

8. MONITORING



The framework accessibility strategy, submitted as part of the provisional Local Transport Plan in July 2005, explained that local indicators and targets must reflect joint work to develop priorities, and best demonstrate improvements to accessibility.

Suitable indicators and targets have been developed to complement the action programme set out in chapter 7.

8.1 BASELINE INDICATORS

October 2004 accessibility indicators for North Nottinghamshire

Core accessibility indicators were produced by DfT based on a 'snapshot' of public transport data taken in October 2004, and released to local authorities in autumn 2005. These have been very helpful in understanding the starting-point, or 'baseline' for monitoring improvements to accessibility in the plan area brought about by implementation of Local Accessibility Action Plans. As discussed in chapter 7, they have also helped in deciding which problems to prioritise in setting out the 5-year plan.

January 2006 accessibility indicators for North Nottinghamshire

The public transport data for Nottinghamshire used in the calculations of the 2005 Core Indicators did not incorporate the work undertaken as part of the Transport Direct Initiative to infill timings of local bus services down to intermediate stop level. This may have resulted in a much coarser public transport network being used in the journey time calculations with the result that some areas may have been seen to have lower levels of accessibility to key facilities than is actually the case.

To bring these indicators up to date and to reflect the near completion of the Transport Direct work to improve the accuracy of the public transport data, the same indicators have been recalculated and mapped. Data used in the calculations matches that used by DfT in the 2005 Core Accessibility Indicators calculations, and the assumptions used in the modelling have also been followed. Further details are given in Appendix C.

The tables below show the results of the DfT Core Indicator calculations and the recalculation of the Indicators by Nottinghamshire County Council in January 2006 for the North Nottinghamshire Plan Area. Tables showing the data broken down by subarea are given in Appendix B. It can be seen that the recalculation of the Indicators in January 2006 with better public transport data has shown improvements in accessibility particularly in the rural areas in the Retford and Newark subareas. However it is still in these areas that accessibility problems are most acute.

Access to Healthcare facilities : Hospitals

	30 min PT journey time threshold				60 min PT journey time threshold			
	% of all households within threshold		% of households with no car within threshold		% of all households within threshold		% of households with no car within threshold	
	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006
Access to Healthcare facilities : Hospitals								
North Nottinghamshire overall	28%	71%	34%	78%	59%	98%	65%	99%

It should be noted here that the original DfT destination data excluded Hospitals with Outpatients' facilities in both Newark and Retford. This data has been included in the January 2006 recalculation.

Access to Healthcare facilities : GP surgeries

	15 min PT journey time threshold				30 min PT journey time threshold			
	% of all households within threshold		% of households with no car within threshold		% of all households within threshold		% of households with no car within threshold	
	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006
Access to Healthcare facilities : GP surgeries								
North Nottinghamshire overall	64%	82%	72%	89%	87%	98%	94%	99%

Access to Food & Essential Services : Supermarkets

	15 min PT journey time threshold				30 min PT journey time threshold			
	% of all households within threshold		% of households with no car within threshold		% of all households within threshold		% of households with no car within threshold	
	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006

	15 min PT journey time threshold				30 min PT journey time threshold			
Access to Food & Essential Services : Supermarkets								
North Nottinghamshire overall	67%	83%	75%	89%	87%	82%	94%	99%

Access to Food & Essential Services : Major Retail Centres

	15 min PT journey time threshold				30 min PT journey time threshold			
	% of all households within threshold		% of households with no car within threshold		% of all households within threshold		% of households with no car within threshold	
	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006
Access to Food & Essential Services : Major Retail Centre								
North Nottinghamshire overall	n/a	61%	n/a	68%	n/a	94%	n/a	97%

Access to Employment Opportunities

	20 min PT journey time threshold				40 min PT journey time threshold			
	% of all economically active population within threshold		% of all jobseekers within threshold		% of all economically active population within threshold		% of all jobseekers within threshold	
	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006
Access to Employment Opportunities								
North Nottinghamshire overall	74%	89%	80%	93%	88%	98%	93%	99%

Access to Education : Primary Schools

	15 min PT journey time threshold				30 min PT journey time threshold			
	% of all pupils 5-10 years within threshold		% of all pupils 5-10 receiving free school meals within threshold		% of all pupils 5-10 years within threshold		% of all pupils 5-10 receiving free school meals within threshold	
	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006
Access to Education : Primary School								
North Nottinghamshire overall	n/a	95%	n/a	83%	n/a	99%	n/a	97%

Access to Education : Secondary Schools

	20 min PT journey time threshold				40 min PT journey time threshold			
	% of all pupils 11-15 years within threshold		% of pupils 11-15 receiving free school meals within threshold		% of all pupils 11-15 years within threshold		% of pupils 11-15 receiving free school meals within threshold	
	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006
Access to Education : Secondary School								
North Nottinghamshire overall	n/a	78%	n/a	80%	n/a	96%	n/a	98%

Access to Education : Further Education Colleges

	30 min PT journey time threshold		60 min PT journey time threshold	
	% of all 16-19 years within threshold		% of all 16-19 years within threshold	
	DfT October 2004	Notts CC January 2006	DfT October 2004	Notts CC January 2006
Access to Further Education Colleges				
North Nottinghamshire overall	79%	66%	84%	96%

It should be noted here that the January 2006 recalculation of this Indicator shows a decrease in accessibility levels with respect to Further Education Colleges. This could be due to the fact that out of county destinations such as Gainsborough (Lincolnshire) and Dinnington (Rotherham) may have been included in the original destination data, whereas the data for January 2006 excludes Further Education Colleges outside of Nottinghamshire.

8.2 MANDATORY ACCESSIBILITY OUTCOME INDICATOR AND TARGET

Local transport authorities have been asked by DfT to choose one of the core indicators which the Accessibility Partnership(s) in their area feel would be most valuable to monitor and set a target for.

For North Nottinghamshire the 'mandatory' indicator to measure improvements in accessibility is:

Indicator	LTP1 - Percentage of people of working age (16-74) within 30 minutes of a major work destination by public transport
Aims and Objectives	
Corporate	Safer and stronger (making Nottinghamshire safer); healthier (improving health and wellbeing, including mental health); cleaner and greener (protecting and improving the environment); travel and access (travelling easily and safely and being able to access all the services people need)
LTP	Improved accessibility; improved air quality, reduced congestion, improved safety, increased economic regeneration
Target and Trajectory	
To maintain at 96% the existing level of accessibility to work destinations	
Rationale	
<p>Access to employment has been identified by stakeholders as one of the most significant accessibility issues in the LTP area. Regeneration is a key local priority for the North Nottinghamshire LTP, which gives an overview of the area's economy. Historically, the economy of North Nottinghamshire was centred on coal mining and as such has suffered from the national decline of the industry. In 1992, 42,300 people were employed in mining in England and Wales (11,200 in Nottinghamshire), but by 2002 this figure had dropped to 7,970 for England (1,785 in Nottinghamshire). Following the pit closures recent economic development has been located in a small number of large sites, generally on the periphery of settlements, leading to challenges in providing a suitable public transport network to serve these locations.</p> <p>Nottinghamshire's Performance Management Framework for Supported Bus Services as approved by Cabinet in October 2005, scores the social value of supported bus services by a range of factors, one of which is primary journey purpose. Servicing main centres of employment is given the highest importance in the framework's weighting system, a recommendation which was made following extensive consultation with a range of stakeholders.</p>	
Methodology	

Indicator	LTP1 - Percentage of people of working age (16-74) within 30 minutes of a major work destination by public transport
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The target will be recalculated on an annual basis using Accession and current public transport data and will as far as possible follow the modelling assumptions used by DfT in the October 2005 National Core Indicator calculations. Destination data will be census workplace population data (definition given below), supplemented where possible by Employment Surveys undertaken by Nottinghamshire County Council to identify sites where significant development has taken place since the 2001 census.

A threshold of 30 mins has been chosen for this target given that results of the 2004 National Travel Survey show the average journey time by bus for work purposes is 35 mins. Similarly the North Nottinghamshire Personal Travel Survey found that the average time taken for journeys to work by public transport was 27 minutes.

A major work destination is defined as a Lower Super Output Area (LSOA) with a workplace population greater than 500. This definition is consistent with that proposed in the calculation of the Core Accessibility Indicators by DfT in October 2005. The definition is also recommended by ODPM in the calculation of the transport and accessibility indicator 3b as part of the Annual Monitoring Report (AMR) to be completed by District Councils' as part of the Local Development Framework (LDF).

The above approach assumes access to the nearest job irrespective of the skill levels required for the job and the skill levels of the population. In practice people would tend to extend their search for work over a wider horizon to find a suitable job which matches their skill levels and abilities. To take this into account and to assist monitoring of the target, a continuous accessibility index to measure accessibility to ALL jobs in Nottinghamshire by ALL people residing in Nottinghamshire has been developed. Further details are given below.

In addition, the Performance Management Framework for supported services together with other accessibility modelling techniques will be used to assess the accessibility implications of future commercial service withdrawals and future changes in the revenue budget for supported services. These will ensure that a strong case will be made for supporting bus services serving key employment destinations from deprived areas.

The 2005 Core Accessibility Indicators as recalculated by Nottinghamshire County Council show that:

- 96% of all economically active population aged 16-74 in North Nottinghamshire are within 30 minutes travel time by public transport to a major work destination (LSOA workplace population greater than 500 employees).
- 98% of all jobseekers in North Nottinghamshire are within 30 minutes travel time by public transport of a major work destination.
- 98% of all economically active population aged 16-74 in North Nottinghamshire are within 40 minutes travel time by public transport to a major work destination.
- 99% of all jobseekers in North Nottinghamshire are within 40 minutes travel time by public transport to a major work destination.

As noted above, this threshold indicator assumes a travel time to the nearest job or major employment location, whereas in practice people will extend their search for work over a wider travel time horizon and will therefore use the wider public transport network to access jobs. To take this into account a measure of continuous accessibility has been developed and an accessibility index has been calculated for each of the 674 Lower Super Output Areas (LSOAs) in Nottinghamshire, assuming that people in parts of North Nottinghamshire would be willing to travel to work in other areas of the County. Further details about this index are given in chapter 6.

Indicator	LTP1 - Percentage of people of working age (16-74) within 30 minutes of a major work destination by public transport
For additional monitoring purposes the accessibility score of the median Lower Super Output Area in Nottinghamshire in an index calculated to measure accessibility to ALL JOBS in the county (and including jobs within 15km of the county boundary) by ALL people aged 16-74 in Nottinghamshire is 346,642. The median Lower Super Output Area has a ranking of 337 out of 674 when the accessibility index calculated for each of the 674 LSOAs in Nottinghamshire is sorted in ascending order.	
Stakeholder involvement	
Stakeholder organisations with responsibilities in helping to meet the target have been identified in the relevant Local Accessibility Action Plans.	

8.3 LOCAL ACCESSIBILITY OUTCOME INDICATORS AND TARGETS

The phases of the recommended accessibility planning process places agreement of a robust performance monitoring programme after strategic and local needs assessment, option appraisal, and agreement of jointly-owned action plans. Nottinghamshire County Council has adopted this method in order to engage its partners in every stage of the process.

Not only must targets be SMART (specific, measurable, achievable, realistic, and time-bound) and set on the basis of baseline data, but also be clearly linked to and consistent with Local Transport Plan targets, easily measurable and, more importantly, relevant to the identified accessibility problems. In order to be realistic, and secure commitment and buy-in to the action plans from the partners, who must ensure that the indicators and targets to reflect their own objectives, it is imperative that indicators and targets are agreed by stakeholder organisations.

Targets must also take into account the prioritisation of Nottinghamshire County Council's revenue budget for supported bus services, using the recently developed Performance Management Framework tool. Proposed new or revised bus services with a revenue funding implication will need to be prioritised against calls from other areas and existing network commitments.

Ongoing and consistent monitoring will assist not only in assessing the impact of the action plans in terms of outputs and outcomes, but also with reviewing the needs audit over time, and consequent updating of the plan.

To measure progress against a wider range of objectives than just improving access to employment, two local outcome indicators and targets are proposed:

Indicator	L4 - Percentage of households within 45 minutes of a hospital by bus
Aims and Objectives	
Corporate	Safer and stronger (making Nottinghamshire safer); healthier (improving health and wellbeing, including mental health); cleaner and greener (protecting and improving the environment); travel and access (travelling easily and safely and being able to access all the services people need).
LTP	Improved accessibility; improved air quality, reduced congestion, improved safety.
Target and Trajectory	
To maintain at 92% the percentage of households within 45 minutes of a hospital by bus	

Indicator	L4 - Percentage of households within 45 minutes of a hospital by bus
Rationale	
<p>GP surgeries can be found in most settlements, and 82% of households in North Nottinghamshire are within 15 mins travel time by public transport of a GP surgery. However, the indicators show that access to hospitals, particularly in the more rural areas of Bassetlaw and Newark & Sherwood, is poor (59% of households in the Newark subarea and 61% of households in the Retford subarea are within 30 mins travel time by public transport of a Hospital with an Outpatients' facility).</p> <p>Results from the North Nottinghamshire Personal Travel Survey show that 10% of respondents found access to health facilities as being difficult or very difficult; this figure is higher amongst the elderly, people with a physical disability and people from households in the lower socio-economic groupings.</p> <p>Consultation with stakeholders has identified access to hospitals as being a priority area to address in the Accessibility Strategy; option appraisal and resource auditing suggests that there are opportunities to improve the situation. A Local Accessibility Action Plan has been agreed on this basis.</p>	
Methodology	
<p>The will be recalculated on an annual basis using current public transport data and following as far as possible the modelling assumptions used by DfT in the October 2005 National Core Indicator calculations.</p> <p>A travel time threshold of 45 minutes was chosen given the small number of hospital sites in the County and the fact that people would be prepared to travel over longer distances to seek specialist health care.</p>	
Stakeholder involvement	
<p>Stakeholder organisations with responsibilities in helping to meet the target have been identified in the relevant Local Accessibility Action Plans.</p>	

Indicator	L5 - Percentage of households within 30 minutes of a town or district centre by public transport
Aims and Objectives	
Corporate	Safer and stronger (making Nottinghamshire safer); healthier (improving health and wellbeing, including mental health); cleaner and greener (protecting and improving the environment); travel and access (travelling easily and safely and being able to access all the services people need).
LTP	Improved accessibility; improved air quality, reduced congestion, improved safety.
Target and Trajectory	
<p>To maintain at 94% the percentage of households within 30 minutes of a town or district centre by public transport.</p>	
Rationale	
<p>Town and district centres contain a range of services, including food outlets, banks, post offices, health care facilities and leisure destinations. Measuring accessibility to centres works</p>	

Indicator	L5 - Percentage of households within 30 minutes of a town or district centre by public transport
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towards a number of the accessibility themes. It was felt more in keeping with the authority's desire to promote the vitality of local economies to promote better access to town and district centres, rather than selecting an indicator measuring supermarket accessibility. Nottinghamshire County Council's Performance Management Framework for supported bus services, which amongst other factors considers a service's journey purpose in establishing its social value, ranks services fulfilling more than one journey purpose as having the highest value. This supports services running to local centres. Transport interchanges are often located in town centres, and so this indicator supports interchange.

Methodology

The target will be recalculated on an annual basis using current public transport data and following as far as possible the modelling assumptions used by DfT in the October 2005 National Core Indicator calculations. Destination data will be agreed annually with District Council Planning Departments, in preparation for the accessibility modelling work to be undertaken as part of the Local Development Framework Annual Monitoring Report.

Stakeholder involvement

Stakeholder organisations with responsibilities in helping to meet the target have been identified in the relevant Local Accessibility Action Plans.

The following risks to successful implementation of the accessibility targets have been identified, together with appropriate prevention or mitigation measures.

Potential risks and management of risks to targets

The following risks to successful implementation of the accessibility targets have been identified, together with appropriate prevention or mitigation measures.

Risk	Prevention or mitigation
<ul style="list-style-type: none"> Reduction of revenue funding for subsidised bus services or bus promotion, or tender prices increasing at levels above inflation, thus affecting the Council's ability to support services 	<ul style="list-style-type: none"> Nottinghamshire County Council's Performance Management Framework (PMF) for supported bus services will provide an objective basis for assessing replacement supported services Monthly updating of the PMF's data will ensure that the basis for scoring services by social value and consequent decision making is accurate
<ul style="list-style-type: none"> Reduction or removal of services by commercial operators 	<ul style="list-style-type: none"> Can be influenced to a small extent by partnership working with operators
<ul style="list-style-type: none"> Failure to implement Local Accessibility Action Plans 	<ul style="list-style-type: none"> Giving their implementation high priority Close working with other departments within the authority Ongoing working with stakeholders
<ul style="list-style-type: none"> Loss of interest of key partners 	<ul style="list-style-type: none"> Leadership from Nottinghamshire County Council to sustain engagement
<ul style="list-style-type: none"> Lack of up-to-date data to inform strategic decisions 	<ul style="list-style-type: none"> Continual search for fresh data sources where required

Risk	Prevention or mitigation
	<ul style="list-style-type: none"> Commissioning research work where need identified Ageing of Census 2001 data cannot be prevented
<ul style="list-style-type: none"> Unsatisfactory resolution to East Midlands Rail Franchise drafting 	<ul style="list-style-type: none"> Input to refranchising from an early stage, giving clear business reasons for incorporating services of accessibility benefit (e.g. Robin Hood Line) into franchise documents
<ul style="list-style-type: none"> Public perceptions of costs, safety and reliability of bus services affecting ridership 	<ul style="list-style-type: none"> Working closely with bus operators to influence these public perceptions, both in terms of improving service delivery, and the publicity of improvements Active involvement and lead on Bus Punctuality Improvement Plan Improved marketing, promotion and information provision
<ul style="list-style-type: none"> Increased prosperity through regeneration of the market towns leading to increased car ownership levels (particularly as much of the Plan area is rural), and consequent diminishing viability of bus services 	<ul style="list-style-type: none"> Applying appropriate car restraint measures as detailed within the LTP Smarter choices measures as detailed within the LTP
<ul style="list-style-type: none"> Bus operators not providing accessible low floor buses 	<ul style="list-style-type: none"> Obligation for operators to have 100% DDA compliant fleet by 2015 The authority's aspiration for accelerated progress towards DDA compliance is to be encouraged through a proposed scheme to fund accessibility improvements to the county's fleet

8.4 LOCAL ACCESSIBILITY OUTPUT INDICATORS AND TARGETS

A final indicator will be monitored to assess improvements to accessibility across all of the five themes for older people, and disabled people. This is known as an 'output' indicator because it measures the result of a action (i.e. the number of people issued with a concessionary fares pass), rather than the eventual accessibility improvement (e.g. an x% increase in the number of people being able to access key services within a certain amount of time).

Indicator	L6 - Percentage of eligible population taking up concessionary fares entitlements
Aims and Objectives	
Corporate	Safer and stronger (making Nottinghamshire safer); healthier (improving health and wellbeing, including mental health); cleaner and greener (protecting and improving the environment); travel and access (travelling easily and safely and being able to access all the services people need).
LTP	Improved accessibility; improved air quality, reduced congestion, improved safety.

Indicator	L6 - Percentage of eligible population taking up concessionary fares entitlements
Target and Trajectory	
A 10% increase in the take-up of concessionary fare passes by eligible population from 46% to 57% over 4 years from 2006 to 2010	
Rationale	
All district councils must provide free travel within their boundaries to disabled people and people over 60 from April 2006. Nottinghamshire County Council has led negotiations with Nottinghamshire's public transport operators to secure a scheme, which provides free travel throughout the county. This will be of great benefit to users and it is important that take-up of the scheme by new passholders and increased usage of the scheme by both existing and new passholders is monitored. For social car schemes, voluntary car schemes and rail, the concessionary fare scheme will provide half-fare travel throughout the county.	
Methodology	
The percentage take-up of concessionary fare passes in each census ward will be calculated on an annual basis by establishing the total eligible population (all people over 60 and all people aged 16-74 years who are permanently sick and disabled as defined in the 2001 census) and the total actual population having a pass. Data on concessionary pass issues will be obtained from the concessionary pass holders database. It was decided to use the census variable 'population permanently sick and disabled' in the Economic Activity Tables because it was felt that the standard census definition for disability 'population with a limiting long term illness' was too wide. Usage and take-up levels in relation to the new concessionary fares scheme to be implemented in April 2006 will also be monitored by independent consultants recently appointed by Nottinghamshire County Council on behalf of the District Partnership.	

Indicator	L7 - Percentage of disabled people taking up concessionary fares entitlements
Aims and Objectives	
Corporate	Safer and stronger (making Nottinghamshire safer); healthier (improving health and wellbeing, including mental health); cleaner and greener (protecting and improving the environment); travel and access (travelling easily and safely and being able to access all the services people need).
LTP	Improved accessibility; improved air quality, reduced congestion, improved safety.
Target and Trajectory	
An increase in the take-up of concessionary fare passes by all people aged 16-74 who are permanently sick and disabled from 9% to 20% from 2006 to 2010	
Rationale	
All district councils must provide free travel within their boundaries to disabled people and people over 60 from April 2006. Nottinghamshire County Council has led negotiations with Nottinghamshire's public transport operators to secure a scheme, which provides free travel throughout the county. This will be of great benefit to users and it is important that take-up of the scheme by new passholders and increased usage of the scheme by both existing and new passholders is monitored. For social car schemes, voluntary car schemes and rail, the concessionary fare scheme will provide half-fare travel throughout the county.	
Methodology	

Indicator	L7 - Percentage of disabled people taking up concessionary fares entitlements
<p>The percentage take-up of concessionary fare passes in each census ward will be calculated on an annual basis by establishing the total number of people aged 16-74 who are permanently sick and disabled as defined in the 2001 census and the total number of people from this group having a pass. Data on concessionary pass issues to be obtained from the concessionary pass holders database. It was decided to use the census variable 'population aged 16-74 who are permanently sick and disabled' in the Economic Activity Tables because it was felt that the standard census definition for disability 'population with a limiting long term illness' was too wide. Usage and take-up levels in relation to the new concessionary fares scheme to be implemented in April 2006 will also be monitored by independent consultants recently appointed by Nottinghamshire County Council on behalf of the District Partnership.</p>	

Actions required to achieve concessionary fares targets

The detailed strategy, and actions, to be carried out by Nottinghamshire County Council to help ensure the targets are met are contained within this strategy.

Review of performance, targets, risks and strategy
<p>The performance, targets and strategy will be monitored regularly through the following methods:</p> <ul style="list-style-type: none"> • Accessibility Planning Steering Group and Accessibility Wider Reference Group - these groups meet every two months and bi-annually respectively to review progress, performance and strategy • Performance Management Framework - used to assess competing claims of the budget by prioritising and reviewing revenue funding for tendered services in a fair and consistent manner • Annual passenger transport conference – this forum is held with all bus service operators and includes discussions on performance against targets and future developments to meet targets • PRIDE – the County Council’s performance management database is used to record all best value, regional and local performance indicators. It includes systems which highlight targets which are not being met so that remedial action can be taken • Performance Management Group – this group collates the information contained within PRIDE and report the results to divisional management groups on a quarterly basis • Environment Management Team – meeting every 6 weeks this group reviews progress against all targets and where necessary puts in place systems to ensure that targets are put back on track.

Potential risks and management of risks to targets

Risk management in implementing the concessionary travel scheme from April 2006, and its effect on this target, is illustrated in the following table.

Risk	Prevention or mitigation
<ul style="list-style-type: none"> • Take-up and actual usage of concessionary travel passes exceeds the funding from Nottinghamshire County Councils and District Councils in Nottinghamshire, which has been allocated to cover any increases in costs caused by providing extra bus services to meet increased demand for travel from pass holders 	<ul style="list-style-type: none"> • External consultants have been appointed to independently review the scheme • Reporting to Nottinghamshire Finance Officers and Environment Management Team quarterly • Additional cost claims would be shared equally by the County and districts

Risk	Prevention or mitigation
<ul style="list-style-type: none"> Decreased funding for future years provided from the government to the districts to operate the scheme, or total withdrawal of support and funding from key partners in the scheme. All parties have the right to serve notice to leave the scheme or negotiate an amendment. 	<ul style="list-style-type: none"> Government funding is committed until the end of 2007/08 Partners have made a two-year agreement (2006/07-2007/08) Local authorities cannot leave during a financial year
<ul style="list-style-type: none"> Operational or financial difficulties causing reluctance amongst district councils or operators to continue the scheme beyond 2006-7 	<ul style="list-style-type: none"> Good communication with the partnership of district council and operators required throughout the scheme period Regular reviews to troubleshoot difficulties
<ul style="list-style-type: none"> Poor takeup of scheme 	<ul style="list-style-type: none"> Robust promotion and monitoring of takeup to allow review of promotional activities
<ul style="list-style-type: none"> Withdrawal of bus services as a result of changes in the revenue budget for supported services, which may affect the transport choices of pass holders. 	<ul style="list-style-type: none"> The Performance Management Framework will ensure that the supported bus budget is allocated fairly and in a transparent way

8.5 SUMMARY OF ALL INDICATORS AND TARGETS

The following table shows a summary of all accessibility and us indicators and targets which will be monitored over the lifetime of the Accessibility Strategy, and reported alongside other LTP targets in the Annual Performance Report (APR) submitted to government each July.

LTP reference	Indicator	Target
BVPI102	Local bus patronage	Increase by 5% over the plan period. (from 10.8 to 11.4 million)
BVPI104	Satisfaction with local bus services	Improve from 64% in 2003/4 to 69% in 2006/7 and 75% in 2009/10
LTP1	% total households within 30 minutes of a major employment site	Maintain at 96% throughout plan period
LTP5	Bus punctuality	Improve from 90% to 95% for vehicles starting their journey; and 67% to 75% for intermediate timing stops in the plan period. Also reduce average waiting time for frequent service routes from 1.25 minutes to 1 minute over plan period.
L4	% of households within 45 minutes of hospital by public transport	Maintain at 92% throughout plan period
L5	% of households within 30 minutes of a major retail centre by public transport	Maintain at 94% throughout plan period
L6	% of eligible population taking up concessionary fare entitlements	Increase from 46% in 2006 to 57% in 2010

LTP reference	Indicator	Target
L7	% of eligible disabled population taking up concessionary fare entitlements	Increase from 9% in 2006 to 20% in 2010
L8	% of bus stops with enhanced facilities	Increase from 41% in 2005 to 100% on 2010
L10 (BVPI103)	% of users satisfied with public transport information	Improve from 52% in 2003/4 to 56% in 2006/7 and 60% in 2009/10

Further details including interim milestones and trajectories are provided in the Local Transport Plan.