

Chapter Ten:

Indicators and Targets

Introduction

- 10.1. To measure performance in accessibility in Greater Nottingham the authorities will use 6 mandatory and 15 local geographic indicators reported in the LTP2. These are based on local priorities and reflect the progress being made towards tackling Greater Nottingham's particular accessibility problems. The national core indicators identified and measured by the DfT have shown Nottingham to have extremely high levels of accessibility. Since they are of limited use, they will only be used to supplement the local indicators.
- 10.2. The core and local indicators have been used to help identify and rank geographical areas or communities where action or initiatives should be targeted and will be used to assess the distribution of accessibility impacts of transport schemes. They will monitor progress in delivering actions that contribute towards key outcomes.

National Indicators

- 10.3. The DfT has established six core threshold accessibility indicators, which have been calculated centrally using a snapshot of public transport data taken from the Regional Traveline databases in October 2004¹. These are threshold-based measures that consider accessibility to the nearest opportunity and are based on total journey time by either public transport, cycle or a weighted average for all modes. Total journey time would include walk time to the bus stop, waiting time at the bus stop, actual in-vehicle travel time and walking time from alighting point to the final destination. The indicators have been calculated with reference to different sub-groups of the population thus enabling comparisons of accessibility levels between the population as a whole and socially excluded groups to be made. They relate to the journey purposes identified by the Social Exclusion Unit as having the most impact on life chances. Thresholds for these indicators are based on recommendations by the National Working Group on Accessibility Planning (CLWGAP):
- Percentage of a) pupils of compulsory school age and b) pupils of compulsory school age in receipt of free school meals, within 15/30 minutes of a primary school and 20/40 minutes of a secondary school by public transport;
 - Percentage of 16-19 year olds between 30/60 minutes of a further education establishment by public transport;
 - Percentage of a) people of working age (16 – 74) and b) people in receipt of Jobseekers' allowance within 20/40 minutes of work by public transport;
 - Percentage of a) households and b) households without access to a car within 30/60 minutes of a hospital by public transport;
 - Percentage of a) households and b) households without access to a car within 15/30 minutes of a GP by public transport;

¹National 2004 Core Accessibility Threshold Indicators and Supporting Data, DfT, (Issued November 2005)

- Percentage of a) households and b) households without access to a car within 15/30 minutes of a supermarket by public transport.
- 10.4. These indicators have shown that overall accessibility within the City of Nottingham to be extremely high: Over 95% of all residents can access all of the services (primary/secondary school, FE establishment, employment site, hospital, GP and supermarket) by public transport within the lower time band, and in most cases accessibility is 100% for the upper time band. This reflects the concentration of key facilities in the urban area and also the network of high frequency bus services in the area.
- 10.5. For the county parts of Greater Nottingham, accessibility, although lower than in the City, is also high. Access to primary schools is very high across the whole of Greater Nottingham; the lowest accessibility is in Rushcliffe, although even here 93% of all children are within 15 minutes by public transport. Access to secondary schools is also high; over 90% of all secondary school pupils are within 40 minutes of a school by public transport. More than 97% of pupils in all districts are within 60 minutes of a further education establishment by public transport. In Ashfield, Gedling and Rushcliffe access to employment is notably lower than in the City of Nottingham and Broxtowe, although it is still reasonably high, with 90% or more within 20 minutes of an employment site. The most variability in accessibility across Greater Nottingham is found in access to a hospital, and in some of the county parts of Greater Nottingham is low for the 30-minute time band, but the majority of residents are within an hour of a hospital. Over 95% of Greater Nottingham residents are within 30 minutes by public transport of a GP. Access to a supermarket is also high for all areas of Greater Nottingham; more than 97% of the population without a car are within 30 minutes by public transport.
- 10.6. The public transport data used to calculate the national core accessibility indicators has been taken from the National Public Transport Data Repository (NPTDR). The quality of this data varied across regions for the 2004 data snapshot, and for Nottinghamshire County as a whole the authorities were concerned that the data provided to DfT at that time would not provide a complete and accurate picture of accessibility as work to infill timings on bus routes down to intermediate stop level as part of the Transport Direct Project was still ongoing. With this in mind the Authorities have therefore re-run the calculations using a more up to date and hence more comprehensive data set. The results of which are documented below in table 10.1:

Table 10.1: Updated National Core Indicators

Indicator	City Area	Greater Nottingham County Rural	Greater Nottingham County Urban	Greater Nottingham Overall
Access to Further Education				
% of 16-19 year olds within 30 minutes of a further education establishment by public transport	100%	45%	99%	92%
% of 16-19 year olds within 60 minutes of a further education establishment by public transport	100%	95%	100%	99%
Access to Work (work destination = LSOA workplace population > 500)				
% of people of working age (16-74) within 20 minutes of work by public transport	100%	79%	99%	97%
% of people of working age (16-74) within 30 minutes of work by public transport	100%	96%	100%	99%
% of people of working age (16-74) within 40 minutes of work by public transport	100%	99%	100%	100%
% of people in receipt of Jobseeker's allowance within 20 minutes of work by public transport	100%	76%	99%	98%
% of people in receipt of Jobseeker's allowance within 30 minutes of work by public transport	100%	97%	100%	100%
% of people in receipt of Jobseeker's allowance within 40 minutes of work by public transport	100%	99%	100%	100%
Access to a Hospital				
% of total population within 30 minutes of a Hospital by public transport	96%	45%	69%	77%
% of total population within 45 minutes of a Hospital by public transport	100%	84%	99%	97%
% of total population within 60 minutes of a Hospital by public transport	100%	94%	100%	99%
% of households with no car within 30 minutes of a hospital by public transport	97%	48%	71%	85%
% of households with no car within 45 minutes of a hospital by public transport	100%	90%	100%	99%
% of households with no car within 60 minutes of a hospital by public transport	100%	98%	100%	100%
Access to a GP Surgery				
% of total households within 15 minutes of a GP Surgery by public transport	99%	64%	94%	92%
% of total households within 30 minutes of a GP Surgery by public transport	100%	94%	100%	99%
% of households with no car within 15 minutes of a GP Surgery by public transport	100%	68%	96%	97%
% of households with no car within 30 minutes of a GP Surgery by public transport	100%	97%	100%	100%
Access to a Supermarket				

Indicator	City Area	Greater Nottingham County Rural	Greater Nottingham County Urban	Greater Nottingham Overall
% of total households within 15 minutes of a Supermarket by public transport	100%	71%	94%	93%
% of total households within 30 minutes of a Supermarket by public transport	100%	94%	100%	99%
% of total households with no car within 15 minutes of a Supermarket by public transport	100%	80%	95%	97%
% of total households with no car within 30 minutes of a Supermarket by public transport	100%	97%	100%	100%
Access to a Major Retail Centre				
% of total households within 15 minutes of a Major Retail Centre by public transport	68%	59%	76%	70%
% of total households within 30 minutes of a Major Retail Centre by public transport	100%	93%	99%	99%
% of total households with no car within 15 minutes of a Major Retail Centre by public transport	69%	67%	78%	72%
% of total households with no car within 30 minutes of a Major Retail Centre by public transport	100%	96%	100%	100%
Access to a Primary School				
% of pupils 5-10 years old within 15 minutes of a Primary School by public transport	100%	91%	100%	99%
% of pupils 5-10 years old within 30 minutes of a Primary School by public transport	100%	99%	100%	100%
% of pupils 5-10 years old in receipt of free school meals within 15 minutes of a Primary School by public transport	NA	84%	98%	NA
% of pupils 5-10 years old in receipt of free school meals within 30 minutes of a Primary School by public transport	NA	96%	99%	NA
Access to a Secondary School				
% of pupils 11-15 years old within 20 minutes of a Secondary School by public transport	100%	70%	95%	93%
% of pupils 11-15 years old within 40 minutes of a Secondary School by public transport	100%	96%	100%	99%
% of pupils 11-15 year olds in receipt of free school meals within 20 minutes of a Secondary School by public transport	NA	76%	99%	NA
% of pupils 11-15 year olds in receipt of free school meals within 40 minutes of a Secondary School by public transport	NA	100%	100%	NA

Note : data on pupils receiving free school meals within the Nottingham City Administrative area was not provided by the Authorities, hence the relevant indicators in the table are not calculated for that particular area.

- 10.7. The core national indicators calculated by the DfT illustrate that overall levels of accessibility in Greater Nottingham are very high, leaving little scope for improvement. They focus solely on journey times to jobs and services and, therefore do not present a complete picture of accessibility within Greater Nottingham. The authorities have therefore decided to use their own local accessibility indicators to measure progress.

Local Accessibility Indicators and Targets in LTP2

- 10.8. The local accessibility indicators chosen are outcome based and at a spatial level that is not particular to a single project or scheme or a small geographical area. They are based on local priorities and circumstances and are sensitive to offering a high frequency service reflecting the geography and density of the Greater Nottingham built-up area. It is likely that the most significant improvements in accessibility will come about through increased frequency of services, and the local indicators therefore reflect this. They will give an overall picture of accessibility for Greater Nottingham and will be reported on through the APR process.

Table 10.2: Mandatory Indicators and Targets relating to Accessibility

LTP Ref	Indicator	Status	Baseline 2005/6	Target 2010/11
BVPI102	Local public transport / bus patronage – patronage figures for services across the LTP area for boardings within Greater Nottingham only.	Mandatory	68,500 (2003/4)	73,900 = 8% increase
BVPI104	Satisfaction with local bus services - Percentage of users satisfied with public transport	Mandatory	64% (2003/4)	75%
LTP1	Accessibility of a Town Centre - Percentage of households within 30 minutes travel time by bus, tram or rail, of a Town Centre, with no more than a 400m walk to a bus stop.	Mandatory	93%	Maintain above 90%
LTP3	Cycling trips – usage of greater Nottingham cycle network (indexed)	Mandatory	100 (2003)	107 (2010)
LTP4	Mode share of journeys to school - Percentage of pupils traveling to all schools by car.	Mandatory	28%	25%
LTP5	Bus punctuality - Percentage of buses starting a route on time	Mandatory	92%	95%

LTP Ref	Indicator	Status	Baseline 2005/6	Target 2010/11
	- Percentage of buses arriving at intermediate timing points on time - Average excess waiting time incurred on frequent service routes.		77% 0.71 mins	82% 0.66 mins

Table 10.3: Local Accessibility Indicators and Targets

LTP Ref	Indicator	Status	Baseline 2005/6	Target 2010/11
L1	Single occupant car journeys to work - percentage of journeys by employees working in an organisation with a travel plan in place.	Local	69% (2005)	69% (2010)
L3	Commuter Travel Plans - Percentage of employees covered by a Workplace Travel Plan.	Local	15% (2005)	20% (2010)
L4	School Travel Plans - Percentage of schools adopting a Travel Plan.	Local	15% 2004/5)	80%
L5	Bus journey times - The number of services that have benefited from a 5% reduction in journey time.	Local	0	5
L6	Bus reliability - Percentage of scheduled services operating.	Local	99.6%	Maintain at 99.5%
L7	Accessibility of Healthcare - Percentage of households within 45 minutes travel time by bus or tram of a hospital with no more than a 400m walk to a bus stop.	Local	87%	90%
L8	Accessibility for the Elderly - Percentage of eligible population taking up elderly concessionary entitlements	Local	62%	70%
L9 (BVPI103)	Satisfaction with Public Transport Information – Percentage of users satisfied with public transport information	Local	City = 72% (2003/4) County = 52% (2003/4)	City = 78% (2009/10) County = 71% (2010/11)
L10 (BVPI178)	Rights of Way (BV178A) – Percentage of footpaths and other rights of way which are easy to use by the public	Local	61% (2003/4)	67%
L11	Accessible Bus Routes – Number of fully accessible bus services	Local	2	7
L12 (BVP165)	Disabled facilities at pedestrian crossings – Percentage of crossings with facilities for disabled people	Local	80% (2003/04)	90%
L13	Real Time Information Provision – Number of services where buses are real time enabled	Local	4	9

LTP Ref	Indicator	Status	Baseline 2005/6	Target 2010/11
L15 (BVP1106)	Use of brownfield land for housing	Local	89% (2003/4)	85%
L16	Perception of Safety when using the bus at night – Percentage of users who feel safe when using the bus at night (after 7pm)	Local	65%	67%
L17	Level of walking - The footfall on the Primary Pedestrian network (indexed)	Local	100 (2003/4)	110

- 10.9. The setting of targets for each indicator is essential to monitor progress and prioritise resources. The targets included in the LTP are based on continuing the good practice and outputs achieved over the past 5 years, which has demonstrated steady improvement on accessibility indicators already monitored.

Supplementary Local Indicators

Accessibility Indicators for rural areas

- 10.10. Apart from ‘free standing’ communities such as Keyworth, Ruddington, Cotgrave, Radcliffe, Cotgrave and Bingham and along the main A610 and A612 routes out to Kimberley, Eastwood and Southwell, outside of the built-up urban area, the majority of bus services in rural parts of the Plan area operate to a reduced frequency on weekdays (hourly and less) and are mainly provided under contract to the County Council.
- 10.11. The budget for supporting socially necessary services has come under increasing pressure in recent years due to the withdrawal of marginal commercial services by bus operators. To help prioritise both existing and future commitments on the tendered bus services budget in a clear, fair and transparent manner, the County Council has drawn up a Performance Management Framework to score each local bus service contract and non-statutory school service contract using a number of factors. All the County’s bus service contracts are now prioritised in this manner, following approval of the framework in October 2005.
- 10.12. Any future initiatives arising out of the accessibility planning process will be evaluated using this Framework and compared to rankings of existing funding commitments to establish the case for funding.
- 10.13. Accessibility will also be monitored in several other local plans and strategies. The Nottingham Community Strategy, ‘One Nottingham – One Plan, 2006 – 2009’ will report on accessibility through three indicators:
- Percentage of residential areas within 400m walking distance of a bus/tram stop of at least every 30 minute frequency to a district centre;
 - Percentage of accessible, safe bus stops with information;

- Percentage of crossings with disabled facilities.
- 10.14. Accessibility will be included as a target in the Nottinghamshire Local Area Agreement though three targets, one target relates to general accessibility to key services with the other two targets relate to the take up and use of the County concessionary fare scheme:
- Percentage of population within a 10 minute walk of an hourly or better bus service;
 - Percentage of older population who have a concessionary bus pass; and
 - Average number of journeys per older person pass-holder per year.
- 10.15. In addition ODPM has identified a national Core Output Indicator 3b relating to accessibility to be monitored via the forthcoming Local Development Frameworks; the percentage of new residential development within 30 minutes by walking, cycling or public transport time of a GP, hospital, primary and secondary school, employment and a major health centre. Indicator 3b was calculated for all the Local Authorities in Nottinghamshire as part of the Annual Monitoring Report submitted for Local Development Frameworks in December 2005. 100% of all new residential development in the Nottingham City Area on sites with planning permission for more than 10 new dwellings was within the required travel time thresholds for the journey purposes noted above.
- 10.16. All the LTP2 accessibility indicators are also reported in the Greater Nottingham Bus Strategy 2006 – 2011. The authorities aim to continue to develop current monitoring regimes, establish targets and disseminate findings more widely and cross-reference with related findings from similar areas.

