

# 15. APPENDIX B - INDICATOR INFORMATION

## 15.1 ACCESSIBILITY

### 15.1.1 Accessibility planning targets

The links to aims and objectives, targets, trajectories, rationale and methodology for each of the accessibility targets are listed individually below. The actions required to meet all the accessibility targets, as well as how they will be monitored, the risks to achieving them and the management of these risks are combined and detailed at the end of this section.

<b>Indicator</b>	<b>LTP1 - Percentage of people of working age (16-74) within 30 minutes of a major work destination by public transport</b>
<b>Aims and Objectives</b>	
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
<b>Target and Trajectory</b>	
To maintain at 96% the existing level of accessibility to work destinations	
<b>Rationale</b>	
<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; sections 3.6 and Chapter 10 give 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>	
<b>Methodology</b>	
<p>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.</p> <p>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 Notts Personal Travel Survey found that the average time taken for journeys to work by public transport was 27 minutes.</p> <p>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).</p> <p>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.</p>	

<b>Indicator</b>	<b>LTP1 - Percentage of people of working age (16-74) within 30 minutes of a major work destination by public transport</b>
<p>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.</p> <p>The 2005 Core Accessibility Indicators as recalculated by Nottinghamshire County Council show that:</p> <ul style="list-style-type: none"> <li>• 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)</li> <li>• 98% of all jobseekers in North Nottinghamshire are within 30 minutes travel time by public transport of a major work destination</li> <li>• 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</li> <li>• 99% of all jobseekers in North Nottinghamshire are within 40 minutes travel time by public transport to a major work destination.</li> </ul> <p>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 7, Quality of Life.</p> <p>For additional monitoring purposes the accessibility score of the median Lower Super Output Area in Notts 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.</p>	
<b>Stakeholder involvement</b>	
Stakeholder organisations with responsibilities in helping to meet the target have been identified in the relevant local accessibility action plans.	

<b>Indicator</b>	<b>L4 - Percentage of households within 45 minutes of a hospital by bus</b>
<b>Aims and Objectives</b>	
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.
<b>Target and Trajectory</b>	
To maintain at 92% the percentage of households within 45 minutes of a hospital by bus	
<b>Rationale</b>	
<p>GP surgeries can be found in most settlements, and 82% of households in North Nottinghamshire are within 15mins travel time by public transport or a GP surgery. However, the indicators show that access to hospitals, particularly in the more rural areas of Bassetlaw and Newark &amp; Sherwood, is poor. 61% of households in the Retford sub-area and 59% of households in the Newark sub-area are within 30mins travel time by public transport of a hospital.</p> <p>Results from the North Notts 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 action plan has been agreed on this basis.</p>	
<b>Methodology</b>	

<b>Indicator</b>	<b>L4 - Percentage of households within 45 minutes of a hospital by bus</b>
<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>	
<b>Stakeholder involvement</b>	
Stakeholder organisations with responsibilities in helping to meet the target have been identified in the relevant local accessibility action plans.	

<b>Indicator</b>	<b>L5 - Percentage of households within 30 minutes of a town or district centre by public transport</b>
<b>Aims and Objectives</b>	
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.
<b>Target and Trajectory</b>	
To maintain at 94% the percentage of households within 30 minutes of a town or district centre by public transport.	
<b>Rationale</b>	
<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 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.</p> <p>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.</p>	
<b>Methodology</b>	
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.	

## Actions required to achieve the accessibility planning targets

Details of the actions required are contained in detail within the accompanying accessibility strategy and particularly the local accessibility action plans.

### Stakeholder involvement

Stakeholder organisations with responsibilities in helping to meet the target have been identified in the relevant local accessibility action plans.

### Review of all accessibility planning performance, targets, risks and strategy

The performance, targets and strategy will be monitored regularly through the following methods:

- Accessibility Planning Steering Group and Accessibility Wider Reference Group - these two groups meet every two months and half yearly to review progress, performance and strategy
- Performance Management Framework - used to assess competing claims on the budget by prioritising and reviewing revenue funding for tendered services in a fair and consistent manner
- 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

### Review of all accessibility planning performance, targets, risks and strategy

- 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 accessibility planning targets

These targets should be read in conjunction with the public transport targets detailed in this appendix under congestion.

Risk	How the risks will be managed
<ul style="list-style-type: none"> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Nottinghamshire County Council's Performance Management Framework (PMF) for supported bus services will provide an objective basis for assessing replacement supported services</li> <li>• Monthly updating of the PMF's data will ensure that the basis for scoring services by social value and consequent decision making is accurate.</li> </ul>
<ul style="list-style-type: none"> <li>• Reduction or removal of services by commercial operators</li> </ul>	<ul style="list-style-type: none"> <li>• Close working with partners and stakeholders to review costs and viability of bus services</li> <li>• Continued dialogue with bus operators to assess impacts/solutions</li> <li>• Compliance to service stability change dates.</li> </ul>
<ul style="list-style-type: none"> <li>• Failure to implement Local Accessibility Action Plans</li> </ul>	<ul style="list-style-type: none"> <li>• Giving their implementation high priority</li> <li>• Close working with other departments within the authority</li> <li>• Ongoing working with stakeholders.</li> </ul>
<ul style="list-style-type: none"> <li>• Loss of interest of key partners</li> </ul>	<ul style="list-style-type: none"> <li>• Leadership from Nottinghamshire County Council to sustain engagement.</li> </ul>
<ul style="list-style-type: none"> <li>• Lack of up-to-date data to inform strategic decisions</li> </ul>	<ul style="list-style-type: none"> <li>• Continual search for fresh data sources where required</li> <li>• Commissioning research work where need identified</li> <li>• Ageing of Census 2001 data cannot be prevented.</li> </ul>
<ul style="list-style-type: none"> <li>• Unsatisfactory resolution to East Midlands Rail Franchise drafting</li> </ul>	<ul style="list-style-type: none"> <li>• Input to franchising from an early stage, giving clear business reasons for incorporating services of accessibility benefit (e.g. Robin Hood Line) into franchise documents</li> </ul>
<ul style="list-style-type: none"> <li>• Public perceptions of costs, safety and reliability of bus services affecting ridership</li> </ul>	<ul style="list-style-type: none"> <li>• Working closely with bus operators to influence these public perceptions, both in terms of improving service delivery, and the publicity of improvements</li> <li>• Active involvement and lead on Bus Punctuality Improvement Plan</li> <li>• Improved marketing, promotion and information provision.</li> </ul>
<ul style="list-style-type: none"> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Applying appropriate car restraint and demand measures as detailed within Chapter 8, Congestion.</li> </ul>
<ul style="list-style-type: none"> <li>• Bus operators not providing accessible low floor buses</li> </ul>	<ul style="list-style-type: none"> <li>• Obligation for operators to have 100% DDA compliant fleet by 2015</li> <li>• 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.</li> </ul>

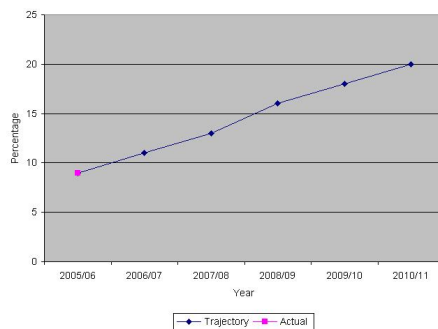
## 15.1.2 Concessionary fares targets

The links to aims and objectives, targets, trajectories, rationale and methodology for each of the concessionary fare targets are listed individually below. The actions required to meet all the concessionary fare targets, as well as how they will be monitored, the risks to achieving them and the management of these risks are combined and detailed at the end of this section.

<b>Indicator</b>	<b>L6 - Percentage of eligible population taking up concessionary fares entitlements</b>																					
<b>Aims and Objectives</b>																						
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.																					
<b>Target and Trajectory</b>																						
A 10% increase in the take-up of concessionary fare passes by eligible population from 46% in 2005/06 to to 57% in 2010/11.																						
<table border="1"> <caption>Data for Concessionary Fare Pass Take-up</caption> <thead> <tr> <th>Year</th> <th>Trajectory (%)</th> <th>Actual (%)</th> </tr> </thead> <tbody> <tr> <td>2005/06</td> <td>46</td> <td>46</td> </tr> <tr> <td>2006/07</td> <td>48</td> <td></td> </tr> <tr> <td>2007/08</td> <td>50</td> <td></td> </tr> <tr> <td>2008/09</td> <td>52</td> <td></td> </tr> <tr> <td>2009/10</td> <td>54</td> <td></td> </tr> <tr> <td>2010/11</td> <td>57</td> <td></td> </tr> </tbody> </table>		Year	Trajectory (%)	Actual (%)	2005/06	46	46	2006/07	48		2007/08	50		2008/09	52		2009/10	54		2010/11	57	
Year	Trajectory (%)	Actual (%)																				
2005/06	46	46																				
2006/07	48																					
2007/08	50																					
2008/09	52																					
2009/10	54																					
2010/11	57																					
<b>Rationale</b>																						
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.																						
<b>Methodology</b>																						
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 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. 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.																						
<b>Indicator</b>	<b>L7 - Percentage of disabled people taking up concessionary fares entitlements</b>																					
<b>Aims and Objectives</b>																						
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.																					
<b>Target and Trajectory</b>																						

**Indicator****L7 - Percentage of disabled people taking up concessionary fares entitlements**

An increase in the take-up of concessionary fare passes by disabled people from 9% in 2005/06 to to 20% in 2010/11.

**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 number of people 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. 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.

**Actions required to achieve the concessionary fare targets**

Details of the actions required are contained in detail within the accompanying accessibility strategy and particularly the local accessibility action plans.

**Stakeholder involvement**

Stakeholder organisations with responsibilities in helping to meet the target have been identified in the relevant local accessibility action plans.

**Review of all concessionary fare performance, targets, risks and strategy**

The performance, targets and strategy will be monitored regularly through the following methods:

- Independent consultants appointed to review the scheme
- Accessibility Planning Steering Group and Accessibility Wider Reference Group - these two groups meet every two months and half yearly to review progress, performance and strategy
- District Partnership - consisting of the County Council and district councils reviewing progress, performance and strategy
- Performance Management Framework - used to assess competing claims on the budget by prioritising and reviewing revenue funding for tendered services in a fair and consistent manner
- 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 concessionary fares targets

These targets should be read in conjunction with the public transport targets detailed in this appendix under congestion.

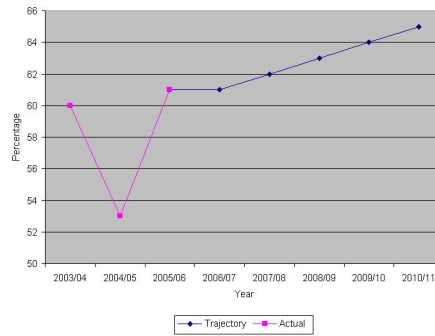
Risk	How the risks will be managed
<ul style="list-style-type: none"> <li>Take-up and actual usage of concessionary travel passes exceeds the funding from Nottinghamshire County Council and district councils in Nottinghamshire, which has been allocated to cover any increases in costs caused by providing extra bus services to meet increased demand for travel from pass holders</li> </ul>	<ul style="list-style-type: none"> <li>External consultants have been appointed to independently review the scheme</li> <li>Reporting to Nottinghamshire Finance Officers and Environment Management Team quarterly</li> <li>Additional cost claims would be shared equally by the County and districts</li> </ul>
<ul style="list-style-type: none"> <li>Decreased funding for future years provided from 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.</li> </ul>	<ul style="list-style-type: none"> <li>Government funding is committed until the end of 2007/08.</li> <li>Partners have made a two-year agreement (2006/07-2007/08)</li> <li>Local authorities cannot leave during a financial year</li> </ul>
<ul style="list-style-type: none"> <li>Operational or financial difficulties causing reluctance amongst district councils or operators to continue the scheme beyond 2006-07</li> </ul>	<ul style="list-style-type: none"> <li>Good communication with the partnership of district council and operators required throughout the scheme period</li> <li>Regular reviews to troubleshoot difficulties</li> </ul>
<ul style="list-style-type: none"> <li>Poor take-up of scheme</li> </ul>	<ul style="list-style-type: none"> <li>Robust promotion and monitoring of take-up to allow review of promotional activities</li> </ul>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>The Performance Management Framework will ensure that the supported bus budget is allocated fairly and in a transparent way</li> </ul>

### 15.1.3 Rights of way target

<b>Indicator</b>	<b>L11 (BVPI 178) - Public rights of way that are easy to use</b>
<b>Aims and Objectives</b>	
Corporate	Safer and Stronger (making Nottinghamshire safer, building a strong sense of community and enriching lives); Healthier (improving health and wellbeing); 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 quality of life, making best use.
<b>Target and Trajectory</b>	
To increase the percentage of the total length of rights of way that are defined as 'easy to use' by the public from 60.1% in 2005/06 to 65.0% in 2010/11.	

## Indicator

### L11 (BVPI 178) - Public rights of way that are easy to use



## Rationale

The target has been based on performance measured during the last four years. Although performance has been volatile (the trajectory above shows how volatile recent data has been) the trend has been positive, showing an increase of 4% over the four year period. The Council considers this to be a challenging target due to the risks involved in both delivery of outputs and monitoring of progress (see section below on risks). Note this target relates to rights of way countywide, not the North Nottinghamshire Plan area as to meet the BV178 requirements the sections are chosen at random and therefore it cannot be guaranteed that any, or sufficient, lengths of the North Nottinghamshire network will be chosen for inspection.

This target also has links to a number of corporate strategies, both internal and external. These include the Nottinghamshire & Nottingham Joint Structure Plan, East Midlands Rural Action Plan (emda), East Midlands Public Health Strategy (East Midlands Regional Assembly) and the Framework Community Strategy. A full list of plans that are referenced in the pilot Rights of Way Improvement Plan can be found in Chapter 3 of that document (available online at [www.nottinghamshire.gov.uk/pilotrow.pdf](http://www.nottinghamshire.gov.uk/pilotrow.pdf)).

## Methodology

A right of way is defined as being 'easy to use' if it is correctly signed, has no obstructions and the surface, structures and any lawful barriers are in good repair. Ease of use will be measured using the national standard methodology set up by the CSS (County Surveyors' Society) using a minimum random sample of 5% of paths annually. The BVPI guidelines advise that the results are likely to be accurate to within 5%.

## Actions required to achieve the rights of way target

Details of the actions required (and the priority in which they are tackled) can be found in the Council's pilot ROWIP (see website address above), specifically sections 6.3 and 6.4. A detailed Statement of Action – including issues specifically related to this target – can be found in Chapter 7, Quality of Life.

## Stakeholder involvement in road safety targets

There are a number of stakeholders that have a vital role to play in the achievement of this target. Their individual involvements are detailed below:

### Land Managers / Farmers

- Complying with statutory duties with regard to Cross Compliance under the Rural Payments Agency (RPA) Single Farm Payment Scheme
- Assist the Council with its statutory functions under the Wayfinder project
- Responsible for ensuring that all cross-field rights of way that cross land in their ownership / tenancy are clearly defined and kept free from obstruction (e.g., are reinstated after ploughing and/or cropping, and have no unauthorised structures)
- Responsible for the maintenance of structures authorised under S147 Highways Act 1980 (Stiles, gates etc.).

### User groups, conservation organisations / volunteers, members of the public and charitable organisations

- Assist with general surveying of the network and report problems requiring attention to the Council. In some instances user groups can be and have been used to assist with maintenance tasks such as waymarking and vegetation clearance.



## Stakeholder involvement in road safety targets

### Large land owners / managers (e.g. Forest Enterprise )

- Assist with annual maintenance programmes and reporting of problems to the Council
- Assist with carrying out of maintenance duties on managed sites and reporting of problems to area officers.

### Local Access Forum

- Provide support and guidance on issues affecting stakeholders
- Identify areas for improvements in policies and procedures and also more specific schemes for access and network improvements
- Identify sources of external funding to assist the Council with its statutory duties and to facilitate suggested access and network improvements.

### Parish Councils

- Surveying of network under Parish Paths Partnership project
- Encouragement of parishioners to use the network and to report problems
- Establish links and working relationships with land managers.

## Review of performance, targets, risks and strategy

The performance, targets and strategy will be monitored regularly through the following methods:

- Local Access Forum - this groups receive and review quarterly progress reports
- 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 rights of way targets

Risk	How the risk will be managed
Vandalism of signing, surface and barriers and the placing of obstructions by the public	<ul style="list-style-type: none"><li>• A reporting system whereby authorities, organisations and members of the public can report damage, fly tipping and other acts of vandalism</li><li>• The type of infrastructure used will be designed to be as vandal proof as reasonably possible.</li></ul>
The majority of the network crosses private land, and this is predominately on farmed arable land. Therefore paths can change literally overnight; this could be through disturbance to the surface of a route by not reinstating the path after ploughing and cropping	<ul style="list-style-type: none"><li>• See Stakeholder involvement section above.</li></ul>
Obstructions (temporary and semi-permanent) can be caused by farming activities such as stock fencing and agricultural equipment	<ul style="list-style-type: none"><li>• Continue to provide and increase information provision and education to all stakeholders</li><li>• Regular surveys of the network to be followed by warnings and enforcement.</li></ul>
Monitoring methodology. The standard national monitoring methodology of BVPI 178 uses a minimum of five percent sample of rights of way routes. It is possible that, in the early years of the programme of works at least, the sample will fail to accurately reflect the improvements to the network that have been made	<ul style="list-style-type: none"><li>• Concentrate resources in the early years of the Plan on small scale improvements that increases the number of routes that are easy to use. This will increase the likelihood of treated routes being included in the 5% sample</li><li>• This process will also allow a longer period to design more complex, larger schemes that may have issues that are difficult to overcome. This will increase the likelihood of</li></ul>

<b>Risk</b>	<b>How the risk will be managed</b>
	<p>these schemes being delivered on schedule to achieve the target</p> <ul style="list-style-type: none"> <li>Over time, this risk should reduce as the number of improved rights of way increases.</li> </ul>
Increase in the overall number and length of routes	<ul style="list-style-type: none"> <li>Manage existing resources, factoring in potential increases based on historical data on increases.</li> </ul>
Limited staff resources has a negative impact on the amount of work the Council can undertake on the network	<ul style="list-style-type: none"> <li>Working in a strategic and proactive way on specific key issues to produce long term improvements, such as the council's cultivation and cropping strategy</li> <li>Educate and inform landowners as to their responsibilities and to inspect and survey paths and follow up non-compliance. This approach will be adopted for other areas of work to maximise our efficiency and resources.</li> </ul>
Weather affects the surfacing of the network, which consists of a wide range of different surfaces	<ul style="list-style-type: none"> <li>Regular surface maintenance on these paths with particular emphasis on drainage works.</li> </ul>
Adverse weather conditions delaying work on-site in deep rural locations where ground conditions are unsuitable for access	<ul style="list-style-type: none"> <li>Ensure that alternative schemes can be progressed should delays occur.</li> </ul>
Uncertainty surrounding funding levels can pose a risk to achievement of the target	<ul style="list-style-type: none"> <li>Effective management of existing funding</li> <li>External funding applied for as and when appropriate but this cannot be guaranteed.</li> </ul>

## 15.2 SAFER ROADS

The links to aims and objectives, targets, trajectories, rationale and methodology for each of the road safety targets are listed individually below. The actions required to meet all the road safety targets, as well as how they will be monitored, the risks to achieving them and the management of these risks are combined and detailed at the end of this section.

<b>Indicator</b>	<b>BVPI 99(X) - Total killed and seriously injured road casualties</b>
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer, enriching lives); healthier (improving health and wellbeing; travel and access (travelling easily and safely and being able to access all the services people need).
LTP	Improved road safety; improved accessibility; improved quality of life, reduced congestion.
<b>Target and Trajectory</b>	
40% reduction from the baseline 1994-1998 average by 2010.	

<b>Indicator</b>	<b>BVPI 99(X) - Total killed and seriously injured road casualties</b>

**Rationale**

The number of casualties in the whole of Nottinghamshire has seen a steady decline during the last 5 years. Whilst the number of casualties in North Nottinghamshire is still below the required trajectory to meet the 2010 national road safety target, it has however, seen significant fluctuations during the period of the first LTP.

**Methodology**

Data is collected from STATS19 forms provided by the Police, and numbers are determined using the defined national best value performance indicator methodology.

<b>Indicator</b>	<b>BVPI 99(Y) - Total children killed and seriously injured road casualties</b>
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer, enriching lives); healthier (improving health and wellbeing; travel and access (travelling easily and safely and being able to access all the services people need).
LTP	Improved road safety; improved accessibility; improved quality of life, reduced congestion.

<b>Target and Trajectory</b>	
50% reduction from the baseline 1994-1998 average by 2010.	

**Rationale**

The number of killed and seriously injured (KSI) child casualties in the whole of Nottinghamshire has seen a decline during the last 5 years. Whilst the number of casualties in North Nottinghamshire is still below the required trajectory to meet the 2010 national road safety target, it has however, seen significant fluctuations during the period of the first LTP. This is partly due to the relatively low numbers of child KSI casualties and it is anticipated that the number of casualties will not follow a linear trajectory over the next 5 years. Therefore a rolling three year average will be used as a comparison to the target.

**Methodology**

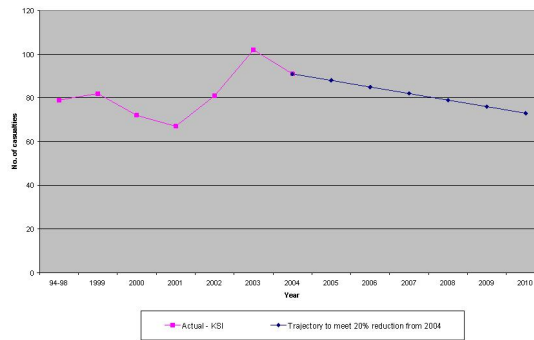
<b>Indicator</b>	<b>BVPI 99(Y) - Total children killed and seriously injured road casualties</b>
Data is collected from STATS19 forms provided by the Police, and numbers are determined using the defined national best value performance indicator methodology.	

<b>Indicator</b>	<b>BVPI 99(Z) - Total slightly injured road casualties</b>
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer, enriching lives); healthier (improving health and wellbeing; travel and access (travelling easily and safely and being able to access all the services people need).
LTP	Improved road safety; improved accessibility; improved quality of life, reduced congestion.

<b>Target and Trajectory</b>																																								
Maintain the number of casualties at 2004 level, which equates to 10% decrease in the number of casualties.																																								
<table border="1"> <caption>Actual vs Trajectory Data for Slightly Injured Road Casualties</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Trajectory</th> </tr> </thead> <tbody> <tr> <td>94-98</td> <td>2050</td> <td>2050</td> </tr> <tr> <td>2000</td> <td>2050</td> <td>2020</td> </tr> <tr> <td>2001</td> <td>1950</td> <td>2000</td> </tr> <tr> <td>2002</td> <td>2100</td> <td>1980</td> </tr> <tr> <td>2003</td> <td>1980</td> <td>1960</td> </tr> <tr> <td>2004</td> <td>1800</td> <td>1940</td> </tr> <tr> <td>2005</td> <td>-</td> <td>1800</td> </tr> <tr> <td>2006</td> <td>-</td> <td>1800</td> </tr> <tr> <td>2007</td> <td>-</td> <td>1800</td> </tr> <tr> <td>2008</td> <td>-</td> <td>1800</td> </tr> <tr> <td>2009</td> <td>-</td> <td>1800</td> </tr> <tr> <td>2010</td> <td>-</td> <td>1800</td> </tr> </tbody> </table>		Year	Actual	Trajectory	94-98	2050	2050	2000	2050	2020	2001	1950	2000	2002	2100	1980	2003	1980	1960	2004	1800	1940	2005	-	1800	2006	-	1800	2007	-	1800	2008	-	1800	2009	-	1800	2010	-	1800
Year	Actual	Trajectory																																						
94-98	2050	2050																																						
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2001	1950	2000																																						
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2008	-	1800																																						
2009	-	1800																																						
2010	-	1800																																						

<b>Rationale</b>	
The number of slightly injured casualties in the whole of Nottinghamshire has seen a decline during the last 5 years. With the expected reductions in KSI casualties, there is a risk that the number of slight casualties will increase. Similarly traffic growth may result in larger numbers of slight casualties. The County Council are also working in partnership with the Police to improve STATS19 reporting which may result in increased levels of slight casualties during the Plan period.	
<b>Methodology</b>	
Data is collected from STATS19 forms provided by the Police, and numbers are determined using the defined national best value performance indicator methodology.	

<b>Indicator</b>	<b>L12 - Total killed and seriously injured motorcycle casualties</b>
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer, enriching lives); healthier (improving health and wellbeing; travel and access (travelling easily and safely and being able to access all the services people need).
LTP	Improved road safety; improved accessibility; improved quality of life, reduced congestion.
<b>Target and Trajectory</b>	
20% reduction from 2002-2004 baseline by 2010 (please note that 2002-2004 baseline equates to the same value as 2004 actual as shown in the graph below) .	

**Indicator****L12 - Total killed and seriously injured motorcycle casualties****Rationale**

The number of motorcycle casualties in North Nottinghamshire has seen a recent decline after several years' growth and there have been significant fluctuations during this period. The number of casualties is currently greater than the 1994-1998 baseline for motorcycles. It is, however, expected that the significant investment in motorcycle casualty education, training and publicity campaigns is starting to be reflected in casualty reductions, and that this will continue during the period of this Plan. Given the low numbers of casualties involved a rolling three year average will be used as a comparison to the target.

**Methodology**

Data is collected from STATS19 forms provided by the Police, and numbers are determined using the defined national best value performance indicator methodology.

**Indicator****L13 - Total killed and seriously injured rural casualties****Aims and Objectives**

Corporate

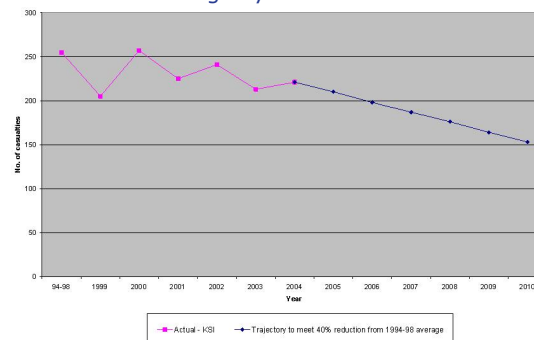
Safer and stronger (making Nottinghamshire safer, enriching lives); healthier (improving health and wellbeing; travel and access (travelling easily and safely and being able to access all the services people need).

LTP

Improved road safety; improved accessibility; improved quality of life, reduced congestion.

**Target and Trajectory**

40% reduction from the baseline 1994-1998 average by 2010.

**Rationale**

The number of killed and seriously injured (KSI) rural casualties in North Nottinghamshire has seen significant fluctuations during the period of the first LTP and the number of casualties in 2004 was above the trajectory required to meet a 40% reduction of the 1994-98 baseline. Therefore a trajectory from the 2004 actual position to the 2010 target has been set.

**Methodology**

<b>Indicator</b>	<b>L13 - Total killed and seriously injured rural casualties</b>
Data is collected from STATS19 forms provided by the Police, and numbers are determined using the defined national best value performance indicator methodology.	

## Actions required to achieve all the road safety targets

The detailed strategy, and actions, to be carried out by Nottinghamshire County Council to help ensure the target is met are contained within sections 3.2 of the problems and opportunities chapter and Chapter 6 of the Plan, and within the Cross-Service Road Safety Strategy.

### Stakeholder involvement in road safety targets

The various actions detailed within the Cross-Service Road Safety Strategy will continue to be carried out in partnership and consultation with key partners such as those detailed within the Plan in Table 6.10, examples of road safety partnerships.

### Review of all road safety performance, targets, risks and strategy

The performance, targets and strategy will be monitored regularly through the following methods:

- Regular analysis of casualty trends
- Road safety officers meeting - as part of the road safety team, progress against targets and action plans are reviewed monthly
- Road Safety Board - meeting quarterly this group reviews the effectiveness of the road safety strategy against each strategy element as well as monitoring casualty trends and performance against 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
- Local Authority Road Safety Officer Association - meeting quarterly, this national group identify national trends and review national strategy which cascades to a local level.

## Potential risks and management of risks to road safety targets

<b>Risk</b>	<b>How the risk will be managed</b>
Reductions in casualties will become harder to achieve through engineering measures as the higher risk casualty locations are treated	<ul style="list-style-type: none"> <li>• Continued investment in effective education, training and publicity campaigns to address external pressures, such as driver/rider error and behaviour</li> <li>• Ongoing analysis of casualty locations and reduction of the first year rate of return to ensure most effective measures introduced and sites continue to be prioritised/treated.</li> </ul>
Appearance of new casualty trends during the lifetime of the Plan (in much the same way that large engine motorcycles became a problem during the lifetime of the first LTP)	<ul style="list-style-type: none"> <li>• Ongoing analysis of casualty data and review of casualty problems within the Plan area</li> <li>• Ongoing review of the existing road safety strategy through the Cross-Service Road Safety Board.</li> </ul>
Increases in the number of people walking and cycling resulting in corresponding casualty increases	<ul style="list-style-type: none"> <li>• Education, training and publicity programmes within appropriate areas, schools, workplaces</li> <li>• Introduction of safer routes to school schemes, cycle routes and other appropriate traffic management measures.</li> </ul>
Higher than forecast traffic growth resulting in corresponding casualty increases (particularly in regeneration areas as this can result in increases in vehicle ownership and kilometres travelled)	<ul style="list-style-type: none"> <li>• Education, training and publicity programmes within such areas</li> <li>• Appropriate traffic management measures</li> <li>• Measures to manage/reduce traffic growth (for example, the ‘smarter choices’ programme) will be used to manage such risks.</li> </ul>

<b>Risk</b>	<b>How the risk will be managed</b>
Lack of co-operation of partner organisations (particularly involving the Emergency Services, such as lack of Police enforcement, or poor response times of emergency services to accidents)	<ul style="list-style-type: none"> <li>Continuing the established good working relationships with partner organisations</li> <li>Developing appropriate new partnerships as needs arrive.</li> </ul>
Inconsistency of STATS19 reporting levels (either accuracy or under-reporting)	<ul style="list-style-type: none"> <li>Effective monitoring of standards, along with regular feedback/partnership working to address identified issues.</li> </ul>
Delays in implementing schemes, due to competing priorities	<ul style="list-style-type: none"> <li>Regular programme development meetings with all involved teams, consultants etc. to continue the effective prioritisation and delivery of appropriate schemes.</li> </ul>
Loss/lack of funding (either capital or revenue) for education, publicity and integrated transport measures, as well as maintenance	<ul style="list-style-type: none"> <li>Ensuring effective delivery of programmes of work as well as effective reporting in APRs</li> <li>Continuation of the high-priority and profile of local safety schemes within corporate aims and objectives</li> <li>Ensuring spending within the road safety programmes of work continue to provide value for money, and the resultant reductions in casualties.</li> </ul>
Delay in returns (in terms of casualty reduction) from sustained education, training and publicity programmes	<ul style="list-style-type: none"> <li>Continued mix of education, engineering and enforcement measures</li> <li>Long-term education programmes</li> <li>Effective and appropriate delivery of education.</li> </ul>
Withdrawal of Government support with national education/media campaigns, or changes in national policy/direction (for example, on issues such as safety cameras)	<ul style="list-style-type: none"> <li>Continued involvement in local, regional and national organisations such as Safety Camera Partnerships, RoSPA and LARSOA and continued partnership working with DfT.</li> </ul>
Lack of public support and opinion	<ul style="list-style-type: none"> <li>Community involvement</li> <li>Effective public consultation</li> <li>Effective media/publicity campaigns.</li> </ul>
Reductions in KSI casualties resulting in higher numbers of slight casualties	<ul style="list-style-type: none"> <li>Ongoing analysis of casualty data and review of casualty problems within the Plan area</li> <li>Continued investment in effective education, training and publicity campaigns to address external pressures, such as driver/rider error and behaviour</li> <li>Ongoing review of the existing road safety strategy through the Cross-Service Road Safety Board.</li> </ul>

## 15.3 CONGESTION

### 15.3.1 Public transport targets

The links to aims and objectives, targets, trajectories, rationale, methodology for each of the road condition targets are listed individually below. How they will be monitored, the risks to achieving them and the management of these risks are combined and detailed at the end of this section.

<b>Indicator</b>	<b>BVPI 102 - Passenger journeys on local buses</b>
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer); healthier (improving health and well being); 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).

<b>Indicator</b>	<b>BVPI 102 - Passenger journeys on local buses</b>																								
LTP	Improved accessibility; improved air quality, reduced congestion, improved safety, regeneration.																								
<b>Target and Trajectory</b>																									
1% year on year increase in the number of bus passenger journeys originating within the Plan area.																									
<table border="1"> <caption>Bus patronage numbers (Estimated from graph)</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Trajectory</th> </tr> </thead> <tbody> <tr> <td>2004/05</td> <td>29,300,000</td> <td>-</td> </tr> <tr> <td>2005/06</td> <td>-</td> <td>29,600,000</td> </tr> <tr> <td>2006/07</td> <td>-</td> <td>29,900,000</td> </tr> <tr> <td>2007/08</td> <td>-</td> <td>30,200,000</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>30,500,000</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>30,800,000</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>31,100,000</td> </tr> </tbody> </table>		Year	Actual	Trajectory	2004/05	29,300,000	-	2005/06	-	29,600,000	2006/07	-	29,900,000	2007/08	-	30,200,000	2008/09	-	30,500,000	2009/10	-	30,800,000	2010/11	-	31,100,000
Year	Actual	Trajectory																							
2004/05	29,300,000	-																							
2005/06	-	29,600,000																							
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2008/09	-	30,500,000																							
2009/10	-	30,800,000																							
2010/11	-	31,100,000																							
<b>Rationale</b>																									
The LTP target has been set to reflect the target of 1% year on year increase in bus passenger numbers from 2000 to 2010. No trend data is available prior to 2004/05 as the methodology for data collection has changed. Given the national trend of decreasing passenger numbers outside Greater London, this target is considered ambitious, but realistic.																									
<b>Methodology</b>																									
Data is collected from individual operators, and numbers are determined in line with defined national best value performance indicator methodology.																									

<b>Indicator</b>	<b>BVPI 104 - Satisfaction with bus services</b>																								
<b>Aims and Objectives</b>																									
Corporate	Safer and stronger (making Nottinghamshire safer); healthier (improving health and wellbeing); 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, regeneration.																								
<b>Target and Trajectory</b>																									
An increase in the level of satisfaction with public transport information from 61% recorded in 2003/04 to 75% by March 2010. In addition it is intended that the level of satisfaction should mean that the Council remains within the top quartile of authorities.																									
<table border="1"> <caption>Percentage satisfaction (Estimated from graph)</caption> <thead> <tr> <th>Year</th> <th>Actual</th> <th>Trajectory</th> </tr> </thead> <tbody> <tr> <td>2003/04</td> <td>61</td> <td>-</td> </tr> <tr> <td>2004/05</td> <td>-</td> <td>62</td> </tr> <tr> <td>2005/06</td> <td>-</td> <td>64</td> </tr> <tr> <td>2006/07</td> <td>-</td> <td>66</td> </tr> <tr> <td>2007/08</td> <td>-</td> <td>68</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>70</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>72</td> </tr> </tbody> </table>		Year	Actual	Trajectory	2003/04	61	-	2004/05	-	62	2005/06	-	64	2006/07	-	66	2007/08	-	68	2008/09	-	70	2009/10	-	72
Year	Actual	Trajectory																							
2003/04	61	-																							
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2009/10	-	72																							
<b>Rationale</b>																									

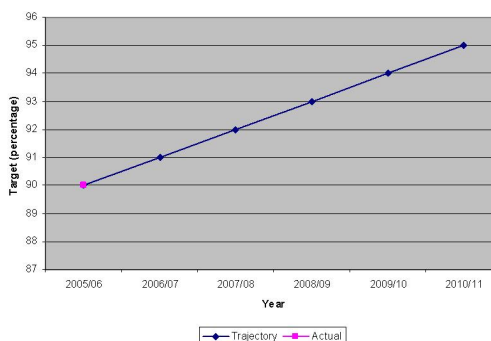


<b>Indicator</b>	<b>BVPI 104 - Satisfaction with bus services</b>
<p>The target has been set in line with the bus strategy targets and the capital investment plan. The target has been determined based on a programme of continued improvements throughout the Plan period. It has been set taking into consideration the performance of shire authorities throughout the country. Nottinghamshire is currently in the upper quartile of such authorities and it is considered that the current target will ensure that this continues. The target will, however, be reviewed in 2006 to help ensure that the Authority remains within the upper quartile. This target has been stretched by the Authority as defined by the DfT guidance.</p>	
<b>Methodology</b>	
<p>Data is collected on a three yearly cycle by MORI and are determined in line with defined national best value performance indicator methodology. The three yearly cycle means that data will be collected in 2003, 2006 and 2009 and reported in the following years.</p> <p>The satisfaction level will be monitored throughout the period using annual survey data collected by Nottinghamshire County Council.</p>	

<b>Indicator</b>	<b>LTP5 - Bus punctuality</b> - DfT have identified four bus punctuality targets, which are detailed below as a, b, c and d. Each target, trajectory and rationale are detailed separately but the methodology and actions required to achieve all four of these targets are detailed at the end of the four targets.
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer); healthier (improving health and wellbeing); 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, regeneration.

**Target and Trajectory a) percentage of buses starting route on time**

To increase the level of services running on time at or above 95% (determined as up to 1 minute early, and up to 5 minutes late)



**Rationale**

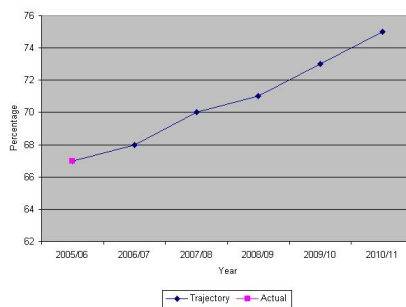
The target has been set based on current recorded performance and the Traffic Commissioner's levels for bus punctuality. The Traffic Commissioner's minimum standard is for 95% of services to be on time, with a DfT target of 90% of services on time by 2014. As the target exceeds the DfT target by 2010/11, the current target is therefore a stretching target.

The data currently available is very limited and no trend data is available. Current data has been collected by the County Council only and covers only one survey. This target/trajectory, therefore may need to be reviewed once further, more comprehensive data is available.

**Target and Trajectory b) percentage of buses on time at intermediate timing points**

To increase the level of services running on time at or above 75% (determined as up to 1 minute early, and up to 5 minutes late)

<b>Indicator</b>	<b>LTP5 - Bus punctuality</b> - DfT have identified four bus punctuality targets, which are detailed below as a, b, c and d. Each target, trajectory and rationale are detailed separately but the methodology and actions required to achieve all four of these targets are detailed at the end of the four targets.
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**Rationale**

The target has been set based on current recorded performance and the Traffic Commissioner’s levels for bus punctuality.

The data currently available is very limited and no trend data is available. Current data has been collected by the County Council only and covers only one survey. This target/trajectory, therefore may need to be reviewed once further, more comprehensive data is available.

**Target and Trajectory c) percentage of buses at non-timing points**

Under the agreement signed as part of the Punctuality Improvement Plan, monitoring will concentrate on punctuality measured at timing points. Bus operators do not consider it reasonable to be assessed at non-timing points as this could potentially increase journey times. We will continue to discuss this issue with the DfT and amend the methodology accordingly if need be.

**Target and Trajectory d) average excess waiting time on frequent service routes**

Year on year reduction in excess waiting time (defined as waiting time of over 5 minutes), reducing the excess waiting time to 1 minute.

**Rationale**

The target has been set based on current recorded performance and the Traffic Commissioner’s levels for bus punctuality. The bus operator’s current performance is expected to be within the maximum excess waiting time of 1.25 minutes set by the Traffic Commissioner. The target, however, may be subject to large fluctuations as only one service is registered as frequent within the Plan area. As such a minimum target has been set for a year on year decrease.

The data currently available is very limited and no trend data is available. Current data has been collected by the County Council only and covers only one survey. This target/trajectory, will be reviewed and set once further, more comprehensive data is available.

**Methodology for all bus punctuality targets**

Punctuality is determined as the percentage of buses starting a route on time and arriving at intermediate timing points on time (between 59 seconds early and 5 minutes 59 seconds late), together with the average excess waiting time incurred on frequent service routes (more than 6.25 minutes late). Data is collected via quarterly monitoring undertaken by the Authority in the morning peak (08:00 – 10:30) and evening peak (15:00 – 17:30), and additional data provided by the operators through the Punctuality Improvement Plan (PIP) agreement.

Excess waiting time is calculated using Council monitoring of actual site surveys.

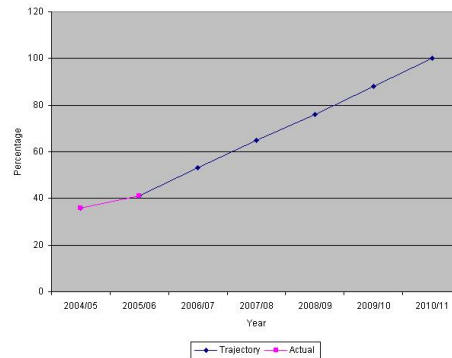
<b>Indicator</b>	<b>L8 - Accessible bus services (percentage of bus stops with enhanced facilities)</b>
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**Aims and Objectives**

<b>Indicator</b>	<b>L8 - Accessible bus services (percentage of bus stops with enhanced facilities)</b>
Corporate	Safer and stronger (making Nottinghamshire safer); healthier (improving health and wellbeing); 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, regeneration.

#### Target and Trajectory

Post flags and timetables to be improved or replaced at all stops by 2011, increasing the current level of 922 (41%) stops with enhanced facilities to the total number of stops 2,252 (100%).



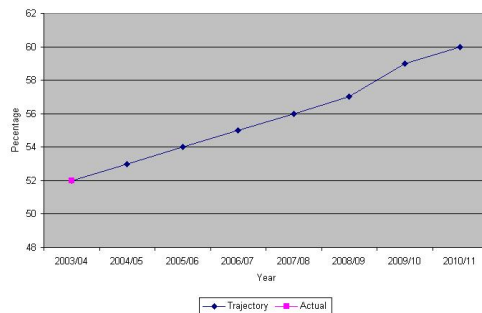
#### Rationale

The target has been set based on proposed capital expenditure on such measures over the lifetime of the Plan period which is based on the indicative Financial Planning Guidelines to meet the target of 100% of stops with enhanced facilities.

#### Methodology

Data is collected through Council monitoring on an annual basis.

<b>Indicator</b>	<b>L10 (BVPI 103) - Satisfaction with public transport information</b>
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer); healthier (improving health and wellbeing); 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, regeneration.
<b>Target and Trajectory</b>	
An increase in the level of satisfaction with public transport information from 52% recorded in 2003/04 to 60% by 2010/2011. In addition it is intended that the level of satisfaction should be at least maintained within the upper median quartile of authorities by 2010.	

**Indicator****L10 (BVPI 103) - Satisfaction with public transport information****Rationale**

The target has been set in line with the bus strategy targets and the capital investment plan. The target has been determined based on a programme of continued improvements throughout the Plan period. It has been set taking into consideration the performance of shire authorities throughout the country. Nottinghamshire is currently in the upper quartile of such authorities and it is considered that the current target will ensure that this continues. The target will, however, be reviewed in 2006 to help ensure that the Authority remains within the upper median quartile.

**Methodology**

Data is collected on a three yearly cycle by MORI and are determined in line with defined national best value performance indicator methodology. The three yearly cycle means that data will be collected in 2003, 2006 and 2009 and reported in the following years. The interim years will be supplemented using annual survey data collected by Nottinghamshire County Council.

**Actions required to achieve all public transport targets**

The detailed strategy, and actions, to be carried out by Nottinghamshire County Council to help ensure the target is met are contained within Sections 2.1.4, Transport co-ordination and 3.1, Accessibility as well as within Chapter 5, Accessibility of the Plan and within the accompanying Bus Strategy.

**Stakeholder involvement**

Bus operator involvement and sustained commitment is essential to meet this target, such as their commitment to improvements to providing reliable services by operators, as well as improving/maintaining the quality of their vehicles and the provision of accurate, quality transport information. Bus operators will also have to provide accurate, quality information on bus patronage numbers. Operators will also need to share punctuality data to help identify 'hotspots' on routes so that the subsequent remedial action can be developed in partnership. Operators will also need to continue to work closely with one another and the Council to progress integrated ticketing.

**Review of all public transport performance, targets, risks and strategy**

The performance, targets and strategy will be monitored regularly through the following methods:

- North Nottinghamshire Bus Quality Partnership – meeting quarterly this group monitor the effectiveness of existing bus quality partnership routes, developing strategy to ensure targets are met and recommending improvements when targets are not on track. The group also identifies potential new routes which would benefit from such measures
- 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
- Bus Punctuality Improvement Plan – meeting quarterly this group monitors the Bus Punctuality Improvement Plan and its progress against targets, developing strategy to ensure targets are met and recommending improvements when targets are not on track
- Monthly single operator meetings – the Council meets monthly with individual bus service operators to monitor all aspects of performance, develop strategy to ensure targets are met and recommend improvements when targets are not on track
- Commercial Passenger Transport meetings – held quarterly with each individual bus service operators, these meetings involve the director of the bus company and the Council's passenger transport team manager. The meetings also discuss operators' performance, future development and strategy to ensure targets are met and recommend improvements when targets are not on track
- 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

### Review of all public transport performance, targets, risks and strategy

- 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 all public transport targets

Risk	How the risk will be managed
Failure to identify and implement appropriate Bus Quality Partnerships	<ul style="list-style-type: none"> <li>• Identification of levels and constraint</li> <li>• Close working with partners and stakeholders.</li> </ul>
Lack of continued investment by bus operators leading to them not maintaining their fleet, updating their fleet and providing accessible low floor buses	<ul style="list-style-type: none"> <li>• Identification of levels and constraint</li> <li>• Monitoring and meeting targets set for the maximum age of fleets</li> <li>• Vehicle inspections</li> <li>• Close working with partners and stakeholders.</li> </ul>
Bus operators not providing accurate bus patronage data (particularly on cross-boundary journeys)	<ul style="list-style-type: none"> <li>• Close working with partners and stakeholders</li> <li>• Development of smartcard data</li> <li>• IT development</li> <li>• Effective data monitoring by LA.</li> </ul>
Reduction or removal of services by operators	<ul style="list-style-type: none"> <li>• Close working with partners and stakeholders to review costs and viability of bus services</li> <li>• Continued dialogue with bus operators to assess impacts/solutions</li> <li>• Compliance to service stability change dates.</li> </ul>
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"> <li>• Efficient, effective use of revenue funding through the Performance Management Framework.</li> </ul>
Reduction of funding for bus infrastructure leading to failure to build required bus infrastructure improvements	<ul style="list-style-type: none"> <li>• Accessibility audits</li> <li>• Investment plans (and regular monitoring of the plan)</li> <li>• Effective use of maintenance contract resources.</li> </ul>
Public perceptions of costs, safety and reliability of bus services	<ul style="list-style-type: none"> <li>• Working closely with bus operators to influence these public perceptions, both in terms of improving service delivery, and the publicity of improvements</li> <li>• Active involvement and lead on Bus Punctuality Improvement Plan</li> <li>• LA monitoring of services</li> <li>• Improved marketing, promotion and information provision</li> <li>• Effective implementation and monitoring of information strategy and marketing plan</li> <li>• Programme for installation of CCTV on buses.</li> </ul>
Increased prosperity through regeneration of the market towns leading to increased car ownership levels (particularly as much of the Plan area is rural)	<ul style="list-style-type: none"> <li>• Effective monitoring of traffic volumes throughout the Plan area</li> <li>• Applying appropriate car restraint measures as detailed within Section 3.4 and Chapter 8 of the Plan</li> <li>• Smarter choices measures as detailed within Section 3.4 and Chapter 8 of the Plan.</li> </ul>
Increased congestion in urban areas affecting reliability and punctuality, or significant incidents on the network causing congestion	<ul style="list-style-type: none"> <li>• Effective monitoring of traffic volumes throughout the Plan area</li> <li>• Applying appropriate car restraint measures as detailed within Section 3.4 and Chapter 8 of the Plan</li> </ul>

<b>Risk</b>	<b>How the risk will be managed</b>
	<ul style="list-style-type: none"> <li>Smarter choices measures as detailed within Section 3.4 and Chapter 8 of the Plan</li> <li>Effective management of road works through the Traffic Management Act</li> <li>Effective application of the Network Management Duty</li> <li>Effective targeting and installation of bus priority measures.</li> </ul>
Adverse weather conditions and extremes of weather	<p>Whilst this is outside the Council's control, this risk will be managed through:</p> <ul style="list-style-type: none"> <li>Regular inspection routines</li> <li>Provision and management of adequate drainage systems</li> <li>Utilising the highway code of good practice</li> <li>Methods to combat climate change and maintain air quality as detailed within 3.4, 3.5 and Chapters 8, and 9 of the Plan.</li> </ul>
Relative costs of motoring compared to public transport perceived, or realised, to be less expensive than public transport	<ul style="list-style-type: none"> <li>Integrated ticketing</li> <li>Effective marketing of services</li> <li>Effective promotion and information provision of services</li> <li>Effective implementation and monitoring of information strategy and marketing plan.</li> </ul>
Bus operators not being able to recruit/retain customer focussed drivers leading to cancellation, or general service reliability and poor customer satisfaction	<ul style="list-style-type: none"> <li>Close working with partners and stakeholders.</li> </ul>
An abundance of (often free/cheap) car parking spaces in town centres and business areas	<ul style="list-style-type: none"> <li>Partnership working with district councils to monitor effectiveness and levels of parking charges</li> <li>Proposed decriminalisation of parking offences and on-street parking charges</li> <li>Effective development control</li> <li>Smarter choices measures as detailed within Section 3.4 and Chapter 8 of the Plan.</li> </ul>
Unreliability of surveys, for example poor survey technique and/or sample selection	<ul style="list-style-type: none"> <li>Surveying bus users to avoid anecdotal evidence or occasional bad experiences.</li> </ul>
Insufficient data available on bus timings	<ul style="list-style-type: none"> <li>Bus Punctuality Improvement Plan</li> <li>Monitoring data collection and results to determine additional data required</li> <li>Additional associated monitoring by LA through the Improvement Plan</li> <li>Bus Quality Partnerships.</li> </ul>

### 15.3.2 Travel plan targets

The links to aims and objectives, targets, trajectories, rationale and methodology for each of the travel plan targets are listed individually below. The actions required to meet all the workplace travel plan targets and school travel plan targets, as well as how they will be monitored, the risks to achieving them and the management of these risks are combined and detailed at the end of each section.

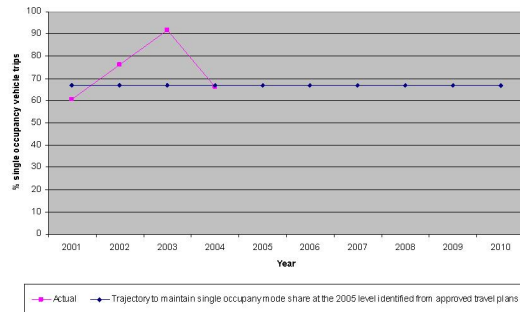
#### Workplace travel plans

<b>Indicator</b>	<b>L1- Mode share to work</b>
<b>Aims and Objectives</b>	
<b>Corporate</b>	Safer and stronger (making Nottinghamshire safer, building a strong sense of community and enriching lives); healthier (improving health and wellbeing); cleaner and greener (protecting and improving the

<b>Indicator</b>	<b>L1- Mode share to work</b>
	environment); travel and access (travelling easily and safely and being able to access all the services people need).
<b>LTP</b>	Improved accessibility; reduced congestion; improved air quality; improved road safety.

### Target and trajectory

Maintain the sole car occupancy mode share to work from the average level identified from key approved travel plan surveys in 2005.



### Rationale

Throughout Nottinghamshire there has been little reduction in these figures across multiple sites. The target of maintaining the percentage of people that are travelling on their own to work by car is set against a backdrop of a predicted growth in traffic in Nottinghamshire of 8% over the LTP2 period.

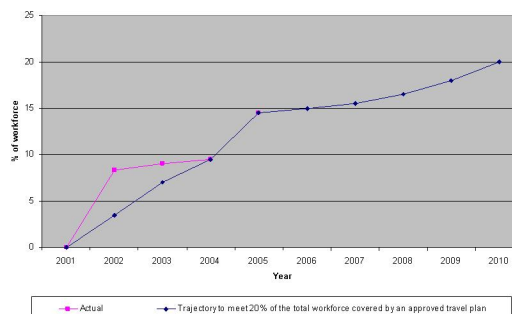
### Methodology

The mode share to work is calculated using the surveys undertaken annually during September and October of a significant sample of approved travel plans. The baseline has been calculated based on currently available information.

<b>Indicator</b>	<b>L2 - Percentage of employees covered by a commuter travel plan</b>
<b>Aims and Objectives</b>	
<b>Corporate</b>	Safer and stronger (making Nottinghamshire safer, building a strong sense of community and enriching lives); healthier (improving health and wellbeing); 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)
<b>LTP</b>	Improved accessibility; improved air quality; improved health/quality of life; improved road safety; reduced congestion.

### Target and trajectory

Increase the percentage of the North Nottinghamshire total workforce covered by an approved travel plan from 14.5% in 2005 to 20% in 2010.



### Rationale

Indicator	L2 - Percentage of employees covered by a commuter travel plan
<p>The percentage of the total workforce of North Nottinghamshire covered by a travel plan has increased sporadically over the last 4 years. The majority of the larger employers and those with an interest have signed up to travel plans during this time. The integration of travel plans as part of Section 106 planning agreements has steadily increased over the last two years and it is intended to continue this practice.</p> <p>A quality over quantity approach to travel plans has been adopted to maximise the benefits from quality plans, and the target has also been set to reflect this. A baseline has been taken from those travel plans that are currently included within the LTP1 reported figure that meet a new seven point criterion. During 2006/07 and 2007/08 resources will be used to consolidate new travel plans and revisit existing and expired travel plans to revitalise them, build the TransACT travel plan grant scheme and manage the Section 106 travel plans. This will build the foundations for a greater increase in the latter years.</p>	
<p><b>Methodology</b></p>	
<p>This target relates to all employers with an approved travel plan in place and is measured by employers through staff travel surveys every October. The revised criteria for an approved travel plan requires: a travel plan co-ordinator, a published document, evidence of measures, SMART targets, committed resources, baseline data and an established monitoring mechanism.</p>	

## Actions required to achieve percentage of employees covered by a workplace travel plan target

The detailed strategy, and actions, to be carried out by Nottinghamshire County Council to help ensure the target is met are contained within section 3.4 of Problems and Opportunities and Chapter 8, Congestion of the Plan and include revisiting and resurveying existing travel plans, providing further training and guidance through the development control process to the planning departments - to ensure that travel plans are required through Section 106 and meet the set Travel Plan Criteria - and re-launching and annually promoting the TransACT travel plan grant scheme.

### Stakeholder involvement

Businesses, employers and employees have a major role to play in achieving this target and a great deal of continued commitment from these parties is required. Businesses will be included in the Commuter Planners Club (this will be repeated in North Notts in 2006/07). District councils will also have an involvement, not only in developing their own plans but also through ensuring travel plans are part of planning agreements.

### Review of all commuter travel plan performance, targets, risks and strategy

The performance, targets and strategy will be monitored regularly through the following methods:

- TransACT monthly monitoring – a monthly report of the progress of each TransACT applicant to be shared with stakeholders, including the Nottinghamshire Chamber of Commerce
- Internal Travel Plan Officer quarterly review of workforce covered by a travel plan
- Annual October Survey to gather modal shift information across key workplace sites
- 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 the workplace travel plan targets

Risk	How the risk will be managed
<p>The number of travel plans (therefore workforce covered) will be harder to obtain due to a saturation of the market</p>	<ul style="list-style-type: none"> <li>• Increased publicity and partnership working with the Chamber of Commerce and other business groups. This has also been taken into account to some extent in the target set</li> </ul>



<b>Risk</b>	<b>How the risk will be managed</b>
Reliance on the work of the Travel Plan Officer and the funding available	<ul style="list-style-type: none"> <li>• A commitment to continue to fund travel planning through a smarter choices budget throughout the LTP2 period</li> </ul>
Decrease in the number of new developments would see a reduction in the number of travel plans required as part of Section 106	<ul style="list-style-type: none"> <li>• Partnership working with the local planning departments and development control to promote sustainable development.</li> <li>• The sustainable developer guide will be actively promoted</li> <li>• Section 106 will be applied to significant extensions to existing building</li> </ul>
Lack of business and political support	<ul style="list-style-type: none"> <li>• Continually raising the profile of the success of travel plans in influencing employees change their travel behaviour</li> <li>• Travel Plans are also a key part of the Governments new Smarter Choices agenda</li> </ul>
Criteria for travel plans changed by DfT	<ul style="list-style-type: none"> <li>• High Quality travel plans will be expected at all times. The travel plans will be required to meet a set of 7 criteria. These criteria have been chosen based on discussions with other Local Government bodies and from the wealth of in-house knowledge</li> </ul>
Above estimated increase in the workforce	<ul style="list-style-type: none"> <li>• This will be managed through the S106 planning requirement for a travel plan. This should enable us to ensure that the majority of new businesses implement a travel plan</li> </ul>
Natural increase in the number of car journeys	<ul style="list-style-type: none"> <li>• The traffic growth for the Nottinghamshire area has been predicted as 8% this has been factored into the target to maintain the single occupancy vehicle trips at the 2005 rate</li> <li>• Travel plans is just one of a number of both soft and hard measures that will influence the modal split</li> </ul>
Reduction in the available funding for rural bus schemes	<ul style="list-style-type: none"> <li>• This will have a knock on effect on the availability of alternatives to the car. This will be managed through partnership working with the accessibility and public transport teams</li> <li>• A car sharing scheme will be launch during 2006 and a number of car clubs are proposed during the LTP period</li> </ul>
Reduction in employment within the region leading to an increase in distance to attend work	<ul style="list-style-type: none"> <li>• Maintaining partnership working with the district councils to help to react to support the relocation of businesses within the LTP area</li> </ul>

## School Travel Plans

<b>Indicator</b>	<b>LTP4 - Mode share of journeys to school</b>
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer, building a strong sense of community and enriching lives); healthier (improving health and wellbeing); 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; improved health/quality of life; improved road safety; reduced congestion.
<b>Target and Trajectory</b>	
10% reduction in the share of journeys by car (including vans and taxis) excluding car share journeys by 2010/11.	

<b>Indicator</b>	<b>LTP4 - Mode share of journeys to school</b>																								
<table border="1"> <caption>Mode share of journeys to school</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Trajectory (%)</th> </tr> </thead> <tbody> <tr> <td>2004/05</td> <td>34</td> <td>34</td> </tr> <tr> <td>2005/06</td> <td></td> <td>33.5</td> </tr> <tr> <td>2006/07</td> <td></td> <td>33</td> </tr> <tr> <td>2007/08</td> <td></td> <td>32.5</td> </tr> <tr> <td>2008/09</td> <td></td> <td>32</td> </tr> <tr> <td>2009/10</td> <td></td> <td>31.5</td> </tr> <tr> <td>2010/11</td> <td></td> <td>30.5</td> </tr> </tbody> </table>		Year	Actual (%)	Trajectory (%)	2004/05	34	34	2005/06		33.5	2006/07		33	2007/08		32.5	2008/09		32	2009/10		31.5	2010/11		30.5
Year	Actual (%)	Trajectory (%)																							
2004/05	34	34																							
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2009/10		31.5																							
2010/11		30.5																							
<b>Rationale</b>																									
<p>Targets for the reductions in the share of car journeys to school have been set taking several factors into account. Background trends have shown that the share of car journeys increased over the early period of the first LTP, before leveling off, thanks in part to the introduction of travel plans across the Plan area. It has also been projected that traffic will grow by approximately 8% during the lifetime of LTP2 and therefore the target is considered challenging.</p> <p>The targets and trajectory are provisional at this stage as only one year's data is available using the current methodology, and therefore may need to be reviewed once further trend data is available.</p>																									
<b>Methodology</b>																									
<p>Calculation of the percentage of journeys to school for all pupils that travel by car, at all schools, derived from 'hands-up' classroom surveys. The Council will seek to incorporate PLASC monitoring of the trends in future years.</p>																									

<b>Indicator</b>	<b>L3 - Percentage of schools with a school travel plan</b>																								
<b>Aims and Objectives</b>																									
Corporate	<p>Safer and stronger (making Nottinghamshire safer, building a strong sense of community and enriching lives); healthier (improving health and wellbeing); 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)</p>																								
LTP	<p>Improved accessibility; improved air quality; improved health/quality of life; improved road safety; reduced congestion.</p>																								
<b>Target and Trajectory</b>																									
<p>85% of schools to have an approved school travel plan by 2010/11</p>																									
<table border="1"> <caption>Percentage of schools with a school travel plan</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Trajectory (%)</th> </tr> </thead> <tbody> <tr> <td>2004/05</td> <td>20</td> <td>20</td> </tr> <tr> <td>2005/06</td> <td></td> <td>35</td> </tr> <tr> <td>2006/07</td> <td></td> <td>45</td> </tr> <tr> <td>2007/08</td> <td></td> <td>55</td> </tr> <tr> <td>2008/09</td> <td></td> <td>65</td> </tr> <tr> <td>2009/10</td> <td></td> <td>75</td> </tr> <tr> <td>2010/11</td> <td></td> <td>85</td> </tr> </tbody> </table>		Year	Actual (%)	Trajectory (%)	2004/05	20	20	2005/06		35	2006/07		45	2007/08		55	2008/09		65	2009/10		75	2010/11		85
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2008/09		65																							
2009/10		75																							
2010/11		85																							
<b>Rationale</b>																									
<p>The numbers of schools included in this target comprise all independent, infant, junior, LEA nursery, primary, secondary and special schools within Nottinghamshire.</p>																									

<b>Indicator</b>	<b>L3 - Percentage of schools with a school travel plan</b>
<p>It is recognised that DfT have recommended targets of 100% of schools with travel plans by 2010/11. It is, however, considered that this target is only achievable within existing resources if travel plans are developed as a paper exercise, with minimal support from school travel plan (STP) advisors during the development of the plan and with minimal/no support to schools once plans have been developed.</p> <p>The Authority has therefore adopted a 'quality rather than quantity' approach when developing STPs, as it is considered that this is more likely to deliver longer-term changes in travel behaviour.</p> <p>Whilst recognising that advice has been given on maintaining STPs, internal evidence to date has shown that STPs are only effective in the long-term if extensive partnership working with school communities is ongoing. Despite local ownership of the STP, due to the constant pupil turnover and consequent parent turnover, maintaining officer support is vital to keep the STP alive and successful. This officer support consequently has an impact on resources available to develop new plans.</p> <p>Funding for school travel plan advisors is currently only guaranteed up to 2008. The Authority's strategy throughout the LTP is based upon currently committed resources from DfT. The Authority cannot guarantee to continue the existing STP resource commitment if DfT withdraw the funding after 2008. Therefore 2010 targets also reflect this fact.</p> <p>Experience has demonstrated that despite sustained effort, some schools and/or their communities do not want to develop STPs. Unless Government make STPs mandatory for all schools it is therefore not considered that 100% is an achievable target during the lifespan of this Plan but is a good long-term aspiration that the Authority will be trying to achieve.</p>	
<p><b>Methodology</b></p>	
<p>Based upon the number of schools adopting a DfT approved travel plan.</p>	

## **Actions required to achieve all the school travel targets**

The detailed strategy, and actions, to be carried out by Nottinghamshire County Council to help ensure the target is met are contained within sections 3.4 of the Problems and Opportunities chapter and Chapter 8, Congestion of the Plan, and within the Cross-Service Road Safety Strategy and the School Travel Strategy.

### **Stakeholder involvement**

The various actions detailed within the Chapter 8 of the Plan will continue to be carried out in partnership and consultation with key partners such as the school, parents and its local community. Their sustained involvement and commitment is therefore essential to meet this target.

### **Review of all school travel plan performance, targets, risks and strategy**

The performance, targets and strategy will be monitored regularly through the following methods:

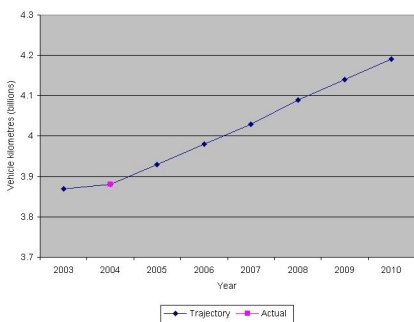
- Senior road safety officers meeting – as part of the road safety team school, progress against travel plan agreed action plans and targets are reviewed monthly as part of these meetings
- School Travel Joint Steering Group – meeting quarterly this group reviews the performance of the school travel strategy including school travel plans and it's progress against targets, identifying weaknesses and where necessary recommends improvements to processes and strategy
- Individual school travel plan steering groups - meeting at least quarterly, these groups review progress of their schools travel plan, as well as identifying/progressing strategy
- School travel plan annual progress report – this report is produced each year to report on all aspects of the school travel plans including progress against 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 school travel targets

Risk	How the risk will be managed
The development and implementation of a STP is voluntary	<ul style="list-style-type: none"> <li>Revised Healthy Schools standard now requires all schools to be working towards having a STP by 2009</li> <li>Encourage schools to adopt STP to achieve five outcomes associated with 'Every Child Matters', now incorporated into every school's Self Evaluation Form (SEF) which is used for Ofsted inspections.</li> </ul>
<p>Not all schools receive DfT grants and therefore do not have the same incentive to develop and implement a STP</p> <p>Some schools do not consider STPs appropriate to them (eg, small special schools)</p>	<ul style="list-style-type: none"> <li>Effective promotion of the many benefits that can be gained from STPs (including improving independent mobility for special schools)</li> <li>Use of emerging DfT guidance on revised communications strategy to focus on categories of schools that are difficult to engage</li> <li>Target Independent Schools Council through DfES.</li> </ul>
Limited options for promoting sustainable travel in rural areas	<ul style="list-style-type: none"> <li>Put in place clear promotion and communications strategies to encourage rural schools and tailor measures appropriate to them (eg, park and stride schemes).</li> </ul>
Schools not developing STP although it is a condition of planning consent	<ul style="list-style-type: none"> <li>Closer working with planning authorities to strengthen planning requirements</li> <li>Investigation of enforcement measures.</li> </ul>
Increasing need to help schools maintain STPs – therefore reducing officers' time to support schools developing initial STP	<ul style="list-style-type: none"> <li>Encouragement of schools/steering groups to take more ownership of STP</li> <li>Train volunteers within schools to maintain STPs</li> <li>Production of resources and standard events to maintain interest in STPs.</li> </ul>
Parental choice results in conflict between local priorities to reduce or remove the need to travel wherever possible and national policy that supports parental choice	<ul style="list-style-type: none"> <li>DfES/LEA working to raise standards of all schools to high standards</li> <li>Effective/efficient school transport provision where feasible</li> <li>Promotion of sustainable transport options.</li> </ul>
Loss/lack of funding (either capital or revenue) for education, publicity and integrated transport measures, as well as maintenance	<ul style="list-style-type: none"> <li>Ensuring effective delivery of programmes of work as well as effective reporting in APRs</li> <li>Continuation of the high-priority and profile of school travel plan schemes within corporate aims and objectives</li> <li>Ensuring spending within the safer routes to school programmes of work continue to provide value for money, and the resultant reductions in casualties.</li> </ul>
Lack of sustained commitment from stakeholders	<ul style="list-style-type: none"> <li>Inclusion of STP principals within school charter</li> <li>Involvement in walking/cycling promotion schemes</li> <li>Develop synergies with other programmes (eg, Healthy Schools Initiative)</li> <li>Ongoing officer support for STPs.</li> </ul>
Withdrawal of Government support with national education/media campaigns, or changes in national policy/direction	<ul style="list-style-type: none"> <li>Continued involvement in local, regional and national organisations and continued partnership working with DfT.</li> </ul>
Lack of public support and opinion	<ul style="list-style-type: none"> <li>Community involvement</li> <li>Effective public consultation</li> <li>Effective media/publicity campaigns.</li> </ul>
Public perception of danger on school journeys	<ul style="list-style-type: none"> <li>Effective publicity on the numbers of casualties occurring on school journeys</li> </ul>

Risk	How the risk will be managed
	<ul style="list-style-type: none"> <li>• Provision of effective school crossing patrol service</li> <li>• Ensuring spending within the safer routes to school programmes of work continue to provide resultant reductions in casualties.</li> </ul>

### 15.3.3 Traffic restraint target

Indicator	LTP2 - Change in area wide traffic mileage																											
<b>Aims and Objectives</b>																												
Corporate	Safer and stronger (making Nottinghamshire safer, building a strong sense of community and enriching lives); healthier (improving health and wellbeing); 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; improved health/quality of life; reduced congestion.																											
<b>Target and Trajectory</b>																												
<p>To restrain the growth of vehicle kilometres travelled to 8% on all local authority roads</p>  <table border="1"> <caption>Vehicle Kilometres (billions) Data</caption> <thead> <tr> <th>Year</th> <th>Trajectory (billions)</th> <th>Actual (billions)</th> </tr> </thead> <tbody> <tr> <td>2003</td> <td>3.88</td> <td>-</td> </tr> <tr> <td>2004</td> <td>3.90</td> <td>3.92</td> </tr> <tr> <td>2005</td> <td>3.93</td> <td>-</td> </tr> <tr> <td>2006</td> <td>3.98</td> <td>-</td> </tr> <tr> <td>2007</td> <td>4.03</td> <td>-</td> </tr> <tr> <td>2008</td> <td>4.08</td> <td>-</td> </tr> <tr> <td>2009</td> <td>4.13</td> <td>-</td> </tr> <tr> <td>2010</td> <td>4.20</td> <td>-</td> </tr> </tbody> </table>		Year	Trajectory (billions)	Actual (billions)	2003	3.88	-	2004	3.90	3.92	2005	3.93	-	2006	3.98	-	2007	4.03	-	2008	4.08	-	2009	4.13	-	2010	4.20	-
Year	Trajectory (billions)	Actual (billions)																										
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2008	4.08	-																										
2009	4.13	-																										
2010	4.20	-																										
<b>Rationale</b>																												
<p>Monitoring has indicated that between 2001 and 2004 there has been an 8% growth in total vehicle kilometres travelled on local authority roads in Nottinghamshire. Whilst this was higher than anticipated, much of this growth was as a result of successful regeneration projects in the Plan area. DfT's transport statistics in 2005 indicate that between 1994-2004 there was an 18% increase in total vehicle kilometres recorded nationally. DfT also predict that these figures will increase by 23-29% between 2000 and 2010. It is therefore considered that to restrict traffic growth to 8% within the Plan area is a challenging target.</p>																												
<b>Methodology</b>																												
Volume of traffic is measured through annual DfT and local authority monitoring counts.																												

### Actions required to achieve traffic restraint target

The detailed strategy, and actions, to be carried out by Nottinghamshire County Council to help ensure the target is met are contained within sections 3.4 of the Problems and Opportunities chapter and Chapter 8, Congestion of the Plan.

#### Stakeholder involvement

The various actions detailed within the Chapter 8 of the Plan will continue to be carried out in partnership and consultation with key partners such as businesses, schools, parents and its local community in delivering travel plans and planning authorities in development control to name only two. Their sustained involvement and commitment is therefore essential to meet this target. In addition to this there are the key actions of bus and rail operators as detailed within Sections 2.1.4, Transport co-ordination and 3.1, Accessibility as well as within Chapter 5, Accessibility of the Plan and within the accompanying Bus and Accessibility Strategies.

## Review of performance, targets, risks and strategy

The performance, targets and strategy will be monitored regularly through the following methods:

- Annual monitoring - continued detailed monitoring (over and above that required by DfT), the results of which are used to determine effectiveness of strategy and progress against target
- 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 traffic restraint target

In addition to the risks detailed for accessibility targets and all other congestion targets, the following risks are specifically related to the traffic restraint target.

Risk	How the risk will be managed
Inaccurate predicted traffic growth (due to past growth trends not being replicated in future years)	<ul style="list-style-type: none"> <li>• Prediction to be reviewed throughout Plan period</li> <li>• Robust strategy to allow for small inaccuracies in predictions</li> <li>• Effective monitoring of growth trends to recognise fluctuations at early stage.</li> </ul>
Increased traffic growth due to national circumstances beyond our control (such as decreases in petrol prices/increases in rail prices/decreases in perceived motoring costs)	<ul style="list-style-type: none"> <li>• Effective involvement in, partnership working with, and lobbying of national organisations and Government.</li> </ul>
Increased prosperity through regeneration of the market towns leading to increased car ownership levels (particularly as much of the Plan area is rural)	<ul style="list-style-type: none"> <li>• Effective monitoring of traffic volumes throughout the Plan area</li> <li>• Applying appropriate car restraint measures as detailed within 3.4 and Chapter 8 of the Plan</li> <li>• Smarter choices measures as detailed within 3.4 and Chapter 8 of the Plan.</li> </ul>
Ineffective development control	<ul style="list-style-type: none"> <li>• Close, effective partnership working with planning authorities on development plans and ongoing development control.</li> </ul>
Successful tourist attraction	<ul style="list-style-type: none"> <li>• Partnership working with bus operators to ensure accessible public transport is available across the Plan area, as detailed within Sections 2.1.4, Transport co-ordination and 3.1, Accessibility as well as within Chapter 5, Accessibility, and within the accompanying Bus and Accessibility Strategies.</li> </ul>
Unsupportive car parking policies	<ul style="list-style-type: none"> <li>• Partnership working with district councils in short-term</li> <li>• Introduction of DPE in partnership with district councils.</li> </ul>
Higher population or employment growth	<ul style="list-style-type: none"> <li>• Effective travel plans</li> <li>• Review of travel plan strategy to take account of increases.</li> </ul>
Levels of cycling/walking not increasing as predicted	<ul style="list-style-type: none"> <li>• Effective monitoring of numbers cycling and walking</li> <li>• Effective review and update of cycling/walking strategies and the action plans to implement these strategies.</li> </ul>

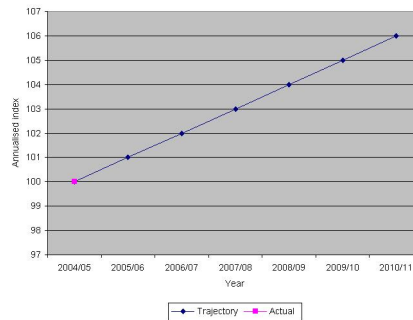
### 15.3.4 Cycling target

<b>Indicator</b>	<b>LTP3 - Cycling trips (annualised index)</b>
<b>Aims and Objectives</b>	

<b>Indicator</b>	<b>LTP3 - Cycling trips (annualised index)</b>
Corporate	Safer and stronger (making Nottinghamshire safer, building a strong sense of community and enriching lives); healthier (improving health and wellbeing); 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; improved health/quality of life; reduced congestion.

### Target and Trajectory

To increase the levels of cycling across the Plan area by 6% by 2010/11 (a 1% year on year increase) based on the annualised index.



### Rationale

Within North Nottinghamshire there has been a 5% increase in cycling trips over the first LTP period, despite seeing a fall in numbers in 2003/04. This is set against a 2.5% decrease in cycling nationally between 1994 and 2004 as shown in DfT transport statistics in 2005. Therefore given national decreases and the target being a higher increase than during the previous five years, a 6% increase over the Plan period is considered challenging but realistic.

### Methodology

Surveys are undertaken at 18 sites in North Nottinghamshire between April and October, for one day each month over a nine-hour period. Four sites are measured during the winter months to act as a control. The revised methodology as required by DfT was implemented in 2005. It is therefore recommended that the target is revised in due course, and probably re-based and a new trajectory set, when a full set of data is available.

## Actions required to achieve cycling target

The detailed strategy, and actions, to be carried out by Nottinghamshire County Council to help ensure the target is met are contained within Chapters 5, Accessibility, 7, Quality of Life and 8, Congestion.

### Stakeholder involvement

Various stakeholders are involved in delivering cycling associated strategies and schemes and these are included throughout LTP2. These include British Waterways, district councils, Sustrans and the Highways Agency in developing and implementing highway schemes as well as CTC benchmarking group, local interest groups (such as PEDALS), Sport England, and the emerging Cycling England in developing and delivering cycling strategy.

### Review of performance, targets, risks and strategy

The performance, targets and strategy will be monitored regularly through the following methods:

- Annual monitoring as detailed within methodology
- CTC Cycle Benchmarking Group - this group meet quarterly to compare performance against targets, as well as to develop strategy
- 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

### Review of performance, targets, risks and strategy

- 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 cycling target

Risk	How the risk will be managed
Reduced cycling funding arrangements	<ul style="list-style-type: none"> <li>• Reliable information/data from surveys justifying continued investment</li> <li>• Investment in TAMP for monitoring efficiency purposes</li> <li>• Continued use of section 106 agreements to fund improvements</li> <li>• Maximise other non-LTP funding opportunities</li> <li>• Investment plans (and regular monitoring of the plan)</li> <li>• Effective use of maintenance contract resources.</li> </ul>
Lack of investment from stakeholders	<ul style="list-style-type: none"> <li>• Ongoing close partnership working with stakeholders</li> <li>• Maximise non-LTP funding opportunities</li> <li>• Ongoing matched funding arrangements.</li> </ul>
Lack of suitable design options for cyclists	<ul style="list-style-type: none"> <li>• Review of design standards</li> <li>• Carriageway reallocation where appropriate</li> <li>• Provision of nearby parallel routes where appropriate</li> </ul>
Adverse weather	<p>Whilst this is outside the Council's control, this risk will be managed through:</p> <ul style="list-style-type: none"> <li>• Regular inspection routines</li> <li>• Provision and management of adequate drainage systems</li> <li>• Utilising the highway code of good practice</li> <li>• Methods to combat climate change and maintain air quality as detailed within Chapters 8 and 9, (Congestion and Air Quality respectively) of this Plan.</li> </ul>
High traffic levels	<ul style="list-style-type: none"> <li>• Effective monitoring of traffic volumes throughout the Plan area</li> <li>• Applying and enforcing appropriate HGV restraint measures, such as weight restrictions</li> <li>• Effective road hierarchy with established routes for heavy goods vehicles</li> <li>• Applying appropriate car restraint and demand measures as detailed within 3.4 and Chapter 8 of the Plan</li> <li>• Effective application of the Network Management Duty</li> <li>• Effective targeting and installation of cycle measures.</li> </ul>
Poor maintenance of routes	<ul style="list-style-type: none"> <li>• Effective inspection routines</li> <li>• Utilising the highway code of good practice</li> <li>• Ensuring effective methods of assessment and their interpretation are carried out</li> <li>• Effective asset management planning, including whole-life costing</li> <li>• Control of utility operations through the Traffic Management Act.</li> </ul>
Cycle theft	<ul style="list-style-type: none"> <li>• Provision of appropriate cycle storage facilities</li> <li>• Partnership working with Police and stakeholders, such as district councils</li> <li>• Provision of CCTV at appropriate locations.</li> </ul>
Image of cycling	<ul style="list-style-type: none"> <li>• Improved marketing, promotion and information provision</li> <li>• Effective implementation and monitoring of information strategy and marketing plan.</li> </ul>
Perceived danger of cycling by some	<ul style="list-style-type: none"> <li>• Improved marketing, promotion and information provision</li> <li>• Effective implementation and monitoring of information strategy and marketing plan.</li> </ul>



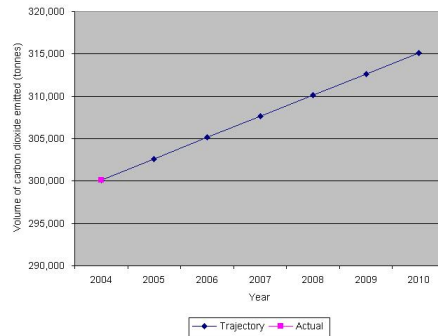
<b>Risk</b>	<b>How the risk will be managed</b>
General ease and attractiveness of car use	<ul style="list-style-type: none"> <li>• Effective monitoring of traffic volumes throughout the Plan area</li> <li>• Applying appropriate car restraint and demand measures as detailed within 3.4 and Chapter 8 of the Plan</li> <li>• Effective targeting and installation of cycle measures as detailed within the Plan on measures to promote the ease and attractiveness of cycling.</li> </ul>
Geography of certain areas - hills, spacing between facilities	<p>Whilst this is outside the Council's control, this risk will be managed through:</p> <ul style="list-style-type: none"> <li>• Provision of alternative routes where feasible.</li> </ul>

## 15.4 AIR QUALITY

The links to aims and objectives, targets, trajectories, rationale and methodology for each of the air quality targets are listed individually below. The actions required to meet all the air quality targets, as well as how they will be monitored, the risks to achieving them and the management of these risks are combined and detailed at the end of this section.

<b>Indicator</b>	<b>LTP8 - Air quality</b>
<b>Aims and objectives</b>	
Corporate	Cleaner and greener (protecting and improving the environment); healthier (improving health and well-being).
LTP	Improved air quality; improved health/quality of life; reduced congestion.
<b>Target and trajectory</b>	
To have no exceedences and declared air quality management areas (AQMA) throughout the Plan area.	
<b>Rationale</b>	
There are currently no exceedences or declared AQMA within the Plan area and therefore the target has been set to maintain these levels.	
<b>Methodology</b>	
Air quality will be monitored through updating and screening assessments and detailed assessment where potential exceedences are identified.	

<b>Indicator</b>	<b>L9 - Carbon dioxide emissions</b>
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer, building a strong sense of community and enriching lives); healthier (improving health and wellbeing); cleaner and greener (protecting and improving the environment).
LTP	Improved air quality; improved health/quality of life; reduced congestion.
<b>Target and Trajectory</b>	
To limit the increase in carbon dioxide emissions across the Plan area to 5% by 2010.	

**Indicator****L9 - Carbon dioxide emissions****Rationale**

Monitoring has indicated that between 2001 and 2004 there has been an 8% growth in total vehicle kilometres travelled on local authority roads. DfT's transport statistics in 2005 indicate that between 1994-2004 there was an 18% increase in total vehicle kilometres recorded nationally. It is also predicted that these figures will increase by 23-29% between 2000 and 2010. The Council intend to restrict traffic growth over the Plan period to 8% within the Plan area, and whilst cleaner vehicles will help reduce emissions, to restrict the volume of CO<sub>2</sub> emissions to only 5% is considered a challenging target.

**Methodology**

This is calculated using the Council's monitoring the total volume of traffic on the Plan area road network including trunk roads and motorway, derived from DfT and local authority counts, broken down into six vehicle types. These figures are multiplied by the DfT's average emission factor for each vehicle type, by road category on urban and rural roads, to give an overall volume of CO<sub>2</sub> emitted. The methodology adopted was ratified, with minor amendments, by the DfT in April 2005.

**Actions required to achieve air quality targets**

The detailed strategy, and actions, to be carried out by Nottinghamshire County Council to help ensure the target is met are contained within Section 3.5 and Chapter 9, Air Quality and 3.4 and Chapter 8, Congestion of the Plan. These actions (and the stakeholder involvement) should be read alongside the actions detailed within the target LTP2 – change in area wide traffic.

**Stakeholder involvement**

The district councils are the principal stakeholders as they have overall responsibility for Air Quality. The actions they are required to undertake are included within section 3.5 and 9 of the Plan. It should be noted, however, that all road users have an involvement in air quality targets as the choice of travel mode and use of all motorised vehicles have an impact on them. The various actions detailed within the Chapter 8 of the Plan will continue to be carried out in partnership and consultation with key partners such as businesses, schools, parents and its local community in delivering travel plans and planning authorities in development control to name only two. Their sustained involvement and commitment is therefore essential to meet this target. In addition to this there are the key actions of bus and rail operators as detailed within Sections 2.1.4, Transport co-ordination and 3.1, Accessibility as well as within Chapter 5, Accessibility of the Plan and within the accompanying Bus and Accessibility Strategies.

**Review of performance, targets, risks and strategy**

The performance, targets and strategy will be monitored regularly through the following methods:

- Air quality monitoring through the district councils
- Nottinghamshire Environmental Protection Working Group - comprising of County, City and district councils along with the Health Protection and Environment Agencies, this group reviews and develops strategy and performance across the whole of Nottinghamshire
- 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

### Review of performance, targets, risks and strategy

- 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.

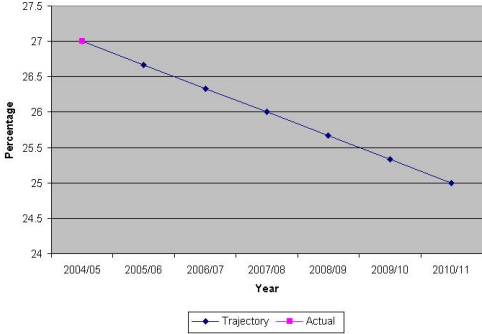
## Potential risks and management of risks to all air quality targets

Risk	How the risk will be managed
Levels of pollutants are subject to significant fluctuations caused by factors such as changes in wind speed, atmospheric conditions and errors in the monitoring data (as air quality monitoring is not an exact science)	<ul style="list-style-type: none"> <li>• Effective uniform monitoring will continue to be addressed through the Nottinghamshire Environmental Protection Group</li> <li>• Partnership working with district councils</li> </ul>
M1, A1 and rail network run through the Plan area, whilst Robin Hood Airport Doncaster Sheffield is in close proximity to the Plan area. These all impact on the air quality but are outside the control of the Council	<ul style="list-style-type: none"> <li>• Partnership working with stakeholders such as the Highways Agency, Freight Groups, Strategic Rail Partnerships etc.</li> </ul>
Ineffective land-use planning, particularly near areas which have higher levels of pollutants, generating more traffic, or failing to contain/reduce traffic growth	<ul style="list-style-type: none"> <li>• Partnership working with planning authorities to ensure that air quality is given sufficient weighting in decision making</li> <li>• Effective highway development control</li> <li>• Travel planning/smarter choices programme</li> <li>• Use of developer contributions on measures to manage/reduce traffic growth.</li> </ul>
Higher than forecast traffic growth (particularly in regeneration areas as this can result in increases in vehicle ownership and kilometres travelled)	<ul style="list-style-type: none"> <li>• Education, training and publicity programmes within such areas</li> <li>• All the measures detailed within the 3.4 and Chapter 8, Congestion, including, appropriate traffic management measures and measures to manage/reduce traffic growth (for example, the 'smarter choices' programme).</li> </ul>
Anticipated reductions in emissions from cleaner engine vehicles not realised	<ul style="list-style-type: none"> <li>• Effective involvement in, partnership working with, and lobbying of national organisations and Government.</li> </ul>

## 15.5 MAKING BEST USE

The aims and objectives, targets, trajectories, rationale and methodology for each of the road condition targets are listed individually below. The actions required to meet all the road condition targets, as well as how they will be monitored, the risks to achieving them and the management of these risks are combined and detailed at the end of this section.

Indicator	BVPI 223 - Condition of principal roads
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer, enriching lives); 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 road safety; improved accessibility; improved quality of life, efficient and effective management of assets, regeneration.
<b>Target and trajectory</b>	
To reduce the current backlog of the principal road network from the 2004/05 baseline of 27% to 25% by 2011.	

<b>Indicator</b>	<b>BVPI 223 - Condition of principal roads</b>																								
 <table border="1" data-bbox="523 185 1007 517"> <caption>Data for BVPI 223 - Condition of principal roads</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Trajectory (%)</th> </tr> </thead> <tbody> <tr> <td>2004/05</td> <td>27.0</td> <td>27.0</td> </tr> <tr> <td>2005/06</td> <td>-</td> <td>26.7</td> </tr> <tr> <td>2006/07</td> <td>-</td> <td>26.4</td> </tr> <tr> <td>2007/08</td> <td>-</td> <td>26.1</td> </tr> <tr> <td>2008/09</td> <td>-</td> <td>25.8</td> </tr> <tr> <td>2009/10</td> <td>-</td> <td>25.5</td> </tr> <tr> <td>2010/11</td> <td>-</td> <td>25.2</td> </tr> </tbody> </table>		Year	Actual (%)	Trajectory (%)	2004/05	27.0	27.0	2005/06	-	26.7	2006/07	-	26.4	2007/08	-	26.1	2008/09	-	25.8	2009/10	-	25.5	2010/11	-	25.2
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2009/10	-	25.5																							
2010/11	-	25.2																							
<b>Rationale</b>																									
<p>It is anticipated that greater investment will be made on the non-principal and unclassified road networks during the lifetime of the second LTP, which will affect the amounts invested in principal roads.</p> <p>Based on the indicative funding levels determined by DfT as well as projected revenue funding, the annual maintenance applied has been estimated and used to determine targets. If these amounts vary considerably the targets will need to be reviewed and revised accordingly.</p> <p>Whilst the targets have been set using the data available, targets and trajectories will need to be reviewed when further condition data has been collected. Similarly the targets may need to change to reflect the changing needs of the highway network. The introduction of a sound transport asset management plan (TAMP) may also have an impact on the targets, and again the targets may need to be reviewed once the TAMP has been finalised.</p> <p>Similarly, if there are further changes in methodology, or a change in the criteria for monitoring the condition of the network, the targets and trajectories will need to be revised.</p>																									
<b>Methodology</b>																									
<p>The target relates to all A roads across the Plan area, excluding Trunk Roads. SCANNER surveys will be used to survey 50% of the principal road network each year, in both directions, with the other 50% assessed in alternate years, giving 50% coverage in any single year, and 100% coverage every two years.</p> <p>Due to new methodology it will be necessary to review the target when further trend data is available.</p>																									

<b>Indicator</b>	<b>BVPI 224a - Condition of non-principal roads</b>
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer, enriching lives); 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 road safety; improved accessibility; improved quality of life, efficient and effective maintenance, regeneration.
<b>Target and Trajectory</b>	
The target and trajectory will be set once the data is available.	
<b>Rationale</b>	
<p>SCANNER survey data for non-principal roads will not be available until April 2006. Historical TRACS data can not be used to determine the targets based on SCANNER surveys as there is no correlation between the two types of surveys. Whilst targets could be set based on TRACS survey data these will already be redundant. The target and trajectory for the condition of non-principal roads will therefore be determined once the SCANNER data has been analysed and will be included in the Plan after this date.</p>	

<b>Indicator</b>	<b>BVPI 224a - Condition of non-principal roads</b>
<p>Based on the indicative funding levels determined by DfT as well as projected revenue funding, the annual maintenance applied has been estimated and used to determine targets. If these amounts vary considerably the targets will need to be reviewed and revised accordingly.</p> <p>Whilst the targets have been set using the data available, targets and trajectories will need to be reviewed when further condition data has been collected. Similarly the targets may need to change to reflect the changing needs of the highway network. The introduction of a sound transport asset management plan (TAMP) may also have an impact on the targets, and again the targets may need to be reviewed once the TAMP has been finalised.</p> <p>Similarly, if there are further changes in methodology, or a change in the criteria for monitoring the condition of the network, the targets and trajectories will need to be revised.</p>	
<b>Methodology</b>	
<p>This target relates to all roads officially classified as a 'B' or 'C' roads. SCANNER surveys will be used to survey all 'B' roads each year, but in one direction only, with the other direction assessed in alternate years, giving 50% coverage in any single year, and 100% coverage every two years. Using SCANNER surveys, 100% of 'C' roads have been surveyed in 2005, in one direction only and 50% of the C road network will be surveyed each year from 2006 onwards. This data is still outstanding and a provisional target will be set in July 2006 when data is available.</p>	

<b>Indicator</b>	<b>BVPI 224b - Condition of unclassified roads</b>																								
<b>Aims and Objectives</b>																									
Corporate	Safer and stronger (making Nottinghamshire safer, enriching lives); 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 road safety; improved accessibility; improved quality of life, efficient and effective maintenance, regeneration.																								
<b>Target and Trajectory</b>																									
<p>To reduce the backlog from the 2004/05 baseline of 18% to 15% by 2010/11.</p> <table border="1"> <caption>Backlog Percentage Data</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Trajectory (%)</th> </tr> </thead> <tbody> <tr> <td>2004/05</td> <td>18.0</td> <td>18.0</td> </tr> <tr> <td>2005/06</td> <td>17.5</td> <td>17.5</td> </tr> <tr> <td>2006/07</td> <td>17.0</td> <td>17.0</td> </tr> <tr> <td>2007/08</td> <td>16.5</td> <td>16.5</td> </tr> <tr> <td>2008/09</td> <td>16.0</td> <td>16.0</td> </tr> <tr> <td>2009/10</td> <td>15.5</td> <td>15.5</td> </tr> <tr> <td>2010/11</td> <td>15.0</td> <td>15.0</td> </tr> </tbody> </table>		Year	Actual (%)	Trajectory (%)	2004/05	18.0	18.0	2005/06	17.5	17.5	2006/07	17.0	17.0	2007/08	16.5	16.5	2008/09	16.0	16.0	2009/10	15.5	15.5	2010/11	15.0	15.0
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2008/09	16.0	16.0																							
2009/10	15.5	15.5																							
2010/11	15.0	15.0																							
<b>Rationale</b>																									
<p>Unclassified roads account for the majority (63%) of the road network in Nottinghamshire, which therefore impacts on the ability to significantly reduce the current backlog, in that very large lengths of the network have to be improved to make small percentage improvements.</p> <p>Based on the indicative funding levels determined by DfT as well as projected revenue funding, the annual maintenance applied has been estimated and used to determine targets. If these amounts vary considerably the targets will need to be reviewed and revised accordingly.</p> <p>Whilst the targets have been set using the data available, targets and trajectories will need to be reviewed when further condition data has been collected. Similarly the targets may need to change to reflect the changing needs of the highway network. The introduction of a sound transport asset management plan (TAMP) may also have an impact on the targets, and again the targets may need to be reviewed once the TAMP has been finalised.</p>																									

<b>Indicator</b>	<b>BVPI 224b - Condition of unclassified roads</b>
Similarly, if there are further changes in methodology, or a change in the criteria for monitoring the condition of the network, the targets and trajectories will need to be revised.	
<b>Methodology</b>	
This target relates to all roads which are not officially classified as a 'A', 'B' or 'C' roads. Coarse Visual Inspections will be carried out by walking the route as per DfT guidance. Surveys of 25% of unclassified roads in both directions will be undertaken each year, giving 25% coverage in any single year, and 100% coverage every four years.	

<b>Indicator</b>	<b>BVPI 187 - Condition of footways</b>
<b>Aims and Objectives</b>	
Corporate	Safer and stronger (making Nottinghamshire safer, enriching lives); 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 road safety; improved accessibility; improved quality of life, efficient and effective maintenance, regeneration.

<b>Target and Trajectory</b>																									
To reduce the backlog from the 2004/05 baseline of 23% to 17% by 2010/11 (based on a two year rolling average).																									
<table border="1"> <caption>Footway Backlog Data</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Trajectory (%)</th> </tr> </thead> <tbody> <tr> <td>2004/05</td> <td>23</td> <td>23</td> </tr> <tr> <td>2005/06</td> <td>22</td> <td>22</td> </tr> <tr> <td>2006/07</td> <td>21</td> <td>21</td> </tr> <tr> <td>2007/08</td> <td>20</td> <td>20</td> </tr> <tr> <td>2008/09</td> <td>19</td> <td>19</td> </tr> <tr> <td>2009/10</td> <td>18</td> <td>18</td> </tr> <tr> <td>2010/11</td> <td>17</td> <td>17</td> </tr> </tbody> </table>		Year	Actual (%)	Trajectory (%)	2004/05	23	23	2005/06	22	22	2006/07	21	21	2007/08	20	20	2008/09	19	19	2009/10	18	18	2010/11	17	17
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<b>Rationale</b>	
<p>Condition surveys currently inspect 50% sections of the footway network in the County in one year, with the remaining 50% of the sections inspected during the following year. Therefore to ensure that the average condition of the whole network is used the target is a two year rolling average.</p> <p>Based on the indicative funding levels determined by DfT as well as projected revenue funding, the annual maintenance applied has been estimated and used to determine targets. If these amounts vary considerably the targets will need to be reviewed and revised accordingly.</p> <p>Whilst the targets have been set using the data available, targets and trajectories will need to be reviewed when further condition data has been collected. Similarly the targets may need to change to reflect the changing needs of the highway network. The introduction of a sound transport asset management plan (TAMP) may also have an impact on the targets, and again the targets may need to be reviewed once the TAMP has been finalised.</p> <p>Similarly, if there are further changes in methodology, or a change in the criteria for monitoring the condition of the network, the targets and trajectories will need to be revised.</p>	
<b>Methodology</b>	
Coarse Visual Inspections will be carried out by walking the route as per DfT guidance. 50% of sections on class 1 and 2 footways will be carried out each year.	

## Actions required to achieve all road and footway condition targets

The detailed strategy, and actions, to be carried out by Nottinghamshire County Council to help ensure the target is met are contained within sections 3.7 and Chapter 11, Making Best Use of the Plan and within the Highway Network Management Plan. Maintenance regimes and techniques will continue to be reviewed to ensure trajectories are met. Appropriate levels of funding (subject to budgetary pressures) will also be reviewed regularly.

### Stakeholder involvement in road and footway condition targets

The various actions detailed within the Highway Network Management Plan will continue to be carried out in partnership and consultation with key partners particularly the Management Operated Partnerships in the Ashfield/Mansfield area.

### Review of performance, targets, risks and strategy

The performance, targets and strategy will be monitored regularly through the following methods:

- Highway Asset Management Project Board - this Group is responsible for the procurement and delivery of the asset management system
- 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
- Asset management planning.

## Potential risks and management of risks to all road and footway condition targets

Risk	How the risk will be managed
Reduced structural maintenance funding allocations	<ul style="list-style-type: none"> <li>• Reliable information/data from surveys justifying continued investment</li> <li>• Investment in TAMP for monitoring efficiency purposes</li> <li>• Control of utility operations through the Traffic Management Act.</li> </ul>
Higher than forecast traffic growth (particularly heavy goods vehicles) resulting in corresponding effects on the condition of roads	<ul style="list-style-type: none"> <li>• Effective monitoring of traffic volumes throughout the Plan area</li> <li>• Partnership working with VoSA in relation to weighing of vehicles</li> <li>• Applying and enforcing appropriate HGV restraint measures, such as weight restrictions</li> <li>• Effective road hierarchy with established routes for heavy goods vehicles</li> <li>• Car restraint measures and smarter choices measures as detailed within Chapter 8, Congestion of the Plan.</li> </ul>
Extremes of weather	<p>Whilst this is outside the Council’s control, this risk will be managed through:</p> <ul style="list-style-type: none"> <li>• Regular inspection routines</li> <li>• Provision and management of adequate drainage systems</li> <li>• Utilising the highway code of good practice</li> <li>• Methods to combat climate change and maintain air quality as detailed within Chapters 8 and 9, (Congestion and Air Quality respectively) of this Plan.</li> </ul>
Assessment methods may fail to identify where maintenance is needed and the level of intervention required	<ul style="list-style-type: none"> <li>• Application of local knowledge by highway managers and inspectors</li> <li>• Utilising the highway code of good practice</li> <li>• Ensuring effective methods of assessment and their interpretation are carried out</li> <li>• Introduction of an effective TAMP.</li> </ul>

<b>Risk</b>	<b>How the risk will be managed</b>
Higher than inflation increases in maintenance costs placing pressure on the ability to continue improvement trends	<p>Whilst this is outside the Council's control, this risk will be managed through:</p> <ul style="list-style-type: none"> <li>● Increased use of recycled materials and the recycling of highway materials to reduce costs where appropriate</li> <li>● Effective asset management (eg, use of more expensive materials only when necessary)</li> <li>● Partnership working with external contractors.</li> </ul>
The number of capital schemes implemented during the lifetime of the first LTP creating a revenue maintenance programme	<ul style="list-style-type: none"> <li>● Selection of future schemes to take account of their 'whole life' cost when determining value for money and so that their ongoing maintenance can be afforded</li> <li>● Utilising the highway code of good practice</li> <li>● Implementation of an effective TAMP.</li> </ul>
SEA Directive/mitigation measures	<ul style="list-style-type: none"> <li>● Selection of future schemes (including the types of materials used) to take account of their 'whole life' cost when determining value for money and so that their ongoing maintenance can be afforded</li> <li>● Effective asset management planning.</li> </ul>