total trips (2005)
East Leake	216	20	1,250
Eastwood	325	17	11,997
Gedling	315	27	17,945
Hucknall	520	16	7,780
Stapleford & Beeston	658	12	19,238
Rushcliffe	330	37	8,088

Table 7.2: Usage of minibus schemes in 2005 (April – December)

Scheme	Section 22 Trip km	Section 19 (Dial-a -bus) Trip km	Group hire Trip km	Number of volunteer drivers
Erewash Community Transport	N/A	3,551	N/A	N/A
Keyworth & District Community Concern	N/A	7,111	N/A	28
Nottingham Community Transport	3,600	18,407	6,052	N/A
Ravenshead Community Project	4,356	2,626	13,815	25
Soar Valley Bus	15,272	N/A	1,260	25

Walking and cycling

What do we know about walking and cycling? ⁵³

- Walking can be an overlooked transport option. However a significant proportion of local journeys are made on foot – 22% in Greater Nottingham.
- For those surveyed the most popular journey purpose for walking journeys was education (40%). As the Personal Travel Survey only interviewed adults this is likely to imply these were mostly education escort journeys. This is consistent with school travel survey data which shows that in the Plan area most children of primary age walk to school: 58% in 2004 (62% in the City).
- Other significant journey purposes for walking were shopping (25%), visiting friends (23%) and social (27%). For these trip types only car was a more often used option.
- Cycling is a local transport option which is under used - about one third of residents in Greater Nottingham own a bicycle. However only 2% of journeys are made by cycle.

What do people think? ⁵⁴

- 46% of respondents (59% of respondents living in the City) felt that their local walking environment was good or excellent.
- 70% of respondents felt safe or very safe when walking to the bus stops – this figure was similar for women and for older people, two groups who might be expected to be more concerned about personal safety.
- 83% of respondents to the Greater Nottingham Perception Study thought that pedestrians should have priority outside schools.
- 23% of respondents to the Greater Nottingham Perception Study 2004 thought that the cycling environment was good or excellent. However almost as many (19%) thought that it was poor or very poor.

Who are our key partners?

- Local Access Forum;
- PEDALs;
- RideWise adult cycle training initiative;
- Big Wheel marketing campaign;
- GNTP Cycle Forum.

⁵³ Greater Nottingham Personal Travel Survey, Transport and Travel Research Ltd, August 2005

⁵⁴ Greater Nottingham Perception Study, Transport and Travel Research Ltd, July 2004

What are we going to do?

- Develop the primary pedestrian route network including safety and lighting improvements as shown in Figure 7.39.
- Promote healthy transport options and more active lifestyles including walking and cycling through the Get Moving Nottingham initiative, Big Wheel initiatives, Urban Walks initiative, and Walking Well Week 2005.
- Promote walking and cycling to school through the school travel plans and safer routes to school and promotional events such as Walk to School Week and Footprints.
- Consider how the safer routes to school concept can be extended to other journeys e.g. access to health services.
- Improve mapping datasets for walking journeys to enable more accurate Accession mapping of walking journeys - this will be particularly important to assess accessibility to support the planning of changes to primary school provision.
- Develop strategic and local cycle network. (see Figure 7.40).
- Support the Ridewise adult cycle training initiative.
- Use the development control and travel plan process to secure provision of cycle parking and facilities on new development sites.
- Promote walking and cycling through travel planning including TransACT funding support.
- Award grants for cycle measures for small companies through the TransACT Lite scheme.

Figure 7.39: Primary pedestrian route network

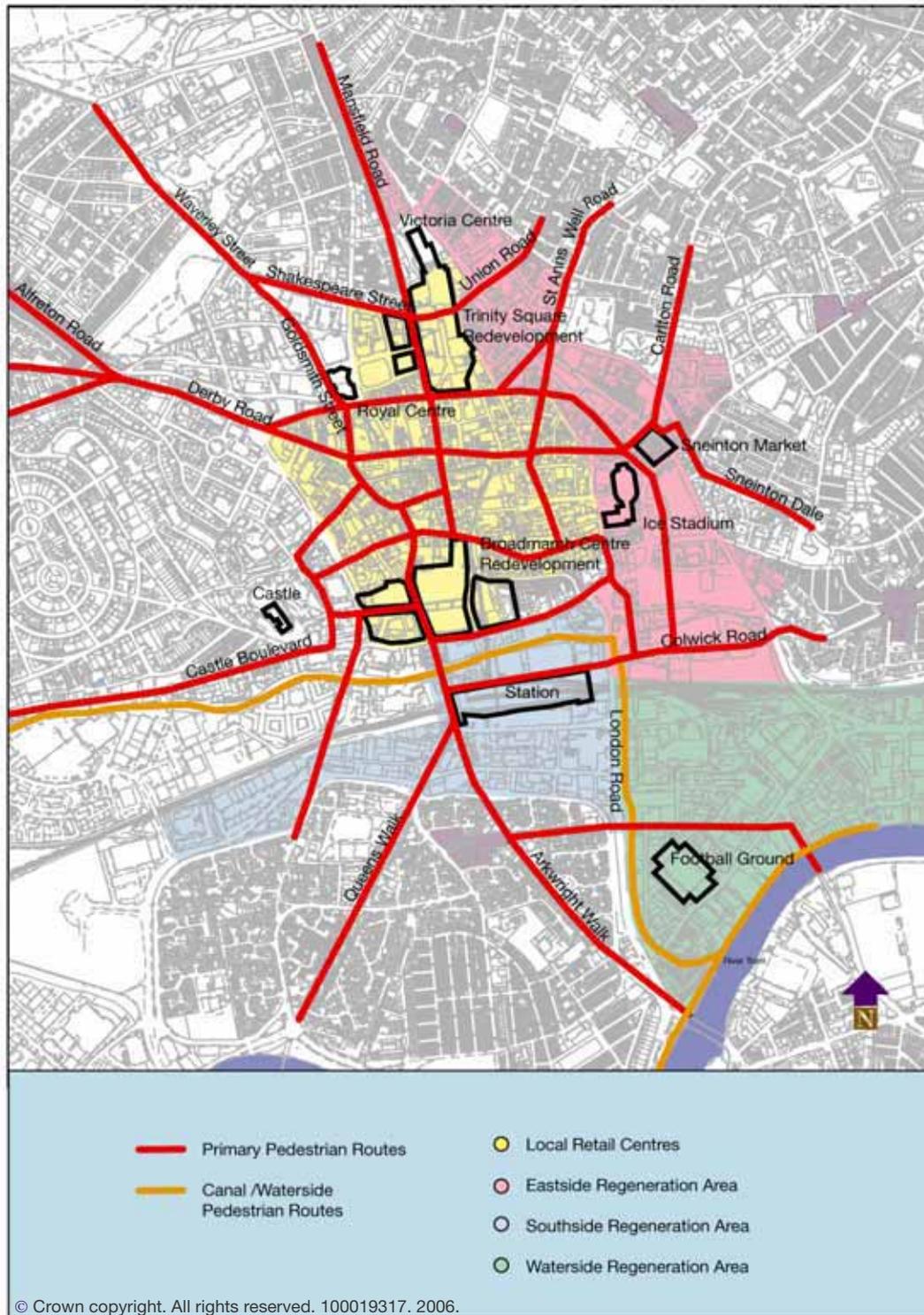


Figure 7.40: Strategic cycle routes network

