

7. PRIORITIES AND ACTION PROGRAMME



This chapter explains how the action programme and its Local Accessibility Action Plans have been developed for the Local Transport Plan period (up to March 2011), and contains the following detail:

- A recap on the development work described in the previous chapters
- A discussion of assessing realistic actions, including resource auditing
- A summary table of Local Accessibility Action Plans (LAAPs)
- LAAPs for the first year of the Accessibility Strategy (2006/7), and outline LAAPs where they are sufficiently developed for future years (2007/8 - 2010/11)
- A work programme for reviewing and developing the strategy during its life

7.1 SUMMARY OF DEVELOPMENT WORK

Previous chapters of this document have explained the steps which were taken to identify priorities for North Nottinghamshire:

DfT pilot work

Pilot work undertaken in Bassetlaw during 2003-4 on access to employment assisted DfT in adapting their suggested method and guidance; however, it was also very useful in initiating partnership work with non-transport organisations in the North Nottinghamshire area.

Establishment of broader partnerships

The pilot project set the scene for a roll-out of accessibility planning development across the whole of the county, encompassing all of the four themes of education and training, employment, food and essential services, health care, and the additional local priority of leisure, culture and tourism opportunities. Partners involved included external organisations, regional bodies, transport operators, other Nottinghamshire County Council departments, and a wide range of local authority transport officers.

Problem identification and priority setting workshops

To supplement breakout sessions from Wider Reference Group events, Steering Group meetings, and individual discussions with stakeholders, a series of workshops for each of the themes was held during 2005 to identify accessibility problems and highlight the main priority issues. A separate, larger workshop was held for representatives of older people's groups, disabled people's groups, and Nottinghamshire County Council's day service users.

Mapping and analysis

Mapping was undertaken to illustrate the issues raised during the workshops and to present the overall context for accessibility.

7.2 OPTION APPRAISAL AND RESOURCE AUDIT

Priorities identified were evaluated to establish a realistic package of interventions for addressing the priority accessibility problems. The crucial element in this process was to ensure the deliverability of the local action plans by assessing whether:

- the costs associated with an action are proportionate to the outcome and represent value for money
- there are partners or external sources likely to be able to fund it
- there are synergies with other actions
- the measures within the plan are a good mixture of short, medium, and long-term, and localised and strategic actions
- there are barriers to deliverability
- fit with accessibility and LTP objectives, and national and local policy can be demonstrated.

Appropriate service or transport delivery agents (such as GPs or community transport operators respectively) have also been engaged in discussions on the options' feasibility. On the basis of the influence of the partners and the potentially available resources, issues were then categorised as:

- issues which could realistically be addressed during the LTP period, and which could therefore be used as a basis for discussion with partners to form an action programme;
- issues which were already being tackled in some way; or
- issues for which interventions could not be progressed by the partnership during the plan period.

To assist in the identification of options for measures that could be used to address the priorities, the example table shown below (relating here to food and essential services) was used.

Priority	Action	Resources (Who?)
1. Bilsthorpe.	• Community Development. • Community Forum. • Consultation with key bodies. • Taxi voucher schemes. • The 'Sherwood Sweeper' needs research into why take up is poor.	• CVS Funding Officer. • Sherwood Sweeper is in place. • Forum. • Existing services. • Coalfield Regeneration Trust. • Alliance SSP. • Choosing Health. • Increase facilities of SureStart.
2. Communication.	• Raise profile of existing services.	• One Stop Shops / Resource Centres. • Existing forums. • Problem solving team. • Tenants and residents association. • Parish Councils. • Newsletters.
3. Disabled and Older People.	• Partnership working to provide information - joined up approach.	• One Stop Shops / Resource Centres.

Priority	Action	Resources (Who?)
	• More 'shop in a box' schemes. • IT provision / training. • Shopping support. • Rural Charter signature. • Bringing services into the community, e.g. pharmacy prescriptions / extended GPs. • Partnership working to provide information - joined up approach.	• RCC Social Enterprises. • JETS - Provision of computers to local people. • Link with local schools to provide IT? • Free delivery. • Transport Accessible to All guide (TATA).
4. Deprived Areas.	• Extending work of nutritionists / healthy lifestyle officers. • Community cafes. • Extend SureStart schemes. • Community Development. • Community Forum. • Consultation with key bodies. • Taxi voucher schemes. • The 'Sherwood Sweeper' needs research into why take up is poor. • Raise profile of existing services.	• Nutritionists / healthy lifestyle officers.
5. Rurality.	• Rural Charter signature. • Bringing services into the community, e.g. pharmacy prescriptions / extended GPs. • Partnership working to provide information - joined up approach. • More 'shop in a box' schemes. • IT provision / training. • Shopping support.	• Choose and book (health).
6. Delivery / location of food/services.	• Linking to planning authorities. • Structure Plans / Local Development Frameworks. • Community Co-ops. • Partnership working to provide information - joined up approach. • More 'shop in a box' schemes. • IT provision / training. • Shopping support.	• Community Strategies. • LSPs. • LAAs. • Parish Plans. • Older People's Strategy.

In discussing the resourcing of action plans, it was found that, whilst it was helpful to discuss in general terms partners' and external funding agencies' budgets and bidding funds, it was often more straightforward to consider resourcing specific proposals. This allowed focused discussion of the cross-sector benefits and targets which would be met by each action. Resources to implement strands of accessibility strategy work are detailed in each Local Accessibility Action Plan (LAAP) given later in this chapter.

Each Local Accessibility Action Plan given in this chapter contains details on resources identified and allocated to take the work forward to achieve the plan's objectives. The financial resources available to implement each measure vary from a few hundred to several million pounds, from sources internal and external to the County Council.

External funding sources

External funds which have been, and which will continue to be considered to resources actions include those of East Midlands Development Agency (EMDA), Alliance Sub-regional Strategic Partnership (SSP), and other locally appropriate sources where available and applicable, such as Waste Recycling Environmental Limited (WREN), who provide grants under the Landfill Tax Credit Scheme. Accessibility and transport issues are being built into a large bid to the National Lottery to create the Sherwood Forest Regional Park.

There is no doubt that the accessibility planning methodology strengthens the case for external funding bids. The bid to SSP and EMDA for assistance with creating bus links from Worksop and Retford to the new Robin Hood Airport Doncaster Sheffield (RHADS) was enhanced by clear explanations, derived from stakeholder discussions and mapping work, of the positive impact that these services would have on access to jobs, training and leisure opportunities offered at the airport for people from ex-coalfield communities.

Developer contributions will also be used where possible to increase the accessibility of new or expanded sites; the authority will also evaluate its strategy when the national proposals for a Planning-gain Supplement are implemented.

The Department for Education and Skills (DfES) has allocated money to LEAs to lead partnerships to improve Transport to Education for 16-19 year olds. In Nottinghamshire, a Post-16 Transport Partnership led by the County Council Local Education Authority (LEA) leads the development. A proportion of the funding from DfES for 2005/6 will be used to support an innovation fund to support transport schemes, proposed by institutions in Nottinghamshire. This will increase access for existing post-16 students or to help young people, currently not in education, to access learning. The innovation fund contains contributions from both the County Council LEA and City Council LEA; the total amount for 2004 to 2006 is £324,000. Each institution (college, school, university) or group of institutions within Nottinghamshire has its own nominal allocation to bid into from the Innovation Fund.

Non-financial resources were also evaluated when considering resources, including staff time, vehicles, and facilities. In addition to the existing initiatives and possible efficiencies identified by partners through the assessment of needs and priorities process, a number of opportunities for pooling and making more effective use of existing resources in order to achieve joint accessibility goals emerged.

Nottinghamshire County Council's financial contribution

Nottinghamshire County Council allocates, or manages, a variety of funding pots to improve transport and accessibility directly, or which can be directed to ensure that future service development or rationalisation goes forward in ways which are easy for target groups to reach. Funds which the authority has available which are the most directly relevant to accessibility improvements are:

Supported bus service budget and Performance Management Framework for tendered buses

One of the main resources available to the County Council in improving accessibility is the budget for tendered bus services. It is possible that re-prioritisation of these funds can be used to support additional or revisions to existing services to increase accessibility, particularly in rural areas.

Any additional services suggested by the accessibility planning process which may require revenue funding will be evaluated against existing funding commitments in the revenue budget for supported services using the recently-approved Performance Management Framework for supported services. The evaluation process will include likely estimates of patronage and revenue, likely gross costs of the new service, likely subsidy levels and evaluation of other key accessibility and social criteria which have been included in the Performance Management Framework. The potential score calculated for any new initiative will then be ranked alongside the scores for all other commitments in the revenue budget to establish the likelihood of funding.

Rural Bus Subsidy Grant

In providing funds to Nottinghamshire County Council under the Rural Bus Subsidy Grant (RBSG), the government aims to improve the access of those living in rural areas to jobs, services and facilities and to broaden the range of transport choice available in those areas. The County Council reviews the expenditure of RBSG by assessing, and monitoring progress in improving, local people's access to job opportunities and essential public services. By reviewing progress against accessibility indicators, and the use of its Performance Management Framework for supported bus services, the County Council will be able to target the use of RBSG and to monitor the effectiveness of services supported by the grant in terms of improving accessibility.

Local Transport Plan (LTP)

Accessibility considerations have influenced the development of the whole LTP, and therefore it is very difficult to quantify precisely the total amount attributed to increasing access to important destinations for priority groups. For example, as discussed in chapter 4, the Bus and Information Strategies play a critical role in this work and has a considerable amount of capital and revenue monies attached to their implementation.

LTP capital allocated for small-scale partnership schemes

An allocation of £30,000 of LTP capital has been earmarked as contributions to partnership working during the first year of the North Nottinghamshire Accessibility Strategy. It is important to note that these are funds set aside for small-scale actions in addition to the much greater resources identified for improving accessibility set out in the Local Accessibility Action Plans, and within the LTP and associated documents.

Building Better Communities

Another potential source is Nottinghamshire County Council's Building Better Communities (BBC) scheme. BBC brings together the Council's work to improve the county's environment, by working together with national, regional and local organisations such as EMDA and District Councils to attract Government and European funding. It promotes environmental priorities for inclusion in future County and community strategies, including those for transport and rural areas. The work, which is channeled into creating or refreshing environmental and highway works, is focused on Nottinghamshire's most deprived communities, particularly former coalfield residential areas. The project aims to make some of the county's most run-down estates more pleasant and safer places to live; refurbish existing town centre improvement schemes to improve their quality, feel and appearance; improve the appearance of our countryside and boost the county's tourism potential, leisure and recreation opportunities; and encourage new businesses to relocate to Nottinghamshire to increase the number of jobs available.

7.3 ACCESSIBILITY ACTION PROGRAMME INDEX FOR NORTH NOTTINGHAMSHIRE

Based on the above work and further discussions with partners, an action programme was drafted and finalised with underlying Local Accessibility Action Plans, worked up fully for the first year of the LTP period, and where possible in draft format for the remaining years.

The action programme reflects the objectives outlined in chapter 2, which relate to work, education, health, food & essential services, and leisure, culture & tourism together with an umbrella workshop on all destinations for disabled and older people. In addition, there are three supplementary areas included in the action programme, which are:

- access to Nottinghamshire County Council's services;
- cross-cutting issues; and
- integrating accessibility into the planning system.

The following tables show the five-year work programme for addressing accessibility needs in North Nottinghamshire, together with an indication of work which is likely to continue beyond the end of the Local Transport Plan period. The tables provide a reference index for the Local Accessibility Action Plans detailed in the next section of this chapter.

The colours represented in the chart indicate a work stage to be undertaken during that financial year (i.e. the beginning of April until the end of March).

- Red: Exploratory discussions with stakeholders. This indicates that officers have begun to liaise with internal and external partners on the feasibility of actions. Red is not shown where local accessibility assessments have already begun.
- Green: Local accessibility assessment. Where green is shown, analysis of specific needs or problems will be undertaken to inform future action planning.
- Yellow: Develop and agree local action plan(s). After an accessibility assessment, action plans are drawn up following consideration of possible options and available resources.
- Blue: Implement Local Accessibility Action Plan.

Where more than one colour is shown within a particular cell of the chart, the orientation of the colours shows that either the stages will take place at the same time or following on from each other.

'LAAP' indicates that a Local Accessibility Action Plan has been developed for that strand and is presented in this document. This applies to all strands where 'develop and agree action plan(s)' appears for the year 2005-6. Where sufficiently developed, 'Draft LAAPs' for future years' actions are also included.

Where no LAAP has been developed for an action because work on that strand has not yet commenced, an explanation of that priority item is given.

Key	Exploratory discussions with stakeholders & analysis	Local accessibility assessment	Develop & agree local action plan(s)	Implement local accessibility action plan				
Strand	Local Accessibility Action Plan and priority	2005-6: early action	2006-7	2007-8	2008-9	2009-10	2010-11	Beyond LTP2 period
Access to education and training								
E1 LAAP	College travel plans: promote and support, and assist development through mapping							
E2 LAAP	Robin Hood Airport Doncaster Sheffield: improve access to training opportunities							
E3 LAAP	School travel plans: promote and support							
E4	Building Schools for the Future: support with accessibility analysis							
E5	Surestart children's centres: support with accessibility analysis							

Strand	Local Accessibility Plan and priority	Action	2005-6: early action	2006-7	2007-8	2008-9	2009-10	2010-11	Beyond LTP2 period
Access to employment									
W1 LAAP	Travel plans: work with employers on, and promote the take-up of, travel plans								
W2 LAAP	STEPS Travel Plan: Promote and support the take-up of the County Council travel plan (STEPS)								
W3 LAAP	Robin Hood Airport Doncaster Sheffield (RHADS): improve public transport links								
W4 Draft LAAP	Jobcentre Plus partnership: joint action to tackle poor accessibility for highlighted groups								
W5	New employment locations: work with District and Borough planning authorities on their accessibility, and site layout and design								

Strand	Local Accessibility Plan and priority	Action	2005-6: early action	2006-7	2007-8	2008-9	2009-10	2010-11	Beyond LTP2 period
Access to food & essential services									
F1 Draft LAAP	Mansfield Stockwell Gate accessibility analysis to support recommendations for the redevelopment of an area of the town centre that includes the bus station								
F2 Draft LAAP	Food accessibility: support Ashfield District Council's research								
F3 Draft LAAP	Local Accessibility and Transport Studies: local consultation to establish improvements in a localised area								

Strand	Local Accessibility Plan and priority	Action	2005-6: early action	2006-7	2007-8	2008-9	2009-10	2010-11	Beyond LTP2 period
Access to health facilities									
H1 LAAP	Hospital, PCT and LIFT site travel plans: promote and support								
H2 Draft LAAP	Transport brokerage: joining up service booking for health in Bassetlaw. (Possible future roll-out to many destinations and districts.)								
H3	LIFT sites: accessibility analysis to support locational decisions								
H4	Hospital and GP appointments: working with hospitals and GPs to provide information to allow convenient appointment times								

Strand	Local Accessibility Plan and priority	Action	2005-6: early action	2006-7	2007-8	2008-9	2009-10	2010-11	Beyond LTP2 period
Access to leisure, culture & tourism destinations									
L1 <i>Draft LAAP</i>	Rights of Way Improvement Plan: accessibility modelling to support development of strategy								
L2	Leisure destination information: exploring electronic public transport information support for Nottinghamshire destinations. Access to electronic information PCs, libraries, GPS mapping								
L3a	Sherwood Forest Regional Park: Winning bid								
L3b	Sherwood Forest Regional Park : passing first round but not winning bid								
L3c	Sherwood Forest Regional Park: not passing first round								
L4	Sherwood Forest Visitor Centre								
L5	Travel plans for major attractors: promote and support								

Strand	Local Accessibility Plan and priority	Action	2005-6: early action	2006-7	2007-8	2008-9	2009-10	2010-11	Beyond LTP2 period
Improving access across all themes for older and disabled people									
DO1 <i>LAAP</i>	Concessionary fares: negotiate, implement and promote new scheme								
DO2 <i>LAAP</i>	Diversity analysis: Service Diversity Review of Local Transport Plan and Accessibility Strategy and APRs								
DO3 <i>LAAP</i>	Providing comprehensive accessible transport information: publication and development of 'TATA' guide								
DO4 <i>LAAP</i>	Encouraging cross-country movements and assisting visitors to North Nottinghamshire: input into RADAR guide								
DO5	Driver awareness training: explore and develop with public transport operators								
DO6	Physical accessibility of bus fleet: scheme to accelerate DDA compliance of bus fleet in plan area.								
DO7	Resource Centres and Link Age Plus								

Strand	Local Accessibility Plan and priority	Action	2005-6: early action	2006-7	2007-8	2008-9	2009-10	2010-11	Beyond LTP2 period
Access to Nottinghamshire County Council's services									
S1 <i>LAAP</i>	Efficiencies in transport provision: feasibility and implementation of developments to Nottinghamshire Integrated Transport Centre								
S2 <i>LAAP</i>	Ongoing consultation with service users: through Bus User Forum								
S3 <i>LAAP</i>	Travel Plans: Promote and support the take-up of the County Council travel plan (STEPS)								
S4	Encouraging accessibility to be used as a factor in locating and designing services: develop and promote guidance for in-house use								

Strand	Local Accessibility Plan and priority	Action	2005-6: early action	2006-7	2007-8	2008-9	2009-10	2010-11	Beyond LTP2 period
Integrating accessibility into the planning system									
P1 <i>LAAP</i>	Assisting with LDF monitoring								
P2	Development proposals: assessing accessibility and providing public transport information for local planning officers								
P3	Planning-gain supplement: assess implications to accessibility planning methodology								

Strand	Local Accessibility Plan and priority	Action	2005-6: early action	2006-7	2007-8	2008-9	2009-10	2010-11	Beyond LTP2 period
Cross-cutting issues									
C1 LAAP	Performance Management Framework for Tendered Services: maintain monthly, and use to assess changes to public transport network from accessibility mapping and partnerships								
C2 LAAP	GIS based cycle route maps: develop maps showing all existing cycle routes and facilities								
C3 LAAP	Local Area Agreements: promotion of accessibility indicator and target and follow-up action								
C4 LAAP	Perceived personal security on public transport: schools outreach work to promote acceptable behaviour								

7.4 LOCAL ACCESSIBILITY ACTION PLANS

Access to Education and Training

E1 College travel plans

E1 College travel plans LAAP

Objective: To improve access to schools for children aged 16 and under, and to further or higher education and training for students aged 16 and over.

Priority: Promote and support the development of college travel plans and assist development through mapping.

Targeted at: 16-18 year olds not in employment, education or training (NEET), people with disabilities and learning difficulties.

Accessibility assessment evidence : The proportion of young people achieving the level 2 (5 A* - C GCSEs) threshold by age 19 in Nottinghamshire is 58%, the lowest in the country. Achievement rates at age 16 in the area are poor and whilst improving, for many years the Local Authorities performance at level 2 has been below the national average. In 2005, 47.1% Nottinghamshire County Year 11 students reached the level 2 threshold. The national average during 2004 was 57.1%. These figures also reveal that between 2004 and 2005, level 2 attainment in Key Stage 4 increased by 3.4 percentage points across England and decreased by 0.3 percentage points in the County.

Background and Context:

The Nottinghamshire Learning and Skills Council (LSC) commissioned a study in spring 2005 to identify potential barriers in areas of Nottingham City and Nottinghamshire that limit accessibility and constrain choice to post-16 education and learning providers. The results of this study were published in November 2005.

To take this work forwards the authorities, in partnership with the Nottinghamshire Post-16 Partnership and the LSC set up a workshop for FE establishments in December 2005. The workshop discussed the role of travel plans to provide a framework for improving access to further education and considered feasibility of various public transport solutions including information provision.

E1 College travel plans LAAP

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Provide travel survey templates to colleges.	2006	TPO	Within existing budget.
• Construct and maintain contact database of all key stakeholders from FE, LSC and Local Authorities.	2006/07	LSC	LSC funded.
• Prioritise colleges with a travel plan for receipt of Post-16 Partnership's Transport Innovation Fund.	2006/07	Post-16 Partnership	Post 16-Partnership.
• Data collection on bespoke shuttle services to be provided by colleges.	2006/07	Post-16 Partnership	Post-16 Partnership.
• Step up support and guidance to individual colleges and work with each college to provide area based travel planning solutions, to include bus service, ticketing, information and bus shelter improvements.	2006/07 to 2010/11	TPO/Colleges	Within existing budget.
• Offer Accession mapping to all college and school sites.	2006/07 to 2010/11	PTST	Within existing budget.
• Install information kiosks at FE colleges (West Notts, North Notts and Newark).	April 2006	PTG	Within existing budget (£20,000).
• Consider provision of public transport information to college HR departments to be used in staff and student recruitment.	2006/07 to 2010/11	PTG	Within existing budget.
• Installation of electronic departure boards for inter site and general bus	2006/7 to 2010/11	PTG	LTP2.

E1 College travel plans LAAP			
network – Retford Bus Station, Front Street, Arnold and Trent Barton Rainbow 4 route.			
Consider the provision of bus card for 14 -19 year olds.	2006/7 to 2010/11	PTG	To be explored.
Performance monitoring and evaluation:			
	Baseline data 2004/5	Target 2010	Monitoring
Improving access to Post -16 education should have a positive effect on the participation of 16 -18 learners and in particular the number of level 2 learners and achievers in Nottingham and Nottinghamshire.	5,310 L2 learners. 2,207 L2 achievers.	6,791 L2 learners. 3,100 L2 achievers.	LSC.
Risks identified by option appraisal, with mitigation where possible:			
- Limitations of Accession software and poor data sets leading to unreliable data outputs. This can be resolved through performing Quality Assurance tests on data. - Disparities in partners policies/priorities and commercial pressures on colleges leading to difficulties in coming to a consensus between partners, may slow advancement of process. This can be resolved through early identification of disparities in policies. - Reorganisation of LSC leading to less emphasis on accessibility planning agenda. This can be resolved through Local Authorities and LSC reinforcing their commitment when necessary.			

Key:

TPO = County Council Travel Plan Officer

LSC = Learning and Skills Council

PTG = County Council Passenger Transport Group

PTST = County Council Public Transport Strategy

E2 Robin Hood Airport Doncaster Sheffield

E2 Robin Hood Airport Doncaster Sheffield LAAP

Objective: To improve access to major employment sites. To improve access to schools for children aged 16 and under, and to further or higher education and training for students aged 16 and over.

Priority: Improve public transport links and access to training opportunities to Robin Hood Airport Doncaster Sheffield (RHADS).

E2 Robin Hood Airport Doncaster Sheffield LAAP

Targeted at: People looking for work of working age (16-65) in the Bassetlaw District, especially the areas of Worksop, Retford, Harworth, Bircotes and isolated villages.

Accessibility assessment evidence: The employment site is not currently served by a suitable local bus service. To access the airport by public transport from Nottinghamshire would require either a change of bus at Doncaster, or at best a 4km walk from the nearest bus stop to the site. Given the lack of suitable public transport services to the airport from Nottinghamshire, there are no households within 30 mins travel time by public transport of the employment site. 6% of all households and 25% of households with no car have a travel time to the employment site by public transport of between 30 and 60 minutes. Both these figures assume a base Nottinghamshire population within a 20km straight line distance of the employment site.

Background and Context

RHADS opened in South Yorkshire in April 2005. There is currently no direct public transport provision between the airport and North Nottinghamshire, which is only 2 km away, and the airport is under no legal obligation to provide this. The airport provides potentially excellent employment opportunities for the residents of Bassetlaw, particularly those from nearby areas of high economic inactivity as employment at the airport is predicted to grow substantially as the airport's operations expands. Research was undertaken by Nottinghamshire County Council (NCC) to assess a number of options for access to the airport from North Nottinghamshire. It was concluded that the revision and extension of the existing NCC supported bus routes starting from Retford (service 29) and Worksop (service 31) offers the best balance between costs and benefits. A bid for the capital elements of the scheme has been submitted to East Midlands Development Agency (EMDA).

There is a growing need for local people to be trained in skills relevant to aviation at RHADS due to its predicted expansion; varied training is available on-site. More information is available in the case study at the end of this chapter.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Secure funding package to extend existing bus services to airport from 2006/7 to 2010/11.	April 06	PTST	£1.2m NCC (total for 5 yrs) £700k bid submitted to EMDA
• Purchase of buses for the Quality Network in the area.	April 06	Operators	See above
• Appoint operator to run services to the airport.	Spring 06	PTG	Staff resource
• Work with RHADS & operators on branding and marketing of services.	Summer 06	RHADS / Operators /PTG	Element of bid

E2 Robin Hood Airport Doncaster Sheffield LAAP

Progress other accessibility improvements, e.g. integrated ticketing	Autumn 06	PTST / PTG / SYPT	Staff resource
Continue work with RHADS operators on monitoring of services.	April 07 to April 2011	RHADS / Operators / NCC	Staff resource
Support the development of the Aviation Academy that has opened at RHADS.	Ongoing	NCC/RHADS	Staff resource

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Percentage of total households within 30 minutes travel time by public transport of a major work destination.	96%	96%	Mandatory LTP Indicator

Risks identified by option appraisal, with mitigation where possible:

- EMDA bid unsuccessful
- RHADS does not reach target capacity.
- There is no demand for service, or the service is poorly not used.
- Disparities in partners' priorities and commercial pressures.

Key:

NCC = Nottinghamshire County Council

PTST = County Council Public Transport Strategy Team

PTG = County Council Passenger Transport Group

RHADS = Robin Hood Airport Doncaster Sheffield

E3 School travel plans

E3 School travel plans LAAP

Objective: To improve access to schools for children aged 16 and under, and to further or higher education and training for students aged 16 and over.

Priority: Promote and support school travel plans.

E3 School travel plans LAAP

Targeted at: Primary and secondary school children.

Accessibility assessment evidence: 46% of county primary schools and 22% of county secondary school pupils travelled to school by car in 2004/5. 21% of county schools have produced a travel plan by 2004/5.

Background and Context

The Department for Transport (DfT) published 'Making Smarter Choices Work' report at the end of 2004. Smarter choices includes local programmes to encourage school workplace and individual travel planning; improving public transport information and marketing; setting up websites for car share schemes and supporting car clubs together with encouraging teleworking and teleconferencing.

School Travel Plans are documents put together by the school, its community and the local authority, to improve safety around the school vicinity to reduce car use. School travel plans are developed in consultation with parents, pupils, governors and other local people. The benefits of school travel plans are:

Benefits to the school:

- Reduce traffic in and around the school vicinity.
- Improve safety and reduce pollution.
- Improve relationships with the local community.

Benefits to the pupils:

- Improve road safety skills.
- Improve fitness levels through increased levels of walking.
- Increase travel awareness.

Benefits to parents:

- Improve journey quality.
- Increase community awareness.
- Strengthen home-school links.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• To develop and implement a School Travel Strategy, including a School Travel Plan programme and a joint steering group (membership includes County Councillors, education department, passenger transport group, services and safety group, and headteachers) linking in with school development programmes, Building Schools for the Future and School Reorganisation as	2006/7 to 2010/11	SSTPO	Existing DfES funding resources

E3 School travel plans LAAP

well as Road Safety and Safer Routes.			
To develop and implement a Promotion & Publicity Strategy for School Travel Plans including a School Travel Plan newsletter.	2006/7 to 2010/11	SSTPO	Existing DfES funding resources
To initiate one major 'county - wide' Walk to School initiative every year targeting 100% of primary schools.	2006/7 to 2010/11	SSTPO	Existing DfES funding resources
To introduce 'passport to health' travelling sustainably scheme.	Sept/Oct 2006	SSTPO	Existing resources
Develop and promote walking initiatives to coincide with Walk to School week each year.	2006/7 to 2010/11	SSTPO	Existing DfES funding resources
Continue to support schools in delivering travel plans through a School Travel Plan Advisory Service, including a delivery of a travel plan targeting 21 schools per year.	2006/7 to 2010/11	SSTPO	Existing DfES funding resources
To work closely with school transport in developing transport solutions for schools, parents and pupils including safety and security on school bus journeys by supporting the Safemark initiative promoting good behaviour by pupils on the journey to school.	2006/7 to 2010/11	ETM / PTG	Existing resources
To continue to support SureStart Children's Centres in developing Travel Plans where resources are available.	2006/7 to 2010/11	SSTPO	Existing resources
Performance monitoring and evaluation:			

E3 School travel plans LAAP

	Baseline data 2004/5	Target 2010	Monitoring
Share of journey to school by car (excluding car share journeys) including van and taxis.	34%	29%	Mandatory LTP Indicator
Percentage of schools with an approved travel plan.	21%	85%	Local LTP Indicator

Risks identified by option appraisal, with mitigation where possible:

- DfES funding does not continue after March 2008 leading to loss of service to some schools.
- Insufficient resources to extend Travel Planning to Sure Start Children's Centres. This could be resolved by seeking additional funding to include Sure Start Children's Centres within the Travel Plan process.
- Lack of commitment from schools leading to inability to engage all schools. This could be resolved through ensuring that all schools are informed about all new activities and events.
- Unreliable data provided Public Level Annual School Census (PLASC) information. This could be resolved through producing a 'Hands Up' survey alongside the PLASC information.

Key:

SSTPO = County Council Senior School Travel Plan Officer

ETM = County Council Education Transport Manager

PTG = County Council Passenger Transport Group

E4 Building Schools for the Future

Building Schools for the Future (BSF) was launched by the Department for Education and Skills (DfES) in 2003. BSF is a rolling 15-year programme of modernisation of all secondary schools on a national scale. The BSF programme is intended to bring about a step change in education and is not simply a building programme but rather a process of transformation of the learning environment.

There have been a number of 'waves' of development of BSF based on those areas that had high levels of social deprivation and low GCSE results. Nottinghamshire, like most 'shire' counties has yet to be included in the programme, although it is expected that DfES will announce the next 'waves' of funding for BSF in 2006.

In Nottinghamshire, it will be necessary to initiate five projects in order to cover the whole county and it is expected that the whole BSF process from project initiation to financial close will typically take between two and three years.

E5 Surestart children's centres

The Children's Centres initiative has been developed in response to the 'Every Child Matters - Change for Children' agenda, and aims to improve outcomes for children and their families. Children's Centres are a development from the successful SureStart programmes that were established to tackle child poverty and social exclusion in 1998. All of the SureStart local programmes are to become SureStart Children's Centres by March 2006.

SureStart Children's Centres aim to deliver inclusive services for families with children under 5 years of age that can be accessed by all members of the community who are in this category. The core service requirements for SureStart Children's Centres are:

- Daycare integrated with education;
- A base for childminders;
- Health and family support;
- Play and early learning for children under 3 and their families; and
- Opportunities to access training and support employment.

There are a number of rounds of development of SureStart Children's Centres. In round one (2004 - 2006), the 24 SureStart Children's Centres were based in the 20% most deprived wards of Nottinghamshire and 21 of them will be completed by April 2006. In round two (2006 - 2008), the SureStart Children's Centres will be based in the 30% most deprived wards and their locations needs to be designated by end of March 2006, with completion by March 2008.

For many of the SureStart Children's Centres in Nottinghamshire, there will not be a requirement for any new building work, instead they will be developed through working with local partners, from existing community locations and providing additional resources to add value.

Access to Employment

W1 Travel plans

W1 Travel plans LAAP
Objective: To improve access to major employment sites. To improve access to all employment sites. Priority: Work with employers on, and promote the take-up of travel plans. Targeted at: People of working age without access to a car. Accessibility assessment evidence: 69% of all jobseekers in the Retford subarea are within 20 mins travel time by public transport of a major work destination. This compares with a figure of 93% for the North Nottinghamshire Plan Area. In the Retford subarea in particular, there is a disparity in accessibility levels for access to ALL jobs between different subgroups of the population. These subgroups include all households and households with no car. Suitable interventions brought about through the accessibility planning process should raise the accessibility levels of the vulnerable group to levels similar to those enjoyed by the wider population as a whole.
Background and Context The Department for Transport (DfT) published 'Making Smarter Choices Work' report at the end of 2004. Smarter choices includes local programmes to encourage school workplace and individual travel planning; improving public transport information and marketing; setting up websites for car share schemes and supporting car clubs together with encouraging teleworking and teleconferencing. The County Council and City Council jointly fund and run a travel plan grant scheme called 'Transact'.

W1 Travel plans LAAP

Actions produced from option appraisal:

	Timescale	Lead	Resources
Conduct staff travel surveys with ten major employers in North Nottinghamshire.	October 2006	TPO/Employers	Identified capital allocation for review and evaluation
Provide grant match funding with 5 organisations via the Nottinghamshire travel plan grant scheme, TransACT.	2006/07	TPO	Dedicated LTP allocation
Work to the Smarter Choices Action Plan 2006/7 to 2010/11.	2006/07 to 2010/2011	TPO	LTP
Host one major Green Transport Week event.	2006/07	TPO	LTP
Require Travel Plans as part of planning conditions.	2006/07 to 2010/11	DCT/TPO/DC PD	LTP
Create Local Smarter Choices publication.	2006/07	TPO	LTP
Produce and implement a strategy for leisure and residential travel plans.	2006/07 to 2010/11	TPO	LTP
Launch and maintain an online Carshare Scheme for employees in Nottinghamshire.	2006/07 to 2010/11	TPO	LTP

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Percentage of total households within 30 minutes travel time by	96%	96%	Mandatory LTP Indicator

W1 Travel plans LAAP			
public transport of a major work destination.			
Percentage of solo car journeys to the workplace.	69%	69%	Local LTP Indicator
Number of employees covered by a Travel Plan.	15% (21307)	20% (29420)	Local LTP Indicator
Risks identified by option appraisal, with mitigation where possible: - Change in staff/company relocation. - Lack of commitment from employers. - Poor data sets from Travel Surveys leading to unreliable data outputs. This can be resolved through performing Quality Assurance tests on data. - Loss of enthusiasm, may slow advancement of process. - Ensure commitment to Commuter Travel Planners Club membership.			

Key:

TPO = County Council Travel Plan Officer

DCT = County Council Development Control Team

DC PD = District Council Planning Departments

W2 STEPS travel plan

W2 STEPS travel plan LAAP
Objective: To improve access to major employment sites. To enable people to access Nottinghamshire County Council's services more easily, to improve consultation on the public transport that the authority provides, and streamline the way in which out transport services are delivered. Priority: Promote and support the take-up of the County Council travel plan (STEPS). Aimed at: All Nottinghamshire County Council employees. Accessibility assessment evidence: A staff travel survey undertaken in July 2004 with a random sample of 4000 staff (excluding teachers). Results of the survey revealed that car parking was the biggest issue for staff. 24.2% of respondents who currently drive alone said that they would be 'very likely' to car share if they had a guaranteed space and a further 23.6% of respondents said they would 'maybe' car share. 11.9% of respondents expressed a willingness to use video and web-based conferencing to reduce the need to travel on business. 43.8% of respondents felt that formalised working from home would significantly reduce their work related travel; 44.5% of respondents would like to use more flexible working. In 2004/5, over 9 million miles were claimed for the authority's business journeys. 51% of the authority's workforce live less than 5 miles away from base.

W2 STEPS travel plan LAAP

Background and Context

Nottinghamshire County Council was the first Local Authority to commit to a 'green commuter plan' in 1996 known as 'Sensible Travel Equals Perfect Sense (STEPS)' to assist staff in managing their journeys to work in an environmentally friendly way.

Nottinghamshire County Council's travel planning work has shaped good practice nationwide. It is now becoming apparent that to have a significant impact, travel issues must be tackled within a broader context and must look at the commuter journey, business travel, fleet issues and flexible working practices.

Actions produced from option appraisal:

	Timescale	Lead	Resources
Implement STEPS travel plan measures, including the actions below.	2006/7 - 2010/11	STEPS officer	£6,000 total
Deliver a series of site roadshows 4 times per year to promote the Nottinghamshire County Council travel plan and distribute information.	2006/7 -2010/11	STEPS officer	As above
Investigate car parking management options.	2006/7	STEPS officer	As above
Work with developers of new County Council premises on ensuring effective car park management systems are installed.	2006/7	STEPS officer	As above
Work with County Council Strategic Property/Property Services/Facilities Management to set car-parking standards and improve parking management systems.	2006/7 -2010/11	STEPS officer	As above
Investigate public transport discounts/season ticket options for staff with operators.	2006/7 - 2010/11	STEPS officer/PTG	As above
Update information on the County Council's staff intranet site on cycling, public transport and walking.	2006/7 - 2010/11	STEPS officer	As above
Host events annually in June during National Bike Week and Bike to School Week aimed at new cyclists.	2006/7 - 2010/11	STEPS officer	As above
Assist in the promotion of RIDEWISE, adult cycle training scheme.	2006/7 - 2010/11	STEPS officer	As above

W2 STEPS travel plan LAAP			
Improve cycling provision, promote cycling publications and marketing of cycling.	2006/7 - 2010/11	STEPS officer	As above
Set up computerised monitoring system to record and track work related journeys.	2006/7	STEPS officer	As above
Undertake private vehicle, pool vehicle and fleet vehicle audit and develop an action plan to reduce the environmental impact of Nottinghamshire County Council's business travel.	2006/7	STEPS officer	As above
Work with existing Council sites to develop travel plan solutions.	2006/7 - 2010/11	STEPS officer	As above
Performance monitoring and evaluation:			
	Baseline data 2005/6	Target 2010	Monitoring
Number of employees covered by a Travel Plan.	15% (21307)	20% (29420)	Local LTP Indicator
Percentage of solo journeys to the workplace	69%	69%	Local LTP Indicator
Percentage of total households within 30 minutes travel time by public transport of a major work destination.	96%	96%	Mandatory LTP Indicator
Under development for access to County Council services.			NCC
Risks identified by option appraisal, with mitigation where possible:			
- Poor data sets from Travel Surveys leading to unreliable datasets. This can be resolved through performance of Quality Assurance Tests on data. - Lack of funding.			

Key:

STEPS Officer = County Council STEPS Officer

PTG = County Council Passenger Transport Group

W3 Robin Hood Airport Doncaster Sheffield

Please refer to the comprehensive Local Accessibility Action Plan E2 Robin Hood Airport Doncaster Sheffield LAAP 2006-7 above.

W4 Jobcentre Plus partnership

Jobcentre Plus is an executive agency of the Department for Work and Pensions (DWP) and its aim is to 'promote opportunity and independence for all'. Jobcentre Plus is changing the way it delivers its services and by 2008, it will consist of:

- a network of integrated customer facing offices following a Standard Operating Model but with Personal Advisor flexibility and discretion focusing on customers with the greatest need;
- contact centres that offer a wide range of benefit and labour market service to individual customers and employers, including new claims and enquiries;
- a multi-channel environment fully utilising e-communication;
- a network of Benefit Processing Centres of Excellence;
- a streamlined organisational structure;
- employer services based on a Standard Operating Model, maximising benefits to employers and individual customers, and
- partners and providers who offer value for money from contracts supporting customers into sustainable employment.

In Nottinghamshire, discussions have taken place with Jobcentre Plus on their corporate priorities and opportunities for joint working over the over the five-year period, and a draft action programme is given below.

W4 Jobcentre Plus partnership LAAP (draft)

Objective: To improve access to major employment sites. To improve access to all employment sites.

Priority: Joint action with Jobcentre Plus to tackle poor accessibility for highlighted groups.

Aimed at: People looking for work of working age (16-65), people not in education, employment or training (NEET).

Accessibility assessment evidence: 69% of all jobseekers in the Retford subarea are within 20 mins travel time by public transport of a major work destination. This compares with a figure of 93% for the North Nottinghamshire Plan Area. In the Retford subarea in particular, there is a disparity in accessibility levels for access to ALL jobs between different subgroups of the population. These subgroups include all households and households with no car. Suitable interventions brought about through the accessibility planning process should raise the accessibility levels of the vulnerable group to levels similar to those enjoyed by the wider population as a whole.

Background and Context

Jobcentre Plus is an executive agency of the Department for Work and Pensions (DWP) and its aim is to 'promote opportunity and independence for all'. The purpose of Jobcentre Plus is to provide 'work for those who can and support for those who cannot'.

In Nottinghamshire, discussions have taken place with Jobcentre Plus on their corporate priorities and opportunities for joint working over the over the five - year period.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Explore the provision of printed or electronic public transport information including timetables, ticketing and fares for Jobcentre Plus advisors.	2006/7 to 2010/11	PTG/Jobcentre Plus advisors	Existing County Council resources
• Investigate the possibility of the provision of	2006/7 to 2010/11	PTG/Jobcentre Plus	DWP £3million fund?

W4 Jobcentre Plus partnership LAAP (draft)			
electronic information hubs at Jobcentre Plus offices to provide public transport information or, internet links to public transport information through 'job point' kiosks.			
Develop the 'Making the Connection' scheme that aims to work up a package to encourage new developers to employ people from the local area.	2006/7 to 2010/11	Jobcentre Plus LPM	Jobcentre Plus
Work on an agreement to share data on locations of Jobcentre Plus customers taking into account confidentiality and data protection issues.	2006/7	Jobcentre Plus/PTST	Existing resources
Offer Accession mapping to all Jobcentre Plus offices within North Nottinghamshire.	2006/7 to 2010/11	PTST	Use of Accession software
Sharing of information on pockets of deprivation with very specific accessibility problems.	2006/7 to 2010/11	PTST/Jobcentre Plus	Existing resources
Work with employers on and, and promote the take-up of travel plans.	2006/7 to 2010/11	TPO	LTP
Explore the provision of tailored public transport information for Jobcentre Plus outreach workers.	2006/7 to 2010/11	PTG/Jobcentre Plus outreach workers	Existing resources
Present to Jobcentre Plus advisors and outreach workers on accessibility planning to add to their transport intelligence.	2006/7	PTST/Jobcentre Plus	Existing staff resources
Performance monitoring and evaluation:			
	Baseline data 2004/5	Target 2010	Monitoring

W4 Jobcentre Plus partnership LAAP (draft)

Percentage of total households within 30 minutes travel time by public transport of a major work destination.	96%	96%	Mandatory LTP Indicator
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Risks identified by option appraisal with mitigation where possible:

- There may be a lack of resources to implement some of the measures. This could be resolved through regular meetings between Nottinghamshire County Council and Jobcentre Plus to identify potential issues at an early stage and work together to resolve them.
- There may be difficulties with sharing of information on Jobcentre Plus customers details due to data protection and confidentiality issues.

Key:

PTG = County Council Passenger Transport Group

Jobcentre Plus LPM = Jobcentre Plus Local Partnerships Manager

PTST = County Council Public Transport Strategy Team

TPO = County Council Travel Plan Officer

W5 New employment locations

Accession is to be used to assist district councils decide on the most appropriate location of employment sites, through bi-monthly discussions involving the district planning technical officers' group.

The Planning and Compulsory Purchase Act 2004 requires planning authorities to prepare a Local Development Scheme, setting out a framework for how the Council intends to establish a new planning policy framework, and giving a spatial perspective to districts' Community Strategies. Evidence required to inform the associated Development Plan documents includes information on accessibility to transport infrastructure, and Nottinghamshire County Council will be the provider of this. The districts' research and data collation on land uses to enable them to prepare LDFs will be used in future mapping to be carried out by the County for Accessibility Planning.

Please see LAAP P2 Development proposals and chapter 4 for more information.

Access to food and essential services

F1 Mansfield Stockwell Gate

Public and stakeholder consultations have started on the Local Development Framework (LDF) for Mansfield District, which will determine the development control policies for the area, and which will be adopted in 2008. Specific policies for defined areas include Stockwell Gate, a town centre location that includes the site of the existing and proposed new bus station. Stockwell Gate is to be redeveloped to create a public transport interchange facility to link the bus station, rail station and city centre. The policy is planned to be adopted by August 2006 and will form part of the LDF due to be adopted by the end of 2008. A draft action programme is given below.

F1 Mansfield Stockwell Gate LAAP (draft)

Objective: To increase the accessibility of healthy and affordable food, and essential services to be found in town and district centres.

F1 Mansfield Stockwell Gate LAAP (draft)

Priority: Accessibility analysis to support recommendations for Mansfield Town Centre through the redevelopment of Mansfield Public Transport Interchange and the Stockwell Gate area.

Aimed at: All users and potential users of Mansfield Town Centre and its public transport interchange.

Background and Context

Mansfield town centre is the largest centre in North Nottinghamshire. It is a sub-regional shopping centre with a catchment of nearly 300,000 people. It is the main entertainment and service centre for the sub-region and the largest source of employment in the Mansfield District with approximately 15,000 jobs.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Baseline assessment of Mansfield town centre linking the economic, planning, regeneration and transport issues.	2006/7 to 2010/11	MDC/County Council	MDC
• Decision on approval from Department for Transport (DfT) on Public Transport Interchange for Mansfield.	Summer 2006	DfT	DfT Interchange cost £7.5 million
• Submission of detailed planning application to Mansfield District Council on development of Public Transport Interchange.	2007	PMPT	NCC/DfT funding NCC staff resource
• Decision on planning permission application.	2008	MDC	MDC Staff resource
• Development of Public Transport Interchange.	2008 to 2009	PMPT	DfT Interchange cost £7.5 million
• Support the development of the Stockwell Gate	2006/7 to 2010/11	PTST	DfT Interchange cost £7.5 million

F1 Mansfield Stockwell Gate LAAP (draft)

Masterplan throughout the planning and development stages including the provision of Accession to produce maps.			Provision of GIS Accession software.
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Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Percentage of total households within 30 minutes travel time of a town or district centre by public transport.	94%	94%	Local LTP indicator

Risks identified by option appraisal, with mitigation where possible:

- DfT do not approve and provide funding for development of Public Transport Interchange.
- The planning process could be extended due to objections to the development and a Public Inquiry.
- Rejection of the development by any possible Public Inquiry.

Key:

DfT = Department for Transport

MDC = Mansfield District Council

PMPT = County Council Project Management and Partnerships Team

PTST = County Council Public Transport Strategy Team

F2 Food accessibility

The absence of fresh vegetables and fruit in a diet has adverse consequences on health and adds to the demand on medical services. Nottinghamshire County Council has provided funding to the Food Initiatives Group of Greater Nottingham to commence a research project in February 2006 that will seek to identify the barriers in accessing healthy food within the district of Ashfield. Ashfield District Council is leading on the development of the work on behalf of the Food Initiatives Group.

The project aims to use Accession software to map those premises that provide an opportunity to purchase healthy food, and those that offer less healthy food. The maps of the premises will be overlaid with public transport information and relevant census data to identify the significant physical barriers in accessing healthy food. Once the research has concluded, the report will be disseminated, and options considered for implementing its recommendations with appropriate partners.

F2 Food accessibility LAAP (draft)

Objective: To increase the accessibility of healthy and affordable food, and essential services to be found in town and district centres.

Priority: Support Ashfield District Council's research into food accessibility.

Aimed at: Older people, low-income families, people with disabilities.

Accessibility assessment evidence: The study aims to provide evidence to support and justify future action.

Background and Context

Nottinghamshire County Council has provided funding to the Food Initiatives Group in Greater Nottingham to commence a project, led by Ashfield District Council, that will seek to identify the barriers to access to healthy food within the Ashfield district.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Project seeking to identify the barriers to healthy, affordable food within the Ashfield District.	February - October 2006	ADC	£8000 (County Council funded)
• Mapping of premises that provide an opportunity to purchase healthy food and those premises that offer less healthy food and overlay the locations with public transport information and relevant census information.	February - October 2006	PTST	Existing resources

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
• Percentage of households within 30 minutes of a town or district centre by public transport	94%	94%	Local LTP Indicator

Risks identified by option appraisal, with mitigation where possible:

- There is a possible risk that the research project might not lead to an action programme, or to the identification of actions which are not achievable. Mitigation would be to work with Ashfield District Council to identify realistic actions with resource opportunities to inform the recommendations of the study.

Key:

ADC = Ashfield District Council

PTST = County Council Public Transport Strategy Team

F3 Local Accessibility and Transport Studies

The County Council's Local Accessibility and Transport Studies (LATS) can help to improve accessibility to local jobs, goods and services in district centres and rural market towns by identifying local need through consultation with stakeholders and the public.

The County Council, in partnership with other stakeholders, will develop a comprehensive programme of measures to deliver the objectives of each LATS within a value for money framework.

F3 Local Accessibility and Transport Studies LAAP (draft)

Objective: To increase the accessibility of healthy and affordable food and essential services to be found in town and district centres.

Priority: Local Accessibility Transport Studies: local consultation to establish improvements in a localised area.

Aimed at: Residents living in Sutton-in-Ashfield in year one of LTP.

Background and Context

The County Council's Local Accessibility and Transport Studies (LATS) can help to improve accessibility to local jobs, goods and services in district centres and rural market towns by identifying need through consultation with stakeholders and the public. Targeted improvements include footway improvements, cycle lane and parking facilities, additional pedestrian crossings to reduce the severance impacts of major radial routes into district centres, bus route improvements (including the upgrading of bus stops and provision of timetable information) and interchange improvements or provision in the centres themselves.

Actions produced from option appraisal:

	Timescale	Lead	Resources
Identification of issues and problems through consultation with stakeholders, such as District Councils and key organisations, including representatives of hard to reach groups.	Spring / summer 2006	County Council LTPT/PTST	County Council LTP
A survey of residents to determine transport needs and aspirations, including staffed	Summer / autumn 2006	County Council LTPT/PTST	County Council LTP

F3 Local Accessibility and Transport Studies LAAP (draft)

exhibitions, leaflets to households in the area, and questionnaires.			
Identification of, and consultation on, potential solutions and preferred strategy.	Autumn 2006	County Council LTPT/PTST	County Council LTP
Partnership working to assist with the detail of policies and schemes and to guide implementation.	Winter 2006/7	County Council LTPT/PTST	County Council LTP
Implementation of a programme of measures, possibly covering a number of years.	2007 onwards	County Council LTPT/PTST	County Council LTP

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Percentage of total households within 30 minutes of a major retail centre by public transport.	94%	94%	Local LTP Indicator

Risks identified by option appraisal, with mitigation where possible:

- Lack of stakeholder commitment, community interest or involvement, a lack of faith in the stakeholder involvement process and schemes not in tune with the wishes of the community. This could be resolved through sustained involvement of stakeholders and the public. - Lack of staff and/or financial resources, conflicting priorities of stakeholders and undeliverable aspirations. This could be resolved through reality checking of suggested schemes and management of unrealistic aspirations.

Key:

LTPT = County Council Local Transport Plan Team

PTST = County Council Public Transport Strategy Team

Access to health facilities

H1 Hospital, PCT and LIFT site travel plans

H1 Hospital, PCT and LIFT site travel plans LAAP

Objective: To improve access to Hospitals and General Practitioners' surgeries.

Priority: To promote and support Hospital, PCT and LIFT site Travel Plans.

Targeted at: Elderly people, young people, low-income families, BME communities, people with disabilities, people with learning disabilities.

Accessibility assessment evidence: 56% of total households in the Retford subarea are within 15 mins travel time by public transport of a GP surgery. This compares with a figure of 82% for the whole plan area.

59% of total households in the Newark subarea and 61% of total households in the Newark subarea are within 30 mins travel time by public transport of a Hospital with a suitable outpatients facility. This compares with a figure of 71% for the whole plan area.

An analysis of the results of the 2005 North Nottinghamshire Personal Travel Survey has shown the following:

- 26% of all disabled respondents living in Newark and 25% of all disabled respondents living in Worksop thought access to health facilities was particularly difficult.
- 21% of respondents living in Worksop and 20% of respondents living in Newark with no access to a car thought access to health facilities was particularly difficult.
- 27% of respondents living in households with no car in Newark thought access to health facilities was particularly difficult.
- 54% of total respondents over 60 years of age thought access to health facilities was particularly difficult.

Background and Context

The Department for Transport (DfT) published 'Making Smarter Choices Work' report at the end of 2004.

Smarter choices includes local programmes to encourage school, workplace and individual travel planning; improving public transport information and marketing; setting up websites for car share schemes and supporting car clubs together with encouraging teleworking and teleconferencing.

Actions produced from option appraisal:

		Timescale	Lead	Resources
Ashfield LIFT site	• Complete Travel Plan actions required before opening of centre.	By Oct 2006	Ashfield PCT	Ashfield PCT
	• Support implementation of a Travel Plan.	2006/07 onwards	TPO	LTP2
Retford LIFT site	• Complete Travel Plan actions required before opening of centre.	By 2007	Bassetlaw PCT	Bassetlaw PCT
	• Support implementation of a Travel Plan.	2007/08 onwards	TPO	LTP2

H1 Hospital, PCT and LIFT site travel plans LAAP				
Kings Mill Hospital	Support Hospital Trust to complete a Travel Plan as part of planning conditions for new developments.	2006/07 to 2009/10	TPO	Within existing budgets
	Support implementation of a Travel Plan.	2006/07 to 2010/11	TPO	Within existing budgets
Bassetlaw and Doncaster Hospital	Support the implementation of the Bassetlaw site specific Travel Plan.	2005/06	TPO	Within existing budgets
	Include the recently implemented Bassetlaw and Doncaster Hospital shuttle service in the Transport Accessible to All (TATA) guide.	2006/07	TPO	Within existing budgets
	Monitor and maintain partnership links with the hospital, PCT and Doncaster MBC to support and develop Hospital transport options.	2006/07 to 2009/10	TPO	Within existing budgets
All PCTs	Explore the provision of sending out appointment letters that includes information on Traveline.	2006/7	PCTs/PTG	Existing resources
All PCTs	Explore with PCTs provision of data collection in relation to 'Did Not Attend' and access to transport issues.	2006/7 to 2010/11	NCC PTST/PCTs	Existing resources
Performance monitoring and evaluation:				
		Baseline data 2005/6	Target 2010	Monitoring

H1 Hospital, PCT and LIFT site travel plans LAAP

Percentage of households within 45 minutes travel time of a hospital by public transport	92%	92%	Local LTP Indicator
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Risks identified by option appraisal, with mitigation where possible:

- Lack of/cessation of funding and/or resources.
- NHS reorganisation including Choice Agenda.
- PCT merger.
- Restructuring within the site, change in service delivery location for some patients. This could be resolved through involvement and consultation of the local authority regarding changes to service delivery location.
- Consolidation of PCT services to fewer sites. This could be resolved through monitoring of services to give early indication of potential problems.

Key:

TPO = County Council Travel Plan Officer

PCTs = Primary Care Trusts

PTG = County Council Passenger Transport Group

PTST = County Council Public Transport Strategy Team

H2 Transport brokerage

The Bassetlaw Transport Integration project, otherwise known as 'transport brokerage', aims to create a single phone number for people to book transport. The scheme will cover all current providers of community transport, which will enable existing services to be more efficiently managed, and make it easier to market the service. A consultation exercise revealed that users considered the services to be ineffectively marketed, meaning that customers did not know about certain services, and the number of volunteers was restricted. Advice is being sought from Norfolk where a similar scheme which has been running for 3 years has proved very successful. Accession will be used to identify accessibility problem areas.

H2 Transport brokerage LAAP (draft)

Objective: To improve access to hospitals and general practitioner surgeries.

Priority: Joining up service bookings for health in Bassetlaw (with possible future roll-out to many destinations and districts).

Targeted at: Residents in Bassetlaw.

Accessibility assessment evidence:

An analysis of the results of the 2005 North Nottinghamshire Personal Travel Survey has shown the following:

- 25% of all disabled respondents living in Worksop thought access to health facilities was particularly difficult.
- 21% of respondents living in Worksop with no access to a car thought access to health facilities was particularly difficult.
- 54% of total respondents over 60 years of age thought access to health facilities was particularly difficult.

H2 Transport brokerage LAAP (draft)

- 45% of total respondents in the lower socio-economic groups (classes D & E) thought access to health facilities was particularly difficult.
- 52% of respondents living in Worksop who thought access to health facilities was particularly difficult lived within 2 minutes walk of a bus stop with an hourly or better service on weekdays.

Background and Context:

A pilot scheme in the Bassetlaw district is under development. The aim is to have one single point of contact to book health related journeys within the district. The scheme will cover all current providers of community transport.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Seek approval and support from LSP to develop project.	April 2006	PTG	Existing NCC staff resources
• Obtain information on similar scheme in Norfolk.	April 2006	PTG	Existing NCC staff resources
• Develop and investigate the project with a view to implementation.	April 2008	PTG/Operators	Existing NCC staff resources

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Percentage of total households within 45 minutes of hospital by bus.	92%	92%	Local LTP Indicator

Risks identified by option appraisal, with mitigation where possible:

- Lack of funding to develop project.
- Lack of community transport providers to take part.

Key:

PTG =County Council Passenger Transport Group

H3 LIFT sites

NHS Local Improvement Finance Trust (LIFT) is a vehicle for improving and developing frontline primary and community care facilities. It is allowing PCTs to invest in new premises in new locations and allows the building design to reflect the needs of the services it provides. It is providing patients with modern integrated health services in high quality, fit for purpose primary care premises.

To date LIFT is providing a range of building types including re-provision of GP premises, one stop primary care centres, integrated health and local authority service centres, and community hospitals.

Nottinghamshire County Council will offer their expertise to support the locations of LIFT sites through accessibility analysis as they are developed.

Please refer to H1 Hospital, PCT and LIFT site travel plan LAAP 2006-7 above for the travel plan element of the LIFT sites.

H4 Hospital and GP appointments

This action aims to investigate the best way of ensuring that Hospitals and GP surgeries have up to date and accurate information about public transport to and from health services. Nottinghamshire County Council will work with PCT and hospital trusts to ensure that appointment times are convenient to patients who rely on public transport. The aims of the Department of Health White Paper "Our health, our care, our say" published in January 2006 has at its core the desire to make medical services convenient to the patient rather than the organisation. The White Paper envisages local authorities working in partnership with PCTs and hospital trusts to ensure that accessibility to services improves; reorganising the appointments process and moving appropriate services closer to the patient works towards this goal. Nottinghamshire County Council has developed good links with PCTs and hospital trusts throughout Nottinghamshire as part of the accessibility planning process and intends to build on those relationships to ensure accessibility planning plays an important part in the availability of medical services to the people of North Nottinghamshire.

Access to leisure, culture & tourism destinations

L1 Rights of Way Improvement Plan

Under the Countryside and Rights of Way (CROW) Act 2000, all Local Authorities have to prepare a Rights of Way Improvement Plan (ROWIP) by 2007. The plan will consider the following areas of work:

- An assessment of the needs and demands of users of the rights of way network;
- An assessment of the current rights of way network in terms of the current levels of access provision and the adequacy of the network;
- An assessment of the accessibility of the network; and
- The relationship of the improvement plan to other plans, policies and statutory documents.

The final document will also consider and review both existing and proposed public rights of way policies and prepare a statement of actions. Finally, it will produce a business plan putting forward the case for improvements to the rights of way network and devising a prioritisation framework if required to ensure the effective targeting of resources for such improvement works.

A case study-type approach will be used to illustrate the above tasks and four key study areas of the county have been selected for consultation with the general public and further analysis. The areas include footpaths and population in the communities surrounding Warsop and South Newark. A methodology has been developed using Accession to incorporate some elements of accessibility modelling into the assessment of the accessibility of the network, and an example of some preliminary work undertaken for the area south of Newark is given in the table below.

It is also hoped that the methodology will be used to justify the adoption of key accessibility threshold criteria into any proposed prioritisation framework for the targeting of resources to carry out improvement works in the ROWIP final Business Plan.

Footpath	30 mins public transport travel time on Sundays	
	% of households in study area within threshold	
	All households	Households with no car
Car Colston BW5	71%	81%
Car Colston FP1	71%	80%
Car Colston FP4	66%	76%
Car Colston FP6	78%	88%
Car Colston FP9	71%	81%
Car Colston FP12	67%	77%
Car Colston FP15	14%	18%
Cotham FP1	40%	48%
East Stoke BW4	18%	22%
East Stoke FP3	26%	33%
Elston FP1	0.6%	0.8%
Elston FP2	73%	81%
Elston FP3	58%	69%

Further work will consider the establishment of 'gateway access points' to the countryside both by road and public transport. It is hoped that such access points will have facilities to enable the effective interchange between public transport services to take place, and have a good supply of public transport information available.

Further work will also consider the issues of open access, permissive routes and stewardship schemes and their effects on general access to the rights of way network. Again, Accession can be used to model the effects of these on accessibility to the network by the surrounding population, and the results generated and maps produced could be used in any publicity material to inform the general public on how better to access the rights of way network.

L1 Rights of Way Improvement Plan LAAP (draft)

Objective: To increase the accessibility of leisure culture and tourism destinations.

Priority: Accessibility modelling to support development of ROWIP.

Targeted at: All sections of society.

Accessibility assessment evidence: Of the proportionate spread of the Rights of Way network in Nottinghamshire, 70% is made up of footpaths for use by walkers and 27% is made up of bridleways for use by walkers, horse riders and cyclists.

42% of total households and 28% of households with no car in the Retford subarea are within 30 mins travel time by public transport on a Sunday of a major footpath between 1.5 and 3km in length.

Background and Context:

L1 Rights of Way Improvement Plan LAAP (draft)

Under the Countryside and Rights of Way (CROW) Act 2000, all Local Authorities have to prepare a Rights of Way Improvement Plan (ROWIP) by 2007. The plan will consider the following areas of work:

- An assessment of the needs and demands of users of the rights of way network;
- An assessment of the current rights of way network in terms of the current levels of access provision and the adequacy of the network;
- An assessment of the accessibility of the network; and
- The relationship of the improvement plan to other plans, policies and statutory documents.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Assess needs and demands of users, assess network for all users, determine accessibility of network, relate this to existing plan and policies, prepare a statement of action involving draft aims and objectives.	May 2006	ROW	NCC
• Consult on draft plan	October 2006	ROW	As above
• Amend draft plan and publish. Publish business plan.	March 2007	ROW	As above
• Monitor ROWIP and business plan.	March 2007 onwards	ROW	As above

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Percentage of footpaths and other rights of way which are easy to use by the public.	61%	64%	Local LTP Indicator

Key:

ROW = Nottinghamshire County Council Rights of Way Team

L2 Leisure destination information sharing

In Nottingham, a partnership consisting of Visit Nottinghamshire (the tourist board for Nottinghamshire County), Metafocus (marketing agency) and the City Council jointly developed a pilot web interface to allow visitors and potential visitors to the area to access data of interest.

The interface uses information on individual websites including public transport, mapping applications, accommodation providers and events happening to allow the information to be accessed via one website.

The system is now live within Nottingham and the County Council is exploring the feasibility of providing public transport information to support the system to offer information on a county-wide level.

L3a, b and c Sherwood Forest Regional Park

The Big Lottery Fund's 'Living Landmarks programme will make funding available for transformational national/regional significant projects across the United Kingdom. The programme consists of a top award of up to £50 million for a project of national significance. There are three stages to the Big Lottery's Living Landmarks programme and applications to the lottery fund may not be shortlisted to continue to the next stage. The action programme index earlier in this chapter reflects the three stages to the Living Landmarks programme.

In January 2006, the authority submitted a stage one application for the top award in the development of a landmark destination at Sherwood Forest; this would provide a catalyst for the longer-term vision for the authority to create a Regional Park.

Projects successful at stage one will be offered up to £500,000 development funding in May 2006 to meet a proportion of the costs of developing the project to a more detailed stage two. The deadline for applications for stage two is 31 January 2007. Projects successful at stage two will be notified in July 2007, with projects facing a televised public vote in November 2007 to determine the winning bid.

L4 Sherwood Forest Visitor Centre

Any development that arises out of the application for the Big Lottery's Living Landmarks top award would ideally include the creation of a new visitor centre. By 2010, the existing site of Sherwood Forest visitor centre must be removed as it is currently situated in a designated Site of Specific Scientific Interest (SSSI). The authority will need to investigate the options on a new site for the visitor centre as a separate action even if the Big Lottery's Living Landmarks bid is unsuccessful.

Nottinghamshire County Council supports the 'Sherwood Forester' services, which use low floor buses, to encourage peak-season Sunday and bank holiday Monday leisure travel to the countryside and tourist attractions, including Sherwood Forest. 'Day Ranger' tickets are valid on these services and can be used to secure a discount at many attractions.

L5 Travel plans for major attractors

The Department for Transport (DfT) published 'Making Smarter Choices Work' report at the end of 2004.

Smarter choices includes local programmes to encourage school workplace and individual travel planning; improving public transport information and marketing; setting up websites for car share schemes and supporting car clubs together with encouraging teleworking and teleconferencing.

The County Council through its own travel plan, Sensible Travel Equals Perfect Sense (STEPS) have developed travel plans for the leisure, culture and tourism destinations and buildings that the authority own and/or manage.

The authority will develop links with leisure, culture and tourism destinations in the plan area over the plan period to assist them with improving access to the destinations through the travel plan scheme.

Improving access across all themes for older and disabled people

DO1 Concessionary fares

DO1 Concessionary fares LAAP

Objective: To improve access to education, training, jobs, food and essential services, GPs, hospitals, and leisure, culture and tourism destinations for older people and disabled people.

Priority: Negotiate, implement and promote new concessionary fares scheme.

Aimed at: Older people (all people over 60 years of age) and people with disabilities (all population aged 16-74 who are permanently sick and disabled)

Accessibility assessment evidence: In 2006, the percentage of eligible population taking up concessionary fares entitlements was 46%. In 2006, the percentage of population aged 16-74 who are permanently sick and disabled taking up concessionary fares entitlements was 9%.

Background and Context:

In 2005, the Government announced a new enhanced standard of free off - peak bus travel (after 09:30am) would be made available from April 2006 for those aged over 60 or over and for people with disabilities within their district area, as opposed to the previous half-fare scheme.

The County Council, along with its District partners, has decided to continue to provide benefits greatly in excess of the statutory minimum (initially for a 2 year period, after which the scheme will be reviewed), i.e:

- free travel on a County-wide basis and some journeys to locations outside the County including the City Council area of Nottingham;
- free travel from 09:30 Monday to Friday and all day at weekends, whilst bus operators will operate a half fare concession before 09:30 Monday - Friday; and
- concessions on rail, tram (in the City of Nottingham) and community transport services as well as bus.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Implementation of enhanced concessionary fares scheme.	April 2006	NCC/DCs/Operators	£7 million
• Monitoring take-up and usage of the concessionary fares scheme.	Ongoing	Consultants	Existing resources
• Review of enhanced concessionary fares scheme to consider its continuation after April 2008.	April 2007	NCC/DCs/Operators	Existing resources

DO1 Concessionary fares LAAP

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Percentage of eligible population taking up concessionary fares entitlement.	46%	57%	Local LTP Indicator
Percentage of disabled people taking up concessionary fares entitlement.	9%	20%	Local LTP Indicator

Risks identified by option appraisal, with mitigation where possible:

- See chapter 8 for comprehensive risk analysis.

Key:

NCC = Nottinghamshire County Council

DC = District Councils

DO2 Diversity analysis

DO2 Diversity analysis LAAP

Objective: To improve access to education, training, jobs, food and essential services, GPs, hospitals, and leisure, culture and tourism destinations for older people and disabled people.

Priority: Service Diversity Review of Local Transport Plan, Accessibility Strategy and Annual Progress Reports.

Aimed at: Disabled people, older people, people from ethnic backgrounds, gay, lesbian and bi-sexual people.

Background and Context:

The Equality Standard for Local Government is a framework that allows Local Authorities to mainstream equality, thereby ensuring that discriminatory barriers that prevent equal access to services and employment are identified and removed.

Using five levels, authorities will introduce a comprehensive and systematic approach to dealing with equalities.

As part of Nottinghamshire County Councils commitment to equalities, the authority has particular focus on meeting the equality standards. A key element of the equalities agenda are Service Diversity Reviews (SDRs), not only is there is a corporate commitment to complete these but they are explicitly required under the Race Relations (Amendment) Act 2000 and Disability Discrimination Act 1995.

When SDRs are undertaken, they evaluate the effects of the authority's policies and services on disability, race, age, gender and sexual orientation.

DO2 Diversity analysis LAAP

An SDR has been undertaken on the Local Transport Plan (LTP) and Accessibility Strategy (AS) to ensure that what is contained within the strategies takes into account equality issues.

Actions produced from option appraisal:

	Timescale	Lead	Resources
Undertake SDRs of the LTP and AS.	March 2006	LTP Team/PTST	Staff resources
Undertake SDR of Local Accessibility Transport Studies for first year of plan period.	2006/07	LTP Team/PTST	Staff resources
Monitor LTP and AS throughout plan period to ensure that equality issues are taken into account.	2006/07 to 2010/11	LTP Team/PTST	Staff resources
Undertake SDRs on Local Accessibility Action Plans (LAAPs) for subsequent years of plan period.	2006/07 to 2010/11	PTST	Staff resources
Undertake SDRs for Annual Progress Reports (APRs) of LTP and AS.	2006/07 to 2010/11	LTP Team/PTST	Staff resources

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Percentage of eligible population taking up concessionary fares entitlement.	46%	57%	Local LTP Indicator
Percentage of disabled people taking up concessionary fares entitlement.	9%	20%	Local LTP Indicator

Risks identified by option appraisal, with mitigation where possible:

The LATS and LAAPs may not take into account the needs of different user groups, which can be resolved by undertaking SDRs on the LAAPs before they are agreed between the partners.

Key:

LTP Team = County Council Local Transport Plan Team

PTST = County Council Public Transport Strategy Team

DO3 Providing comprehensive accessible transport information

DO3 Providing comprehensive accessible transport information LAAP

Objective: To improve access to education, training, jobs, food and essential services, GPs, hospitals, and leisure, culture and tourism destinations for older and disabled people.

Priority: Providing comprehensive accessible transport information and promoting volunteering: Development and publication of the Transport Accessible to All (TATA) guide. Encouraging cross-country movements and assisting visitors to North Nottinghamshire through input into the RADAR guide.

Targeted at: People with a disability in Nottinghamshire. All disabled groups in Nottinghamshire.

Accessibility assessment evidence: In discussions with organisations promoting disabled peoples independence, it was suggested that disabled people require more information to assist them with making their transport choice.

Background and Context:

In November 2005, the County Council published a Transport Accessible to All (TATA) guide. The guide aims to provide people who for reasons of disability or isolation need to use accessible transport to reach the services considered as essential to leading an independent and fulfilling life. The guide aims to provide information on a number of services including social car schemes, minibus schemes, dial-a-ride, flexible bus schemes, transport to hospital, accessible taxis, shopmobility schemes and rail travel.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Transport Accessible to All (TATA) guide is published. This is an information pack containing comprehensive information on accessible transport throughout Nottinghamshire.	November 2005	PTG	£20,000 & County Council staff resources
• Distribute the TATA guide throughout Nottinghamshire County.	2006/07	PTG	Existing resources
• Investigate with Social Services distribution of TATA guide to Sheltered Housing Scheme Managers.	2006/07	PTG/SS	County Council staff resources
• Work with PCTs on raising awareness of the TATA guide.	2006/07 to 2010/11	PTG/PCTs	County Council staff resources
• Monitor and collate public transport information.	2006/07 to 2010/11	PTG	County Council staff resources

DO3 Providing comprehensive accessible transport information LAAP

Convert the paper document to an electronic format and make available on the Internet.	May/June 2006	PTG	£3000
Provide a link to the TATA electronic format from the Traveline website.	July/August 2006	PTG	County Council staff resources
Update TATA guide	Annually in October	PTG	County Council existing resources
Provide copy for publication for national RADAR publication providing better transport information for disabled people across the country - this will include advertisement of TATA.	July 2006	PTG	£1800
Publication of national RADAR guide; guide available to North Nottinghamshire residents and those wanting to travel to the area.	December 2006	RADAR	RADAR

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Percentage of eligible population taking up concessionary fares entitlement.	46%	57%	Local LTP Indicator
Percentage of disabled people taking up concessionary fares entitlement	9%	20%	Local LTP Indicator

Risks identified by option appraisal, with mitigation where possible:

Lack of funding available to resource actions in future years, which may lead to a lack of awareness of public transport services available to older and disabled people. This can be resolved through prioritisation of funding and staff time in future years.

Key:

PTG = County Council Passenger Transport Group

SS = County Council Social Services

PCTs = Primary Care Trusts

DO4 Encouraging cross-country movements and assisting visitors to Nottinghamshire

RADAR (the disability network) and other organisations advise that disabled people requires more information to make effective cross-border, or cross-county journeys. It is recognised that Community Transport schemes are not available to people living outside their operating area, and therefore these cannot be promoted nationally.

Please refer to D03 Providing comprehensive accessible transport information LAAP 2006-7 above.

D05 Driver awareness training

The Disability Discrimination Act 1995 aims to eliminate discrimination against disabled people. The Act was divided into several parts, two of the parts have relevance to transport, part three deals with access to services and parts five allows access standards to be set for certain types of vehicle. When the Act was passed in 1995, any services so far as it consisted of the use of a means of transport was exempted from part three of the Act. The Act has since been amended by the 2005 Act to clarify the scope of the exemption to part three of the 1995 Act and enable it to be lifted. The regulations made under the 2005 Act lift this part three exemption in respect of certain types of transport vehicle. These regulations come into force on 4th December 2006. Once enacted, it will be illegal for transport operators to:

- discriminate against disabled people - for example by refusing to allow someone to board a vehicle simply because they are disabled, even though the vehicle might be accessible to them. This can be a particular problem for people with learning difficulties or mental health problems;
- treat disabled people less favourably - for example by charging more for a service;
- failure to make a reasonable adjustment to the way they provide their services - for example it might be reasonable for a train operator to provide an 'at seat' catering service where a disabled person is unable to get to/from the buffet car.

In partnership with bus operators, GoSkills national training programme, bus users and local authorities, training is to be made available to drivers to ensure their skills result in easier to use, more comfortable, reliable and user friendly bus journeys, particularly for people with disabilities and older people. The intention is to ensure local services operate to the best customer care practices. Community transport operators are knowledgeable about needs of different users and training drivers, and are likely to be able to bring good practice to the development of a scheme.

D06 Physical accessibility of bus fleet

Until recently there has been a lack of authoritative data on vehicle age and accessibility (either to Disabled Persons Transport Advisory Committee (DiPTAC) or full accessibility standards). To address this problem the County Council undertook a survey of operators to determine the percentage of the vehicle fleet that is accessible. This suggests that two-thirds of vehicles are either DiPTAC or Disability Discrimination Act (DDA) compliant, and three-quarters of vehicles are under ten years old. Trent Barton, who run services in North Nottinghamshire, has a fleet which is fully DDA compliant. It is hoped that a project to encourage provision of vehicles with accessible facilities will be initiated through grant aid by the County Council, and will be informed by the results of the survey. This will accelerate the achievement of full DDA compliance for buses in the plan area. Additional information on environmental standards was also sought through the survey, revealing that two-thirds of buses are of 1, 2 or 3 Euro standard engine type.

D07 Resource centres and Link Age Plus

A pilot Older People's Resource Centre has been developed in Retford with the involvement of a wide range of statutory and voluntary organisations. The aim of the project is to provide a range of co-ordinated services to older people to enable them to retain independent lifestyles

and improve their quality of life. The scheme has been very well-received and is attended by people from Retford and many of the surrounding rural villages. The Centre provides a range of information (including transport sessions) and activities, IT courses, and provides three course cooked meals. Retford County Contact holds a 'surgery' there fortnightly. An 'Invest to Save' bid for developing transport access to the resource centre was successful in 2005/6, and will provide £5,000 per year to improve the accessibility of the centre over a 3-year period. Discussions are currently underway between transport and social services officers to develop the proposals further - in order to achieve efficiencies they are likely to link into the transport brokerage action given in LAAP H2 Transport Brokerage.

Transport officers have also input into the preparation of a £1m 'Link Age Plus' (Surestart for Older People) bid, which aims to develop a joined up approach to access to information, services and opportunities across a wide range of partner agencies through a quality assured service with a common branding. This will be supported by investment in low level but vital services, working in partnership with the voluntary sector, statutory agencies and the private sector, and resources will targeted at priority groups of older people. An important part of the bid is to increase users' access to services, and a taxi voucher scheme is proposed, to be informed by the evaluation of the 'Fare Ride' pilot taxi voucher scheme detailed in chapter 4.

Access to Nottinghamshire County Council's services

S1 Efficiencies in transport provision

S1 Efficiencies in transport provision LAAP

Objective: To enable people to access Nottinghamshire County Council's services more easily, to improve consultation on the public transport that the authority provides, and streamline the way in which our transport services are delivered.

Priority: Efficiencies in transport provision: feasibility and implementation of developments to Nottinghamshire Integrated Transport Centre.

Aimed at: Users of social services day care, respite care and the movement of children, special education home to school transport, dial-a-ride and demand responsive services, mainstream school transport and community transport services.

Accessibility assessment evidence: At present, there is significant duplication of effort on procurement, administration and financial management between the departments involved in transportation services. There is a lack of awareness of activities of the other departments and a lack of consistency in standards and procurement procedures within the departments. The vehicle fleets are treated as departmental rather than corporate and are therefore not fully utilised. There are contrasting structures between the departments leading to a lack of co-operation between departments. There is no integrated IT system leading to labour intensive procedures within the departments. There is no dedicated staff resource focused on the network/service review within the departments.

Background and Context:

The first stage of the Nottinghamshire Integrated Transport Centre consisted of the co-ordination of Social Services, Education and Environment department's vehicle resources through one call centre promoting efficiencies in their use.

In April 2005 it was agreed that work and analysis should be undertaken in order to review opportunities for transport 'integration' in response to a series of drivers for change including:

- The Children's Act;
- The Gershon Review;
- The Social Exclusion Unit's report 'Making the Connections' that set out the relationship between transport, accessibility and social exclusion;

S1 Efficiencies in transport provision LAAP

- The Green Paper for Adult Services;
- Going Places report (2001);
- Best practice (learning from other authorities that have developed similar schemes/centres); and
- Best Value Review recommendations (promoting independence).

The objective of the project looking into the development of a Nottinghamshire Integrated Transport Centre (NITC) is to conduct a management review of transportation services which best supports County Council and departmental stated aims and vision/s for future service delivery. The project looks at the provision of transportation within Nottinghamshire County Council's Social Services Transport Unit, Environment Department's Passenger Transport Group and the transport fleet of the Culture and Community department.

A series of options for consideration are being reviewed and explored including:

- A 'do nothing' scenario;
- Co-location and collaboration;
- Full structural integration; and
- Outsourcing.

Consultants have been looking at the various options, interviewing and consulting with staff from the three departments of the authority to recommend the best option for transport services within Nottinghamshire County Council.

Actions produced from option appraisal:

	Timescale	Lead	Resources
Recommendations on development of Nottinghamshire Integrated Transport Centre to be presented to Cabinet.	May 2006	PTG/SSTU	County Council
If Nottinghamshire Integrated Transport Centre is approved, implementation.	May 2006 - March 2007	NCC	County Council

Risks identified by option appraisal, with mitigation where possible:

If the development of Nottinghamshire Integrated Transport Centre is not approved for development, this may mean that efficiencies cannot be achieved.

Key:

NCC = Nottinghamshire County Council

PTG = County Council Passenger Transport Group

SSTU = County Council Social Services Transport Unit

S2 Ongoing consultation with service users

S2 Ongoing consultation with service users LAAP

Objective: To enable people to access Nottinghamshire County Council's services more easily, to improve consultation on the public transport that the authority provides and streamline the way in which our transport services are delivered.

Priority: Ongoing consultation with service users through the Nottinghamshire Bus User Group.

Targeted at: All residents of Nottinghamshire.

Accessibility assessment evidence: In 2000, the percentage satisfied with the local bus service overall was 57%, which rose to 61% in 2003.

Background and Context:

Consultation held through various methods including through the Local Transport Plan, Major schemes (e.g. NET), Community Transport Forum, Bus Operator Meetings and the Confederation of Passenger Transport UK identified the need for a Bus User Group in Nottinghamshire and it was formally launched at the East Midlands Passenger Transport Users Forum (EMPTUF) in September 2005. A Passenger Transport Forum event was held in November 2005 with another event proposed for September 2006.

The Forum aims to complement EMPTUF, consider strategic issues relating to passenger transport provision and investment in the County, and provides an essential reference point for relevant consultation processes.

Actions produced from option appraisal:

	Timescale	Lead	Resources
Agree the role for the Nottinghamshire Bus User Group.	Next meeting 2006	Nottinghamshire BUG	Staff time and £3000 p.a
Agree the membership size and representation for the Nottinghamshire Bus User Group.	Next meeting 2006	Nottinghamshire BUG	As above
Agree draft Terms of Reference for the Nottinghamshire Bus User Group.	Next meeting 2006	Nottinghamshire BUG	As above
Hold meetings of Nottinghamshire Bus User Group quarterly.	2006/7 - 2010/11	County Council PTG	As above
Consider strategic issues relating to passenger transport provision and investment in the county.	As necessary	Nottinghamshire BUG	As above
Consider reports and presentations and make comment as part of the established consultation process.	As necessary	Nottinghamshire BUG	As above

Performance monitoring and evaluation:

S2 Ongoing consultation with service users LAAP			
	Baseline data 2005/6	Target 2010	Monitoring
Percentage of users satisfied with local bus service.	64%	73%	Mandatory LTP Indicator
Risks identified by option appraisal, with mitigation where possible:			
Lack of stakeholder faith in the consultation process.			

Key:
Nottinghamshire BUG = Nottinghamshire Bus User Group

S3 Travel plans

Please refer to W2 STEPS Travel Plan 2006-7 LAAP 2006-7 above.

S4 Encouraging accessibility to be used as a factor in locating and designing services

Nottinghamshire County Council on behalf of District Planning Authorities in Nottinghamshire calculates accessibility indicator 3B for the Annual Monitoring Report to be completed by each District to show progress achieved on implementing the Local Development Framework (LDF). This indicator is calculated using Accession.

Results of the calculations for accessibility indicator 3B undertaken in November 2005 are given in the table below.

District	Total completions 2005	% of residential completions within 30 mins travel time by public transport to :					
		Hospital	GP surgery	Major Retail Centre	Primary School	Secondary School	Major Employment Site
Ashfield	219	100%	100%	100%	100%	100%	100%
Bassetlaw	276	64%	100%	81%	100%	86%	81%
Mansfield	256	92%	100%	100%	100%	100%	100%
Newark & Sherwood	263	47%	97%	73%	100%	97%	73%

A proposed template for measuring accessibility criteria in the design and location of new facilities is given below.

	Site A	Site B
Base data		
Measure of 'attractiveness' of site		
Base population within 20 km distance of site :		
Total households		

	Site A			Site B		
Total households no car						
	Accessibility measures proposed			Accessibility measures proposed		
	Do nothing	Do minimum	% change	Do nothing	Do minimum	%change
Travel time thresholds – Public Transport						
% of total households within 30 mins						
% of households no car within 30 mins	EXAMPLE					
Accessibility Indexes (totals)						
PT All households						
PT households no car						
Road access						
Accessibility ratios						
PT total households within 30 mins (time) : total households within 20km (dist)						
PT All households : households no car						
Average % of 'equivalent jobs' accessed	EXAMPLE					
Evaluation of PT measures						
Total annual patronage (actual or forecast)						
Total annual net cost (actual or forecast)						
Subsidy per passenger						
Notts PMF score						

Integrating accessibility into the planning system

P1 Assisting with LDF monitoring

P1 Assisting with LDF monitoring LAAP

Objective: To integrate accessibility considerations into local planning decisions by providing support and mapping, and to maximise the accessibility of local plan allocations by assisting with site design where possible.

Priority: Assisting with LDF monitoring.

Targeted at: All Nottinghamshire residents.

Background and Context

Local planning authorities have to monitor the accessibility of residential developments in accordance with the above. Nottinghamshire County Council can provide the detailed information necessary for the monitoring reports using Accession.

LDF is the composite name for the portfolio of different documents that local planning authorities will need to prepare in order to produce their statutory development plans.

Actions produced from the option appraisal:

	Timescale	Lead	Resources
• Bi-monthly meetings with the seven districts planning technical officer group to discuss requirements and purposes of reports.	January 2006 to 2011/12	NCC	Officer time
• Production of annual monitoring report.	November 2006 - 2012	NCC	Officer time

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Annual Local Development Framework monitoring	N/a	N/a	N/a

Risks identified by option appraisal, with mitigation where possible:

Regular meetings ensures that the reports are useful in the long-term.

Key:
NCC = Nottinghamshire County Council

P2 Development proposals

Nottinghamshire County Council already provides technical support to the District Planning Authorities in Nottinghamshire in the monitoring of accessibility levels of new residential completions to residential facilities.

Accessibility assessments can help to determine locational decisions for new businesses, ensuring that organisations locate in areas that are straightforward to get to without a car, and also inform appropriate levels of developer contributions. The involvement of stakeholders in

workshops and individual discussions have highlighted a number of specific sites with accessibility difficulties, which could have been avoided through more effective joining-up of land use and transport planning at an early stage.

The Authority will assess details of planning applications submitted to the planning authorities in North Nottinghamshire and consider recommending the addition of appropriate conditions to any grant of planning permission to ensure that the accessibility of the site is optimised. Guidelines for planning authorities will be drafted to ensure the design and location of employment, residential, health and leisure facilities takes accessibility considerations into account.

An outline methodology has been developed to assess the accessibility of potential major employment sites using Accession and 2001 census data based on the template given in LAAP S4 Encouraging accessibility to be used as a factor in locating and designing services.. Two major employment sites in North Nottinghamshire and one potential employment site are appraised against key accessibility criteria, and it is hoped that this process can be refined and incorporated into the assessment of future major planning applications. The example is given in the table below. Further details on calculations and assumptions are given in appendix C.

Accessibility assessment of major employment sites							
	Employment site						
	Bevercotes Colliery (proposed)	Manton Wood Enterprise Zone (existing)			Finningley Airport (existing)		
Base data							
Total jobs created	1000	1000			500		
Base Notts population within 20km distance of site:							
Total households	92,756	90,067			30,686		
Total households no car	22,471	23,856			6,753		
	Provision of dedicated bus service						
		including	excluding	% change	including	excluding	% change
Travel time thresholds – Public Transport							
% of base population total households within 30 mins travel time	1.5%	15.3%	0.3%	+15%	11.7%	0	+11.7%
% of base population 0 car households within 30 mins travel time	1.4%	30.8%	0.4%	+30%	14.9%	0	+14.9%
% of base population total households between 30 and 60 mins travel time	8.6%	28%	25%	+3%	73%	6%	+67%

Accessibility assessment of major employment sites							
% of base population 0 car households between 30 and 60 mins travel time	22.9%	27%	27%	0%	78%	25%	+53%
Accessibility Indexes (totals, millions)							
<i>PT All households</i>	16.1	35.8	24	+50%	7.3	3.0	+145%
<i>PT households no car</i>	4.1	9.6	6.5	+50%	1.7	0.64	+165%
<i>Road access all households</i>	75	75	n/a	n/a	n/a	12	n/a
Accessibility ratios							
PT total households within 30 mins (PT time) : total households within 20km (dist)	1.5%	15.3%	0.31%	+15%	11.7%	0%	+12%
PT All households : households no car	1: 1.06	1: 1.017	1: 1.017	n/a	1	1: 1.056	n/a
Average % of 'equivalent jobs' accessed	17%	40%	27%	+48%	47%	19%	+147%
Evaluation of PT measures							
Total annual patronage 000's (actual or forecast)	n/a	45.6	n/a	n/a	18.8	n/a	n/a
Total annual net cost £k (actual or forecast)	n/a	100	n/a	n/a	500.8	n/a	n/a
Subsidy per passenger (£)	n/a	2.2	n/a	n/a	16.17	n/a	n/a
Notts PMF score	n/a	21	n/a	n/a	n/a	n/a	n/a
Accessibility benefits per £ of public support benefit : cost ratio	n/a	1: 0.26	n/a	n/a	1: 0.07	n/a	n/a

P3 Planning-gain Supplement

A consultation on proposals for 'Planning-gain Supplement' (PGS) was initiated by HM Treasury, HM Revenue & Customs, and Office of the Deputy Prime Minister in December 2005. To help finance infrastructure associated with new house building and support growing communities, it has been recommended that Government should capture a portion of the land value uplift arising from the planning process. It is proposed that a proportion of the revenue generated from the granting of planning permissions should be given directly to local authorities, and that the operation of section 106 planning obligations be amended to take account of this new charge. It recognises that improved infrastructure can have wide-ranging social benefits, from shorter commute times to greater access to facilities and employment.

Nottinghamshire County Council has submitted its comments on the consultation, including the effect of PGS on accessibility. It is currently not clear whether there is to be a link between the site generating the PGS and its mitigation, whether developer contributions have to be 'ring-fenced' by local authorities to spend on schemes specific to the site, and whether cross-border movements generated by a site can be considered and mitigated against.

The planning obligations system may be amended to place health provision, community centres, employment and training, labour initiatives, town centre management, and cultural and leisure facilities outside its scope. This may have an adverse effect on accessibility as developers would not be required to provide such facilities as an integral part of their development. The provision of bus services is also proposed to be outside of the scope of the planning obligations.

When PGS takes effect the authority will evaluate how it might best promote accessibility within the new framework.

Cross-cutting issues

C1 Performance Management Framework for tendered services

C1 Performance Management Framework for tendered services LAAP
Objective: All objectives. Priority: Performance Management Framework: maintain monthly, and use to assess changes to public transport network from accessibility mapping and partnerships. Aimed at: Officers and Councillors making decisions on supported services, and the public using them. Accessibility assessment evidence: Nottinghamshire County Council supports a number of local bus services which are not provided by the commercial bus operators but provide a socially necessary service to the communities which they serve. In some cases, if funding support for these services were withdrawn, then residents of the affected villages would have no other means of accessing local amenities. The budget to provide such services has come under increasing pressure recently. A Performance Management Framework (PMF) has been developed to prioritise all existing funding commitments and to assess any future claims on the budget in the light of their existing funding commitments. This will enable the effective targeting of funding to areas where it is most needed. Elements of accessibility planning have been incorporated into this framework, namely assessments of Deprivation, Car Ownership levels and the availability of alternative public transport facilities in the communities which the services serve. The PMF supplies objective assessment evidence to inform strategic decision - making on the network.
Background and Context: Nottinghamshire County Council has developed and agreed the use of a performance management framework (PMF) to assess the social value of its portfolio of supported bus services. The framework: • enables all supported bus services to be assessed so that transparent decisions can be made when budget pressures occur; and • allows objective evaluation of proposed new bus services. PMF allows the services to be assessed against specific criteria considered as being important in supporting the bus network, which provides a score to guide and inform decisions on future financial support. Based on consultants recommendations, the following criteria are used to score the services:

C1 Performance Management Framework for tendered services LAAP

- Index of multiple deprivation (IMD);
- availability of alternative public transport services;
- subsidy per passenger;
- number of passengers per journey;
- primary journey purpose of the contract; and
- car ownership.

The PMF model will be used as part of the ongoing assessment of bus contract performance, and will provide an objective and informed basis for determining future changes to the supported local bus service network in the County including revised services proposed through accessibility planning.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Performance Management Framework model to be brought up to date.	April 2006	PTST	Current resources
• Performance Management Framework model to be checked and validated.	April 2006	PTST/PTG	Current resources
• Performance Management Framework model to be signed off as complete and updated on a monthly basis there after.	Annually in April	PTG/PTST	Current resources
• Work with operators and internal IT Business Systems to provide better management information from operators.	Monthly	PTG/PTST/BS/Operators	Current resources
• To update the Performance Management Framework model on a regular basis and to react to changes to the commercial network and	Monthly	PTG	Current resources

C1 Performance Management Framework for tendered services LAAP

changes in County Council budgetary provision.			
Performance monitoring and evaluation:			
	Baseline data 2005/6	Target 2010	Monitoring
All accessibility indicators and targets for each area.	See chapter 8	See chapter 8	See chapter 8
Risks identified by option appraisal, with mitigation where possible:			
Faulty data or lack of co-operation from bus operators in supplying data to feed into the PMF. To mitigate this, the robustness of the underlying data must be reviewed monthly.			

Key:

PTST = Nottinghamshire County Council Public Transport Strategy Team

PTG = Nottinghamshire County Council Passenger Transport Group

C2 GIS based cycle route maps

C2 GIS based cycle route maps LAAP

Objective: All objectives.

Priority: Creation of GIS based cycle route maps for North Nottinghamshire.

Targeted at: Residents of Nottinghamshire.

Background and Context

There is a lack of clear information about the existing cycle routes and facilities in North Nottinghamshire. The absence of this information prevents the development of facilities, hinders the marketing of routes and leads to the loss of opportunity. The maps will provide a clear visual picture of what exists and enable opportunities to be taken to develop existing facilities. The use of a GIS mapping system enables the network to be updated regularly and easily.

Actions produced from option appraisal:

	Timescale	Lead	Resources
Map cycle routes in Retford and Worksop area of North Nottinghamshire.	April 2006	Realistic Solutions LTP team	£4000 LTP
Produce GIS map and make available online	Summer 2006	LTP team	Staff resources

C2 GIS based cycle route maps LAAP			
and paper version for distribution free to the public.			
Map cycle routes in the rest of Nottinghamshire with one area being completed.	May 2006 to April 2009	Realistic Solutions LTP team	£20,000 LTP
Performance Monitoring and Evaluation:			
	Timescale	Lead	Resources
All accessibility indicators and targets for each LAAP.	See chapter 8	See chapter 8	See chapter 8
Risks identified by option appraisal, with mitigation where possible:			
Lack of resources to prevent future maps from being developed. Steps will be taken to secure funding from a variety of sources.			

Key:
LTP Team = County Council Local Transport Plan

C3 Local Area Agreements

Nottinghamshire's Local Area Agreement is a three-year agreement, due to be signed in March 2006 by central Government and a local area, represented by the local authority, Local Strategic Partnerships and other key partners at a local level. It sets out a number of local outcomes and targets that the partners have collectively agreed to deliver.

Accessibility has been identified as a key local priority within the LTP area, and the Nottinghamshire LAA has included an outcome on accessibility within the safer and stronger communities block. One specific target concerns general accessibility to key services, but there are also targets relating to the uptake and use of concessionary travel passes. A more detailed explanation is contained within chapter 2..

C3 Local Area Agreements LAAP
Objective: All objectives. Priority: Promotion of accessibility indicator and target included within Nottinghamshire's Local Area Agreement and any follow-up action. Aimed at: People living within local area. Background and Context: In June 2002, the Government announced that Nottinghamshire would be included in the second round of Local Area Agreements.

C3 Local Area Agreements LAAP

A Local Area Agreement is a three-year agreement that sets out the priorities for a local area agreed between central Government, represented by the Government Office and, and a local area, represented by the local authority and Local Strategic Partnership.

Accessibility has been identified as a key local priority within the LTP area, and the Nottinghamshire LAA has included an outcome on accessibility within the safer and stronger communities block.

One specific target concerns general accessibility to key services, but there are also targets relating to the uptake and use of concessionary travel passes. This reflects the need to address in particular the accessibility needs of the elderly and disabled, which has become evident from both the LAA and accessibility planning consultation processes.

Actions produced from option appraisal:

	Timescale	Lead	Resources
Local Area Agreement signed off by Central Government and local areas partners.	March 2006	GO-EM/NCC	Staff resources
Progress on accessibility to be reported back through the LAA performance management framework.	As required	NCC/LSPs	Staff resources
Implementation of Local Accessibility Action Plans (LAAPs)	April 2006 - March 2011	PTST/Partners	Please see all LAAPs for resources identified to progress action plans.

Performance monitoring and evaluation:

	Baseline data 2005/6	Target 2010	Monitoring
Percentage of older population who have a concessionary bus pass.	60% (2004/5)	66% (2009)	LAA Measure
Average number of journeys per older person passholder per year.	40.5	52 (2009)	LAA Measure
Percentage of eligible population taking up concessionary fares entitlement.	46%	57%	Local LTP Indicator
Percentage of disabled people taking up	9%	20%	Local LTP Indicator

C3 Local Area Agreements LAAP			
concessionary fares entitlement.			
Percentage of population within a 10 minute walk of an hourly or better bus service.	Tbc	Tbc	LAA Measure
Risks identified by option appraisal, with mitigation where possible:			
Failure to implement Local Accessibility Action Plans. This can be mitigated by ensuring that their implementation is given the highest priority, close working with other departments within the authority and ongoing work with stakeholders.			

Key:

GO-EM = Government Office East Midlands

NCC = Nottinghamshire County Council

LSPs = Local Strategic Partnerships

PTST = Nottinghamshire County Council Public Transport Strategy Team

C4 Perceived personal security on public transport

A programme of installing digital CCTV cameras on school buses has been implemented, providing continual surveillance with high quality images making it possible to identify misbehaving students. Reporting of incidents by drivers has increased due to their confidence in the system, increasing the well-being of both passengers and bus company employees.

Nottinghamshire County Council collects and manages the data received by the scheme, and undertakes awareness raising visits to children in their last year of primary school or first year of secondary school to explain the system, issue scheme leaflets and explain acceptable behaviour.

The scheme has been very well received by both schools and bus operators, who are keen for the scheme to be expanded. The authority proposes to continue working with schools currently involved in the scheme, and evaluate the possibility of additional resources to expand this very successful scheme in the future.

C4 Perceived personal security on public transport LAAP
Objective: Perceived personal security on public transport.
Priority: Schools outreach work to promote acceptable behaviour.
Targeted at: Schools children in north Nottinghamshire.
Accessibility assessment evidence: Bad behaviour by schoolchildren was dissuading people from using buses and affecting the education of those who were bullied. Bus operators did not feel encouraged to provide school transport due to the costs involved as a result of damage caused by unruly children.
Background and Context

C4 Perceived personal security on public transport LAAP

In 2005/6 56 digital CCTV camera kits were installed on school buses. This brought the total to 79. The digital camera equipment was found to be more reliable and accurate. The evidence from those schools with bus services benefiting from the cameras noted children behaved better on buses, miscreants could easily be identified and the clarity of the evidence removed any uncertainty about the activities of the individuals involved. Bus operators expressed confidence in the system because it was seen to result in immediate and effective action being taken. In rare cases the evidence has formed the basis of criminal prosecutions. Behaviour levels have improved on buses. The intention is to maintain and consolidate the effectiveness of the existing system.

Actions produced from option appraisal:

	Timescale	Lead	Resources
• Maintain the quality and reliability of the existing system.	To March 2007	PTG	£30,000
• Secure funding for the long term existence and expansion of the project.	April 2006 onwards.	PTG	To be identified

Risks identified by option appraisal, with mitigation where possible:

- Lack of funding

Key

PTG = County Council Passenger Transport Group

7.5 LOCAL ACCESSIBILITY ACTION PLAN CASE STUDIES

Examples of three priority areas of work which have benefited from early action to address accessibility needs are explained in more detail below.

LOCAL ACCESSIBILITY ACTION PLAN CASE STUDY: ACCESS TO JOBS, TRAINING AND LEISURE OPPORTUNITIES AT A NEW AIRPORT

Background and context

Robin Hood Airport Doncaster Sheffield (RHADS) opened in April 2005. There is currently no direct public transport provision between the airport and North Nottinghamshire, including the urban centres of Worksop, Harworth / Bircotes and Retford, and the airport operator is under no legal obligation to provide this.

The need for an improved level of service between Nottinghamshire and the airport was first identified within the 2002/2003 planning inquiry for the airport, and Nottinghamshire County Council officers made representations to this effect at the inquiry. However, provision of a bus service to and from Nottinghamshire was not made a condition of planning approval by Doncaster MBC, the determining authority, or by the Planning Inspector who managed the public inquiry.

The airport provides potentially excellent employment and training opportunities for residents of Bassetlaw, particularly those from nearby areas of high economic inactivity, and it is vital that every opportunity is explored to maximise accessibility to it. This was highlighted as a key issue in consultations with stakeholders for the first time as part of the accessibility planning 'access to employment in a rural area' pilot in 2003.

Extra public transport provision would primarily make jobs and training at the airport accessible to local residents from these communities who do not have access to other forms of transport. It would increase travel choice for local residents who wish to use the airport as passengers, and also have environmental benefits by reducing car use.

Bus operators serving Bassetlaw and the area of the airport do not currently view commercial bus services to RHADS as viable and consequently any improved provision would need to be supported in the early years of the airport's operation. The environment for commercial services is likely to improve in the longer term, as passenger and employee numbers increase. Providing revenue funding to support new bus services to RHADS at the present time is extremely difficult for the authority due to other competing pressures to provide bus services in the county.

Establishing partnerships

A steering group was established to:

- assess the accessibility of the airport from North Nottinghamshire; and
- to establish the most feasible and cost-effective ways of providing public transport links between the market towns and communities within Bassetlaw and surrounding areas to the airport, particularly to provide access for those seeking employment at the airport.

The following organisations were represented:

- Alliance Sub-regional Strategic Partnership
- Bassetlaw Area Chamber of Commerce
- Bassetlaw District Council
- Nottinghamshire County Council
- Peel Holdings (the airport's operator)
- Trade Union Council

Core stakeholders, a wider reference group and Parish Councils were consulted.

Accessibility assessments

In 2004 the steering group commissioned a detailed and technical consultancy study, resourced by Alliance Subregional Strategic Partnership (SSP) and Nottinghamshire County Council, and project managed by Bassetlaw District Council. The report's recommendations were published in June 2005.

The feasibility of the various public transport links to RHADS was considered, taking into account the likely demand for employment at the airport based on the demographics of the area, and also the likely take-up of any public transport links to the airport. Non-rail measures were seen as the most viable options in the short to medium term; buses will be able to provide a flexible response to demand as the airport's operations expand. However, bus connectivity with rail was viewed as important. Current bus services in the area with the potential to serve RHADS, through diversions or extensions, were analysed. Consideration was also given to new traditional or demand-responsive services to link Bassetlaw with the airport.

Stakeholder meetings gave strong agreement to the corridors to be prioritised in assessing the viability of services: linking Worksop and Retford with the airport. A particular focus was given to improving access to employment from the Harworth / Bircotes area given the high levels of unemployment and low car ownership there, together with its proximity to the airport. The locations of expressions of interest in jobs at the airport were also mapped. See figure 7.1 for an example of the mapping work undertaken.

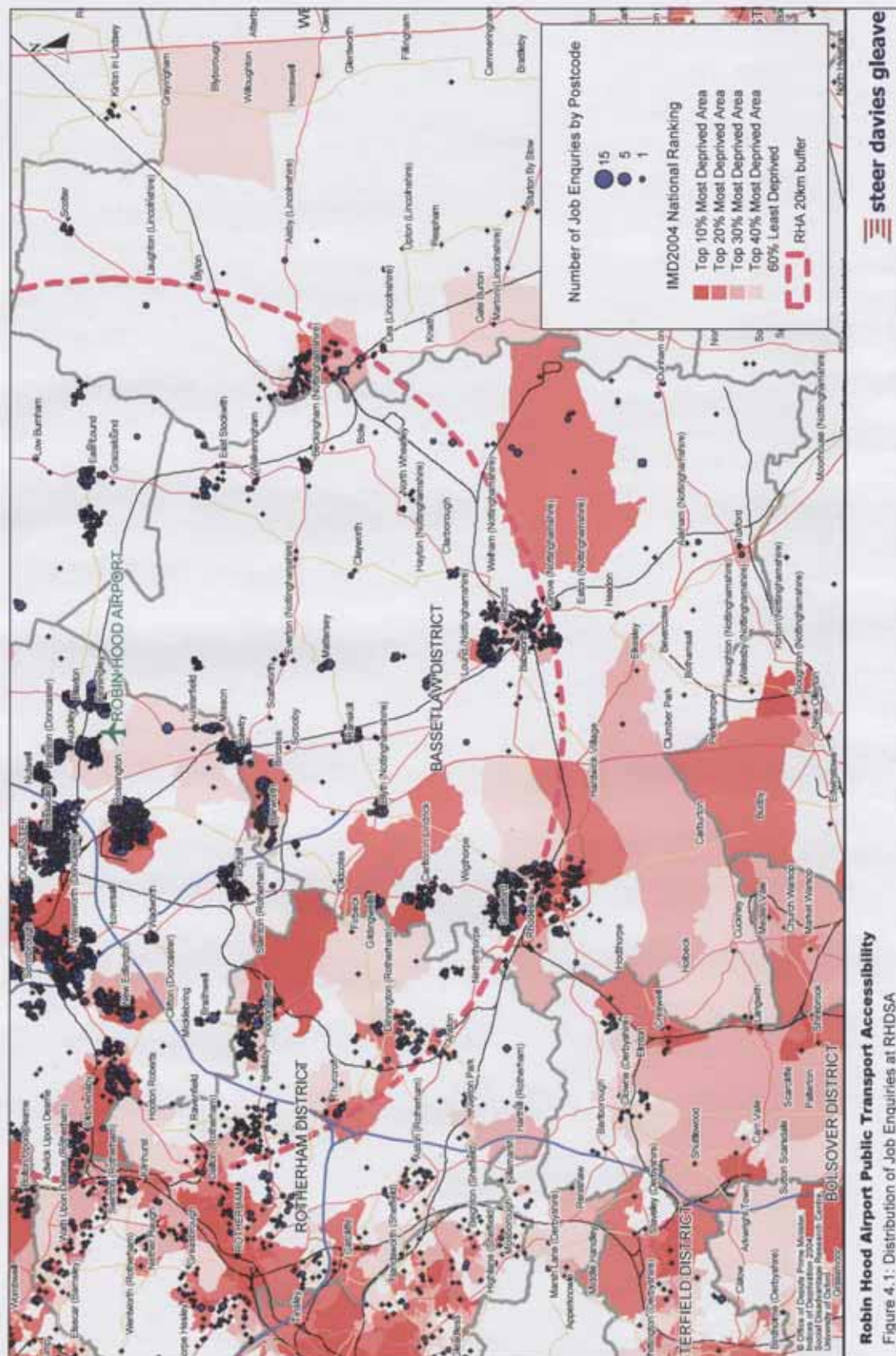


Figure 7.1 Distribution of job enquiries at RHADS

Option appraisal

To pursue the June 2005 report's recommendations, County Council officers undertook research into indicative costings for options for access to the airport from North Nottinghamshire, including:

- Demand-Responsive Passenger Service
- Shuttle service from an interchange point at nearby Bawtry
- Extension of existing Nottinghamshire County Council services from Worksop and Retford
- Dedicated, branded services from Worksop and Retford

It was concluded that revision and extension of the existing Nottinghamshire County Council-supported routes starting from Retford (29) and Worksop (31) offered the best balance between costs and benefits of the three options assessed, and would require about £700,000 funding over a five-year period in addition to money currently made available by Nottinghamshire County Council for subsidising those bus services. It is estimated that the service would then be taken on by a commercial operator – that is, would operate without further public subsidy because of the anticipated growth in passenger and employee patronage.

The proposed service would cater for the needs of both employees and passengers who need to access the airport from North Nottinghamshire, and in particular Worksop, Retford, and Harworth / Bircotes – areas of particularly high economic inactivity. It would be provided by a local bus operator under contract to Nottinghamshire County Council and would be designed to integrate closely with the existing bus network in the wider area.

An example of the framework used to evaluate the dedicated, branded services from Worksop and Retford in terms of their financial viability and accessibility benefits is given in LAAP P2, Development Proposals.

Resource audit

A bid for £210,000 to meet the capital elements of the scheme was submitted to Alliance SSP in mid-October 2005, and was successful. A match-funding package for the remainder of the revenue costs was audited with the following organisations, who were seen as having a potential interest in promoting better accessibility from North Nottinghamshire to the airport:

- Alliance SSP
- Bassetlaw District Council
- Doncaster Metropolitan Borough Council
- East Midlands Development Agency (EMDA)
- Nottinghamshire County Council
- Peel Airports
- Renaissance South Yorkshire
- South Yorkshire Passenger Transport Executive
- Yorkshire Forward

Nottinghamshire County Council agreed to fund the existing levels of services in the area (£1.2m over the project period) during times of severe financial constraints and competing demands on the limited funds available to secure services that are not provided commercially.

Once resource auditing had taken place, it was clear that the revenue element of the proposed funding package could not be met, despite the success of the SSP bid. On further discussion with possible capital funders, a revised profile was considered, and a bid for £700,000 was submitted to EMDA in early 2006.

Action planning

At the time of finalising this document the outcome of the bid was awaited, and discussions were underway with partners into a 'quality network' approach to bus service provision in the area. Once a satisfactory package is secured, the improved service will commence in 2006. The phasing of the action plan depends on the funding profile secured, but will include:

- branding of the services with a local identity
- marketing, especially through organisations such as Directions Finningley, the recruitment and training partnership based at the airport
- new infrastructure

Nottinghamshire County Council will continue to be represented on the Airport Consultative Committee and Air Transport Forum and appropriate sub-groups. Officers are working with their counterparts in South Yorkshire to promote integration of transport schemes relating to RHADS. In addition, the authority is assisting the airport with its travel plan.

Monitoring

The partnership will seek:

Data	To monitor
Bus patronage	Viability of the new bus services
Recruitment figures	Percentage of staff from North Notts employed
Staff Travel Survey data	Origins of airport staff
Airport patronage	Growth of the airport; origins of air passengers

LOCAL ACCESSIBILITY ACTION PLAN CASE STUDY: ACCESS TO FURTHER EDUCATION

Background and Context

For many young people, especially those who live within the urban areas of Nottinghamshire, the transition to post-16 learning may be their first experience of using public transport on a regular basis. This could be either due to the lack of a sixth form where they attended secondary school, or a desire to study a subject or vocation not on offer where they attended secondary school.

Access to education and training is highlighted as an area of importance within the Social Exclusion Unit report 'Making the Connections' (2003) that sets out the relationship between transport, accessibility and social exclusion and identifies a number of barriers in relation to participation in post-16 education.

Establishing partnerships

The Learning and Skills Council, Post - 16 Partnership, JMP Consulting, Nottingham City Council and Nottinghamshire County Council have developed close working relationships to investigate the issues relating to post - 16 education throughout Nottingham and Nottinghamshire.

Accessibility assessments

In Spring 2005, the Nottinghamshire Learning and Skills Council (LSC) commissioned a study to identify potential barriers in areas of Nottingham City and Nottinghamshire that limit accessibility and constrain choice to post - 16 education and learning providers. The results of the study were reported in November 2005.

The study considered where learning is provided, the range of learning on offer and how transport can be organised efficiently to provide adequate access. An investigation was undertaken into the relative accessibility by walking and public transport to nine colleges of further education, forty seven schools with sixth forms and twelve schools catering for learners with special educational needs.

The study was carried out in partnership with Nottinghamshire County Council and Nottingham City Council to inform the development of the Post-16 Transport Partnerships and the development of the authorities' Accessibility Strategies.

A synopsis of the study is contained in chapter 6.

Option Appraisal

The study made a number of recommendations based on the consultation that was carried out with the Local Authorities, schools, colleges, learners and accessibility mapping including:

- the LSC in Nottinghamshire should take the lead in hosting a regional conference to discuss how cross boundary issues should be co-ordinated across local authority boundaries;
- Nottinghamshire's Post - 16 Partnership should encourage a higher level of engagement with schools with forms by inviting leaders of local area post - 16 education consortiums to attend meetings;
- advice should be made available to schools and colleges on what transport arrangements to make available for learners (from fourteen years onwards) who may wish to study a specialist course available at another school or college;
- institutions and planning authorities should utilise accessibility planning techniques to identify the best choice of site for new build and identify any transport issues at the outset before development decisions are made. It is important for colleges to develop an effective travel plan as part of the planning application process;
- schools and colleges should encourage learners to walk to school and college by offering incentives such as pedometers that encourage higher levels of activity and fitness;
- post - 16 education institutions should improve access to education and reduce the need to travel by continuing the use of e-learning and more flexible patterns of attendance; and
- colleges need to raise awareness of transport issues amongst prospective learners at the time when course and colleges are advertised and promoted. Information on the cost of travel, bus route maps for each institution, including the times of service need to be made available to aid

To further develop the study, and to identify the appropriate options for development as a partnership, the Nottinghamshire Learning and Skills Council (LSC), co-ordinated a workshop for the Further Education colleges in Nottinghamshire that was held in December 2005. The purpose of the workshop was to explain the concept of accessibility planning, the provision of Accession to map the detail of access to a particular college, the role of travel plans to provide a framework for improving access to education and consideration of the feasibility of various public transport solutions.

The following organisations were represented at the workshop:

- Bilborough College;
- Broxtowe College;
- Connexions;
- JMP Consulting;
- New College Nottingham;
- North Nottinghamshire College;
- Nottingham City Council;
- Nottingham Trent University;
- Nottinghamshire County Council (Environment and Education Departments);

- Nottinghamshire Learning and Skills Council;
- Peoples College;
- South Notts College; and
- West Notts College.

Action Planning

As a result of the workshop, a number of actions were highlighted for joint working between the authority, LSC, Nottinghamshire Post-16 Partnership and the further education establishments. These include:

- providing travel plan templates to colleges;
- offering the provision of GIS software Accession to all further education establishments within the County plan area to map the relative access by public transport to the site within the time thresholds;
- installation of information kiosks at further education colleges - West Nottinghamshire College, North Nottinghamshire College and Newark College;
- the construction and maintenance of a contact database of all key stakeholders from further education, LSC and Local Authorities; and
- installation of electronic departure boards for intersite and general network.

The Local Accessibility Action Plan E1 College Travel Plans contains more detail on the actions agreed as a result of the workshop.

Resource audit

At the workshop, the partnership identified the resources that could be brought together to resolve the actions agreed to progress. The resources identified include:

- Time of the Learning and Skills Council, Post - 16 Transport Partnership, Colleges and County Council Officers;
- Funding provision from the Learning and Skills Council to develop and maintain a contact database of all key stakeholders;
- One - off cost of £20,000 funding from Nottinghamshire County Council to install information kiosks at further education colleges within the LTP area; and
- LTP funding for the installation of electronic departure boards.

The Local Accessibility Action Plan E1 College Travel Plans contains more detail on the resources identified to implement some of the actions identified.

Monitoring

The partnership will monitor the progress of the actions throughout the first year of the plan period and subsequent years through:

- the collation of data on the numbers of learners achieving level 2 (5 A* - C GCSEs) in Nottingham and Nottinghamshire;

- Number of colleges with a travel plan within North Nottinghamshire; and
- travel surveys of colleges on the travel patterns of students and staff accessing the sites.

LOCAL ACCESSIBILITY ACTION PLAN CASE STUDY: LOCAL ACCESSIBILITY AND TRANSPORT STUDIES

The County Council's Local Accessibility and Transport Studies (LATS) can help to improve accessibility to local jobs, goods and services in district centres and rural market towns by identifying local need through consultation with stakeholders and the public. Measures include footway improvements, cycle lanes and parking facilities, additional pedestrian crossings to reduce the severance impacts of major radial routes into district centres, bus route improvements (including the upgrading of bus stops and provision of timetable information) and interchange enhancements or provision in the centres themselves.



Objectives

The aims and objectives of Local Accessibility and Transport Studies (LATS) are to:

Picture 7.1 Dropped kerbs and links over MARR

1. Encourage local empowerment through consultation and the development of local transport strategies to tackle local problems.
2. Help improve people's quality of life through developing sustainable district centres (including rural centres) that are safe, healthy and attractive places to live, work and visit.
3. Enhance and maintain accessibility to local services within the district centres (including rural centres) and the hinterlands through:
 - making best use of the existing network
 - reducing the need to travel
 - re-allocating road space to favour public transport, walking and cycling
 - improving walking, cycling and public transport networks
 - promoting 'smarter travel choices' such as public transport
 - promoting healthy travel choices such as walking and cycling
 - maintaining satisfactory access by care
 - ensuring appropriate car parking facilities and controls
4. Maintain and enhance the economic well-being of district centres, promoting each as a competitive and attractive place to work, shop and invest in, helping aid regeneration where required
5. Reduce traffic dominance, thereby easing congestion and improving air quality, through effective traffic management.

Process

The main features of the LATS process are:

- Early consultation with the stakeholders, such as district councils and key organisations

- Involvement of hard to reach groups such as disabled groups
- A survey of residents to determine transport needs and aspirations, including staffed exhibitions, leaflets to households in the area, questionnaires etc.
- Further consultation on a proposed package of measures
- Partnership working to assist with the detail of policies and schemes and to guide implementation.



Picture 7.2 A good pedestrian and cycle crossing across a major road

The County Council, in partnership with other stakeholders, will develop a comprehensive programme of measures to deliver the objectives of each LATS within a value for money framework. It is not possible to be prescriptive on the details of the programme of measures for each LATS but it is likely that there will be some common features such as:

- Measures to assist the delivery of goods and ensure the vitality of the area
- Better travel information and advice provided in both en masse and on a one to one basis
- Advice to businesses, schools and other organisations on the development of travel plans for staff and visitors
- More emphasis on improving access to and within towns by public transport
- Improved conditions for walking and cycling to work, school, the town centre, and other services/facilities. Effective parking management, including restraint on car parking in town centres where necessary.

Where appropriate LATS will encompass several smaller settlements as part of a single study, for example when local services are spread amongst the different settlements.

It is intended that the LATS will follow one of two models, depending on the nature of the study area.

Model one

The study will be undertaken in three stages with a possible indicative timetable as follows:

- Stage one – identification of issues and problems through consultation
- Stage two – identification of, and consultation on, potential solutions and preferred strategy
- Stage three – implementation of a programme of measures, possibly over a number of years.

Model two

The study will be undertaken in two stages with a possible indicative timetable as follows:

- Stage one – identification of issues/problems and potential solutions through consultation
- Stage two – implementation of a programme of measures, possibly over a number of years.

It is expected that model one will be used in the larger urban areas where issues and problems may be more complex and where scheme identification may be more controversial. Model two is expected to be used in the remaining smaller settlements where issues and potential solutions can more easily be identified, and where earlier programme delivery can be achieved.

The accessibility assessments and stakeholder priorities outlined in chapters 5 and 6, together with an understanding of past work and committed schemes, has allowed a 2-year programme of future LATS areas to be established.

Retford emerged as a possible LATS priority area from this review; however, the option appraisal and resource auditing process indicated that other areas be prioritised for the initial years of the LTP period for the following reasons:



Picture 7.3 Good access for pedestrians and cyclists can be undermined by inconsiderate parking

- Retford Bus Station is to be refurbished in 2006/07-2007/08, and the new facility will comprise features to address problems identified in a 2002 review, which included passengers' exposure to adverse weather, lack of stop information, lorries and other vehicles using it as a turning area or illegally driving through it, and passengers having to cross the path of buses to get to their stops. A £1.5m scheme will deliver an enclosed building, staffed information point, toilets, driver facilities, a retail outlet, and an improved layout.
- The Retford Hub scheme was completed in 2005 and provides a quality public transport waiting environment in the heart of the town.
- If implemented, the scheme to improve surface access to Robin Hood Airport Doncaster Sheffield (RHADS) will provide an hourly bus service to the airport from Retford, greatly enhancing opportunities for people in the vicinity of Retford to access jobs, training and leisure facilities at the airport.
- Traffic management proposals for Retford put forward by the authority in 2004 were strongly resisted by the public during a consultation exercise.
- A Mobility Management Action Area (MMAA) study, the precursor to LATS, was undertaken in 2001 in Retford.

It should be stressed that Retford will still be treated as a priority area, where appropriate, for individual measures to address accessibility.

Sutton-in-Ashfield will be the area for a LATS in the first year of the LTP period, because MMAA studies have been undertaken at all major district centres in the plan area with the exception of Sutton-in-Ashfield, which accessibility assessment has revealed has high levels of deprivation. Sutton-in-Ashfield is in the process of developing its town centre masterplan, and therefore carrying out a LATS simultaneously would add extra value to this work. Ollerton also has areas of deprivation and has been identified as a potential LATS area for 2007/8; modelling and survey work has highlighted congestion hotspots at specific locations which can be studied and addressed where appropriate.

The areas in which LATS will be carried out will be identified through both the accessibility planning process, consultation with key stakeholders, and as part of ongoing consultation with transport groups. A rolling programme of review will create a forward programme for remaining years of the LTP period.

7.6 REVIEW AND EXPANSION OF THE ACCESSIBILITY STRATEGY DURING THE LTP PERIOD

Nottinghamshire County Council and the wider partnership will review its Accessibility Strategy during the period April 2006 to March 2011. A key and an ongoing element of the programme will be rigorous evaluation of progress to demonstrate whether or not the action plans have delivered their stated objectives. Performance monitoring, followed by revisions to the action plans and broader strategy, will be essential in ensuring that improvements to accessibility for the highlighted groups of people, destinations and geographic areas, are achieved. Stakeholders will find this information helpful in justifying their ongoing commitment to the partnership.

An analysis of risks in meeting the objectives of the strategy is given in chapter 8. Performance, risks, and recommendations and decisions on amendments to action plans or strategies will be made by the following groups:

Accessibility partnership

- Steering Group
- Wider Reference Group

Other partnerships

- East Midlands Passenger Transport User Forum
- Nottinghamshire Bus User Forum

Nottinghamshire County Council

- Corporate Management Board and Environment Management Team
- Performance Management Group, which collates information within PRIDE, the County Council's performance management database, and reports to divisional management groups on a quarterly basis
- School Travel Joint Steering Group, which reviews the performance of the school travel strategy and recommends changes to strategy

Indicators and targets to be used to monitor progress are discussed fully in chapter 8. Progress against the selected 'mandatory' accessibility indicator will be reported back as part of the Annual Progress Report of the Local Transport Plan in summer 2008. However, it is proposed that the Steering Group will undertake an annual report of progress for every year of the strategy, feeding this information back to the Wider Reference Group to initiate an action plan review.

As discussed earlier in this chapter, the Local Accessibility Action Plans will be developed with partners in a rolling programme over the LTP period. This document will not remain static but will be used as the framework for working up future LAAPs.