

North Nottinghamshire Second Local Transport Plan Progress Report (2008)

Contents

	Page no.
1. Introduction	1
1.1 Structure of this report	1
1.2 Key achievements	2
1.3 Consultation	3
2 Transport's contribution to wider objectives	4
2.1 National context	4
2.2 Regional context	4
2.3 Local context	4
3. Government's shared priorities	7
3.1 Congestion	7
3.2 Accessibility	12
3.3 Safer roads	17
3.4 Air quality	22
4. Local priorities	25
4.1 Quality of life	25
4.2 Regeneration	30
4.3 Making best use of existing assets	34
5. Use of resources	38
5.1 Spend versus indicative allocation	38
5.2 Revised future year allocations	39
5.3 Revenue funding	40
5.4 Programme development	41
5.5 Major and significant schemes	42
5.6 Complementary funding sources	43
5.7 Value for money	43
6. Performance indicators	46
Mandatory indicators table	52
Local indicators table	53
New national indicators table	54
7. Risk Analysis	55
Annex A – Intervention criteria questions and answers	57

Steven Calvert
Communities Department
Nottinghamshire County Council
County Hall
West Bridgford
Nottingham NG2 7QP

1. Introduction

The second Local Transport Plan (LTP) for North Nottinghamshire covers the period 1 April 2006 to 31 March 2011. It summarises the transport strategies which aim to deliver key transport objectives in the districts of Bassetlaw, Mansfield and Newark & Sherwood as well as Ashfield district except for Hucknall. The Plan area is shown in the map below.



The transport objectives for North Nottinghamshire were developed both nationally and locally. Nationally four objectives (accessibility, air quality, road safety and congestion) were developed through the Department for Transport (DfT) and Local Government Association, which all local authorities in the country must address within their Plans. As a result of consultation, the County Council also adopted three local objectives (improve quality of life, regeneration and making best use of highway assets) which the public and stakeholders felt were important.

1.1 Structure of this report

This report looks at the County Council's progress in delivering each of the objectives detailed above since 1 April 2006 (including progress against targets). It also details the work that the Council will undertake between now and 2011 to help ensure continued delivery of each objective and examines issues that may hinder progress. The report has been structured so as to be consistent with DfT guidance and its contents are summarised in the table below. Each of the sections within Chapters 2 & 3 (Shared and Local Priorities) has a small summary table at the start of the section, highlighting key progress to date. Whilst delivery of each of the transport objectives is considered to be on-track, some of them have greater risk of delivery than others and this is reflected in the risk table in section 7 – Risk Analysis.

Chapter	Detail
Chapter 1 – Introduction	Summary of the key achievements in transport delivery within the North Nottinghamshire area; and consultation mechanisms.
Chapter 2 – Transport’s contribution to wider objectives	How the transport work undertaken to date has contributed to the wider national and regional objectives, but also to the wider local objectives, such as Nottinghamshire’s Local Area Agreement.
Chapter 3 – Government’s shared priorities	How the County Council is delivering the four national transport priorities. It looks at what has been achieved to date, gives relevant scheme examples, and looks at future priorities/programmes. These reflect progress to date in achieving expected outcomes.
Chapter 4 – Local priorities	Similar to chapter 3 but details how the County Council is delivering the three local priorities for transport.
Chapter 5 – Use of resources	How funding from Government and other sources has been allocated to deliver transport improvements, (and variation from scheduled spend) as well as the revised programmes for the later years of the plan period.
Chapter 6 – Performance indicators	Progress towards the mandatory and local targets. It also provides information on the new national indicator targets.
Chapter 7 – Risk analysis	Analysis of the risks to delivery of the plans and the mitigating measures to counter these risks.

1.2 Key achievements

In 2006 the County Council’s transport strategy and plans for its delivery were assessed as excellent by the DfT. Similarly, delivery of the first LTP was assessed as excellent by the DfT. The County Council has continued to build on its excellent strategy development and delivery of transport objectives throughout the second LTP period and a summary of some of the key achievements since April 2006 are detailed below.

Theme	Achievement
Scheme delivery	<ul style="list-style-type: none"> • Local Accessibility Transport Studies launched to provide integrated package of transport improvements in town centres and other areas • Town centre improvement schemes delivered in Newark, Sutton in Ashfield, and Mansfield and scheduled for Kirkby in Ashfield • Mansfield Public Transport Interchange received DfT programme entry • Retford Bus Station opened in July 2007 • 11 new buses purchased to improve accessibility and quality of services • Introduction of countywide concessionary fares scheme • Pilot 20mph school zones introduced • 40 safer routes to school schemes have been implemented in the Plan area since April 2006, making a total of 102 schemes • County Council funded Building Better Communities programme has supported the transport programme with 197 schemes since April 2006 • Additional £1.5m external funding secured to support transport improvements since April 2006 • Additional maintenance funding of £4m per year for non-classified roads and footways • Civil parking enforcement introduced across the county in May 2008 • Review of speed limits on all A and B roads in the county underway • Review of interactive speed signs • Completion of all disabled facilities at pedestrian crossings • Rights of Way Improvement Plan completed and published • Introduction of motorcycle strategy and associated action plan • Review of countywide cycling strategy and associated action plan • New Nottingham to Leeds service commencing December 2008 • Funding secured to improve journey times for Nottingham to London services • New Sunday service on Robin Hood Line from December 2008 • Additional/late evening services on Robin Hood Line from December 2008 • Funding secured for Trent re-signalling.

Outcomes	<ul style="list-style-type: none"> • Killed and seriously injured road casualties have reduced by 34% • Killed and seriously injured child road casualties have reduced by 66% • Bus patronage has increased by 20% since 2005 • Year on year increases in the numbers of cyclists • The numbers children being driven to school has reduced by 9% points to 25% • Air quality in the Plan area remains high (no air quality exceedences have been reported) • The standard of the County's principle roads remains high (top quartile nationally).
Marketing and promotion	<ul style="list-style-type: none"> • Countywide car share database launched in 2006 • Great Nottinghamshire Bike Ride attracting over 4,000 cyclists annually • Travel plans completed at over 160 organisations in the Plan area • Rural rides programme organised and published attracting 3,000 cyclists annually • Guided walks programme organised and published annually • Twelve additional walking publications produced for independent walkers • Marketing campaigns undertaken at rural and country shows • Cycling maps updated and published • Availability of walking and cycling publications on the internet.
Awards	<ul style="list-style-type: none"> • Beacon Status awarded for Improving Accessibility in 2008 • Centre of Excellence for transport delivery • Retford Bus Station highly commended at 2008 UK bus awards • Beeston, Broadgate – Association of Town Centre Management award 2006 for 'Creating Quality Environments' • Green Apple and Green Hero awards for the Building Better Communities programme • Road safety campaign 'Bare Bones' awards – Institution of Civil Engineers for innovation 2008; commendation in the 2008 Prince Michael of Kent International Road Safety Awards; and Highway magazine's Road Safety Scheme of the Year 2008.

1.3 Consultation

The County Council undertakes ongoing consultation with a number of groups representing key stakeholders. This includes elected Members through Member Forums; district councils, local businesses and other interested bodies through the Local Strategic Partnerships; and Town Centre Partnerships. This consultation includes involvement in scheme selection to deliver the agreed transport objectives, as well as strategy development.

The public are engaged through the County Council's programme of Local Accessibility Transport Studies. This involves working with all members of a particular community to identify, develop and deliver an integrated package of transport measures to address the local needs of the community within the study area. Whilst this methodology is extremely labour intensive, utilising a variety of consultation/participation techniques, the County Council has found it a beneficial way to get real community involvement and buy-in to local solutions for local issues.

This report has been prepared in consultation with a number of stakeholders including Government Office for East Midlands through a series of development meetings. The report has also been distributed through Local Strategic Partnerships, Members, Chambers of Commerce and interest groups for comment. Feedback received will be taken on-board, and not only utilised to adjust this document, but more importantly to adjust working practices, where possible, to reflect the views and needs of individual stakeholders.

The County Council undertakes service diversity reviews to ensure that the views of all people are fully taken into consideration, including minority groups. Not only is there a corporate commitment to complete these but it is explicitly required under the Race Relations and Disability Discrimination Acts. When undertaken, these reviews evaluate the effects of any of the Authority's policies and services on disability, race, age, gender and sexual orientation. If any unjustified adverse impacts are found, then the function is adjusted. Service diversity reviews will continue to be undertaken throughout the life of LTP2 when appropriate, both on strategy and work programmes.

2 Transport's contribution to wider objectives

The LTP has strong links to national, regional and local strategies and has a major role in meeting the aims of these strategies. This chapter gives examples of transport's contribution to delivering wider objectives.

2.1 National Context

The LTP helps to achieve sustainable communities, meet the requirements of Government's Future of Transport White Paper (2004), Planning Policy Statements, as well as contributing to the more recently published Stern Review and Eddington Report and subsequent 'Towards a Sustainable Transport System' (TaSTS). The County Council's transport strategy as detailed within the LTP already largely encompasses the sentiments of these last three documents (such as aiming to reduce congestion, improve inter-connectivity and help address climate change) but they propose a wider set of goals and challenges which need to be considered in identifying transport needs and prioritising options. For example, TaSTS places greater emphasis on reducing carbon emissions whilst supporting economic growth which will require the County Council to balance and consider these specific requirements in future years.

2.2 Regional Context

The LTP helps to achieve integrated regional strategies such as the Regional Spatial Strategy and the Regional Transport Strategy contained within it. The County Council was actively engaged in the development of these regional strategies and their current review.

2.3 Local Context

The LTP helps to achieve each of the five themes within the Council's community strategy 'All Together Better', as well as the Joint Structure Plan. The LTP feeds into the local development frameworks drawn up by district councils, and integrates with various local policies and strategies including: Local Area Agreement; planning developments and growth points across the region; statutory development plans; Highways Agency programmes/strategies; neighbouring authorities' local transport plans; strategies relating to housing, economic development, education, health, social inclusion, crime and disorder, environment and social services.

Local Area Agreement

Transport's contribution to the wider objectives is recognised within its Local Area Agreement (LAA). Nottinghamshire's LAA 2008-2011 is the action plan for the progression of Nottinghamshire's Community Strategy, and contains the priorities, indicators and targets to be achieved by the Nottinghamshire Partnership over this period. The Partnership (made up of key organisations from the public, private and voluntary sectors) aims to better co-ordinate service delivery and prioritise pooled spending to achieve the identified outcomes.

The County Council has selected 34 key indicators to deliver the LAA priorities, including access to employment and managing congestion, as well as stretched targets for road casualties. In delivering these specific indicators, transport plays a role in delivering a number of the key priorities in the LAA including:

- Promoting a strong economy through managing congestion and improving access to jobs
- Improving education and skills of children, young people and adults through improving access to education
- Improving community cohesion and participation in society through improving the physical environment
- Reducing crime and fear of crime through addressing fear of crime on public transport; provision of street lighting; providing good quality public spaces; and reducing traffic violations
- Improving health through reducing the numbers of road casualties; improving air quality; increasing accessibility; as well encouraging physical activity by providing facilities to enable people to walk and cycle

- Improving the quality of life for vulnerable people through ensuring provision of appropriate highway facilities and information
- Promoting environmental sustainability by promoting sustainable smarter travel choices and providing the necessary transport infrastructure.

Health

Transport provision affects the way people choose to travel, and the way people choose to travel is closely linked to health. Transport helps contribute towards developing healthy communities and addressing health inequalities, and can therefore help improve both quality of life and life expectancy. The obvious links between transport and health include the fact that 319 people were killed or seriously injured on roads in North Nottinghamshire in 2007. Traffic levels are also one of the predominant factors in contributing towards exceedences of national air quality standards, which can lead to premature deaths. A Health Development Agency report in 2005 reported that ensuring people have easy access to health facilities and services, leisure facilities, employment, education and healthy food provision can all contribute to preventing ill health. The Government White Paper, 'Choosing Health: Making Healthy Choices Easier' also states that improved access and individual lifestyle choices will result in healthier communities.

It is therefore considered that there are four key areas that transport influences health:

- Improving road safety
- Improving air quality
- Increasing accessibility
- Encouraging/supporting more physical activity.

Examples of schemes delivered to help contribute towards healthier lifestyles, including the Rights of Way Improvement Plan are detailed within section 4.1 – Quality of Life of this report.

Planning

Within North Nottinghamshire, Newark has been designated as a 'Growth Point', with the provision of 17,000 new homes. The County Council are therefore working with the district council to determine the impact of the proposed developments on the highway network.

The Mansfield/Ashfield and Worksop sub-regional centres are also identified as areas for housing growth within the Regional Spatial Strategy. Transport requirements will be considered as part of site identification for development. Following site identification, appropriate schemes (such as cycling, walking and green infrastructure schemes) will be developed and prioritised for delivery during the remainder of this LTP period.

Transport schemes also play a vital role in helping support development in regeneration zones, such as the Mansfield and Ashfield Regeneration Route. More detail on this scheme is detailed in section 4.2 – Regeneration of this report.

Social needs

At the core of the County Council's wider policies, is the desire to create sustainable and cohesive communities. The Nottinghamshire Community Strategy seeks to tackle social exclusion in its widest sense. In the development of the second LTP and subsequent strategy delivery, much greater effort has been made to support the integrated needs of the community. The County Council's Local Accessibility Transport Studies play a vital role in ensuring transport is integrated into the wider needs of the community by including transport needs assessments alongside:

- Partnership working with active town centre management groups
- Partnership working with district council planning authorities in support of the development of Local Area Action Plans
- Use of accessibility planning techniques
- Economic healthcheck analysis.

Access to a variety of services but particularly employment and education opportunities will specifically address a variety of social needs. The delivery of the Accessibility Strategy and examples of schemes to meet social needs are detailed within section 3.2 – Accessibility of this report.

Environment

'Cleaner and Greener – protection and improvement for the environment' is one of the five priorities within the County Council's Community Strategy. All transport strategies and schemes are required to consider their impact on the environment as part of their development. The effective delivery of the second LTP therefore includes strategies to deliver targets relating to air quality, congestion management and reductions in CO₂, and promotion of smarter choices measures and resultant modal shift.

Some examples of how this has been delivered through work programmes relating to transport include:

- The development (and launch in April 2007) of a carbon management plan which includes themes related to transport, such as the introduction of bio-fuels, reducing business mileage and promoting smarter choices through travel planning
- Strategic environmental assessments carried out on all major schemes and a major factor in scheme selection and prioritisation
- Working in partnership with transport operators the County Council has encouraged the take up of cleaner vehicles. Through investment by bus operators 82% of the bus fleet in Nottinghamshire is less than 10 years old, and 88% of the fleet now use low emission engines - Euro 1, 2 or 3 standard
- Renewal of street lighting contract securing combined heat and power which should produce 1.8 times less CO₂ emissions than brown energy.

Further examples of work carried out to deliver the aims and objectives of the LTP and their contribution to national, regional and local strategies is contained within sections 3 and 4 of this report.

3 Government's shared priorities

3.1 Congestion

Summary

- No national congestion target within Plan area
- The County Council is on track to stay within its local area wide traffic growth target
- Significant proportion of both workforce and students now at sites with Travel Plans
- Journeys to school by car down again to 25% well below set target level
- Public transport patronage up well above target levels (+20% this plan period)
- Priority provided for public transport at a number of key congestion hotspots to improve reliability of services
- Civil Parking Enforcement introduced, jointly with districts, across the county
- Significant additional funding attained for rail services throughout the area
- Significant congestion improvement scheme scheduled to address worst congestion hotspot – Ollerton Roundabout.

Congestion has an impact on several of the LTP's other priorities, such as improving accessibility, air quality and health, regeneration, quality of life and making best use of the existing network (particularly in relation to the Network Management Duty). It is therefore essential that current levels of traffic are managed effectively and that congestion does not become a problem in the future. As such the strategy to deal with congestion has focussed on continued monitoring of traffic levels and the provision of both demand-side solutions and supply-side solutions to restrain traffic growth. This has enabled the Authority to remain on track to meet its predicted traffic growth targets, limiting the impact of congestion throughout Nottinghamshire.

Managing and addressing existing traffic levels, as well as the impact congestion has on other objectives, has placed a great importance on delivering this strategy. The Authority is proactively managing congestion so as to prevent congestion issues becoming more serious despite the predicted growth in traffic levels. Consequently, resources have been aimed at monitoring existing and future problems as well as delivering the Council's congestion strategy. This has led to additional resources being allocated to reducing congestion at known hotspots, particularly where this congestion has been having a detrimental impact on public transport services.

Although not anti-car, the County Council has managed congestion by reducing traffic growth and the need to travel, and by encouraging greater use of public transport, walking and cycling across the whole Plan area. The success in doing so can be seen in the 20% increase in public transport use and the 9% reduction in children travelling to school by car since 2006. Traffic management improvements have been undertaken, where possible, and targeted engineering improvement measures have been made to make the network more efficient. The County Council has worked to ensure that transport supports economic progress by providing the infrastructure to move people and goods efficiently. The five-year programme of schemes has included a balanced mix of demand-side solutions, such as travel plans, land use planning, and decriminalisation of parking, as well as supply-side solutions, such as intelligent transport systems and improved public transport, cycling and walking facilities.

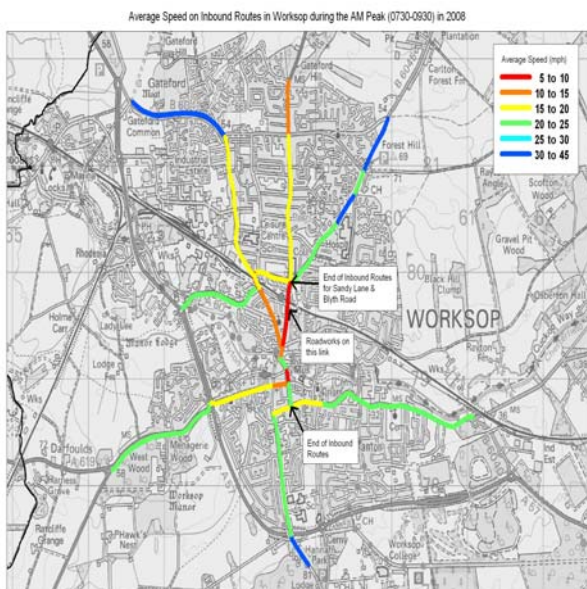
3.1.1 Monitoring

Nottinghamshire County Council has undertaken a thorough review of the levels of congestion within its market towns over the last year. It has utilised the experience gained as being part of the 6Cs Congestion Management Study (TIF) to measure congestion levels and is in the process of extensive analysis. The surveys were carried out using GPS (Global Positional Satellite) receivers. Three survey periods were monitored; AM peak, inter Peak & PM peak over a minimum of two separate survey days per route.

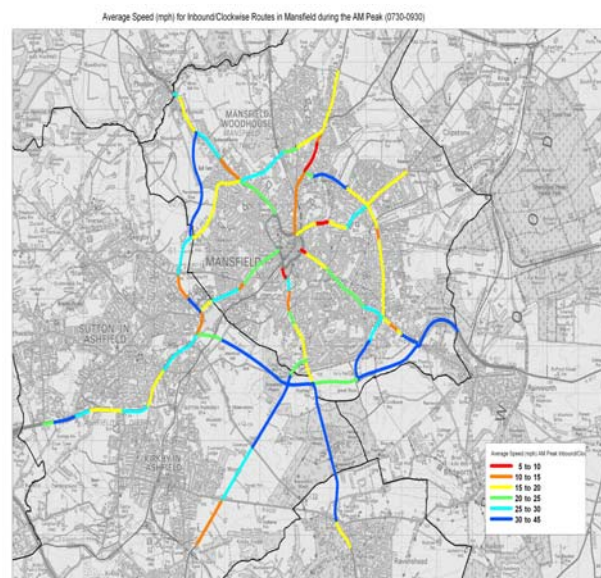
The data has been analysed to show average speeds (mph) and journey times for all major links across each urban road network. The data can be displayed in GIS or graphically to show variations in average speeds between each town/route. Congestion hotspots can be identified in GIS by showing average speeds by colour bandwidths. The following table and plans highlights the average speeds in miles per hour, as identified through this process.

	Retford			Worksop			Newark			Mansfield		
	AM Peak	Inter Peak	PM Peak	AM Peak	Inter Peak	PM Peak	AM Peak	Inter Peak	PM Peak	AM Peak	Inter Peak	PM Peak
Inbound	18.8	25.8	21.3	18.8	18.4	18.5	19.7	20.6	18.6	18.1	23.1	18.9
Outbound	21.8	27.5	22.4	21.9	20.7	19.9	22.0	20.6	19.6	21.3	24.6	21.5
Orbitals	11.2	12.6	12.8							19.7	23.4	17.0
All Routes	17.2	21.5	19.0	20.2	19.5	19.2	20.8	20.6	19.1	19.6	23.7	19.3

As can be seen from the above table, inbound speeds are similar for all four urban areas in the am peak at between 18 and 20mph. There is a more significant difference between the inter and am peaks in the towns with proper orbitals, presumably due to the orbitals removing unnecessary through traffic.



Worksop



Mansfield

The County Council will continue to monitor traffic flows in the market towns across the Plan area on a regular basis so that changes in congestion can be monitored over time. Newark, Worksop and Retford will be surveyed at least every two years with Mansfield surveyed on an annual basis due to the size of the urban area.

3.1.2 Demand side solutions Development control

Nottinghamshire County Council recognised a previous weakness in this area and has taken significant measures to address consistency of approach. A recent restructuring has ensured closer working relations between the planners, development control, project managers and the strategy and programme identification teams. Consequently the development control staff now work directly alongside the strategists which ensures that the principles, as contained within the LTP documents are applied to all developments. This tries to minimise problems at the planning stage, reduce the need to travel and ensure funding is secured to mitigate the transport impacts of any new developments. The County Council has secured significant amounts of Section 106 funding to date and to ensure this funding is spent wisely, it is held by the LTP budget holder to

provide additional funding to achieve the approved Council's aims and objectives. Following significant research the County Council has adopted the Colchester model to assist in this process.

Civil parking enforcement

Civil parking enforcement (CPE) was introduced in the County in May 2008. It allows the County Council to manage on-street parking and it is anticipated that it will encourage modal shift, as many existing measures (such as bus priority schemes) cannot work effectively without adequate enforcement. It is also hoped that with effective enforcement of on and off-street parking there will be the opportunity to encourage modal shift amongst commuters to town centres. Further detail on CPE can be found in Section 4.3.4 – Civil parking enforcement of this report.

Smarter choices

As part of the Council commitment to the Smarter Choices agenda, and its own published Smarter Choices strategy (as documented in the LTP submission), the County Council is in the process of realigning staff roles and responsibilities to facilitate a more comprehensive resource. This process should enable the County to dedicate more resources than recently available to this key subject area and ensure its long-term future.

Examples – Smarter Choices progress

Work undertaken to date has enabled the Council to significantly increase the proportion of pupils at schools with travel plans (up from 39% to 71% in the Plan area) as well as increasing the percentage of employees at sites with approved travel plans. This has contributed to the overall reduction in the percentage of school children being driven to school (down from 34% to only 25% during this plan period). The emphasis in the last two years for workplaces/residential has been on ensuring all new developments have high quality plans including challenging targets and a comprehensive set of interventions. One key piece of work in this area has been with the Learning and Skills Council to promote sustainable travel and travel planning to the post 16 providers across Nottinghamshire. The partners worked to deliver the Nottinghamshire Post 16 Transport Partnership Innovation fund that saw successful bids from individual and groups of colleges. The Council's travel plan officers (school and workplace) and accessibility planning officers worked together to create a simple step by step guide to preparing a travel plan and then supported the creation and implementation of the plans.

Other key achievements include the completion of a feasibility study on the introduction of a car club for both the County and jointly with the City. Extensive promotion of the 'NottinghamShare' car-sharing database has seen the pool of users increase steadily, with over 1,500 members registered in the county. The County has also continued to sell the sustainability agenda supporting numerous national and local campaigns, including bike week, walk week and the Great Nottinghamshire Bike Ride. The latter of these attracted over 4000 participants to promote cycling for both fun and health grounds.

Congestion charging

The 6Cs partnership, which includes Derbyshire, Leicestershire and Nottinghamshire County Councils and the respective City Councils as well as other regional partners, received Government pump priming funding as part of the second round of the Transport Innovation Fund programme. The funding was allocated to the partnership for an in-depth investigation into the possible options for tackling congestion problems and improving roads and public transport across the sub-region. The funds were used to consider the potential for road pricing schemes and other transport options to reduce congestion and support economic growth over the next 15 years.

The effectiveness of the alternative options in tackling congestion was assessed primarily through transport models. These models were developed and validated and the outputs considered alongside other key issues such as estimates of implementation costs and initial views from a programme of key stakeholder engagement. The feasibility study was completed in the spring of 2008. At that point, the six local authorities considered all of the evidence collected. It was considered that to proceed, all of the authorities needed to commit to further extensive studies,

but as some of the authorities did not wish to pursue road user charging further at that time, it was considered that the scheme could not progress at this stage.

3.1.3 Supply side solutions

Intelligent transport systems

Maximising the efficiency of the network is a key tool to managing congestion across the entire highway network. An on-going programme has therefore been developed to address problems at junctions where there is the potential to increase throughput with the installation of intelligent transport systems. This programme has been developed based on actual delays but prioritised by impact on public transport services. This type of scheme has been monitored over a number of years and results on average in reducing delays by over 10% for junctions operating at capacity. The following are key schemes with significant benefits to public transport services through increased reliability that have been implemented to date.

Examples – junction improvements

- Mansfield Road/Outram Street, Sutton in Ashfield: SCOOT bus detection completed in 2006/7
- Retford Ring road: SCOOT bus detection at 5 key junctions around the ring-road completed in 2007/8
- Shoulder of Mutton junction, Annesley: Bus detection at traffic lights from B6021 completed in 2007/8
- Ashfield Hotel junction, Sutton in Ashfield: Bus detection at traffic lights north and south along A38/B6018 junction completed in 2007/8.

Public transport

The LTP's commitment to the provision of an accessible, affordable, comprehensive, fast, integrated, high quality and safe public transport service that is easy to understand and use plays a considerable role in helping to achieve this. Many of the measures available to tackle congestion will also have a positive impact on accessibility problems. For example, the development of the bus stations, in conjunction with the reallocation of road space and the introduction of Bus Quality Partnerships will hopefully not only combat congestion but will also improve accessibility to jobs, learning centres and services.

Examples – Retford, Bassetlaw Primary Care Trust

In Retford, Bassetlaw Primary Care Trust (PCT) opened a new 'LIFT' one stop integrated primary care facility for patients, including the merger of three GP surgeries. As a result, improved access to the new facility has been provided through improvements to the local bus network via a partnership between the PCT, local bus operator (Stagecoach) and the County Council. The PCT has contributed £160k over three years to fund the revised bus services, Stagecoach has provided low floor buses with dedicated drivers and the County Council has upgraded all the bus infrastructure in the area, including raising the kerbs for easier access on and off the bus. The changes mean that Retford Hospital gets a more frequent local service running across town every half hour rather than the previous hourly service and residents living on two of the estates within the area will benefit from an improved bus service.

Further details on the improvements to public transport can be found in the Section 3.2 – Accessibility of this report and within the County Council's Bus Strategy.

Cycling and walking facilities

The provision of facilities for all vulnerable road users (cycling, walking, horse riding and motorcycling) is essential to encouraging modal change and will continue to make a significant contribution towards the establishment of a more sustainable local transport system, reducing congestion and improving accessibility.

Secure cycle parking at public locations provides a very low cost method of encouraging cycle use. Sites such as car parks, hospitals and railway stations can all be supplied with stands or lockers, and these facilities can also be installed in village centres and other local trip attractors to enable rural residents to cycle to local facilities. Encouragement has also been given to the provision of cycle parking at private sites, through measures such as travel plans, smarter choices work and partnership working (such as at rail stations).

Examples – cycle improvements

- Cycle parking at Southwell library
- Covered Sheffield cycle parking stands were installed as part of the development of Retford Bus station to enable interchange between different modes.
- Design work for Sutton Bus Station redevelopment will incorporate cycle interchange facilities.

Further details on the improvements to cycling and walking can be found in the Section 3.2 – Accessibility and Section 4.1 – Quality of life of this report.

Rail

The County Council has taken the initiative in making proposals to Network Rail and to the train operators. As a direct result of the Council's initiatives, the following enhancements to rail services have been agreed or have already come about.

Examples – rail improvements

- A Sunday service on the Robin Hood Line will commence on 14th December 2008. There will be 20 trains per day, between Nottingham and Mansfield Woodhouse, with 10 of those running to/from Worksop. The County Council is contributing 90% of the funding for the service until May 2011
- Later evening services on the Robin Hood Line, departing Nottingham at 22.05, commencing 14th December 2008
- Additional services calling at Collingham from December 2008
- A study of the Robin Hood Line, undertaken in autumn 2008, to assess the scope to reduce journey times and increase reliability. The first phase of works is expected to be complete in March 2009
- A study of the Nottingham to Newark line undertaken in winter 2008/09 to assess the scope to reduce journey times
- In addition, to continue this work several rail schemes have been submitted for consideration as part of the Regional Funding Allocation review.

3.1.4 Future delivery

As the County Council is currently on track to meet its congestion related targets, there are no plans to make significant changes to the approaches already described. Clearly with a comprehensive monitoring regime now in place, the Authority is well placed to either increase its emphasis in this area, or to adjust programmes if evidence can be found of better working practices elsewhere. The Council has a number of programmes of significant work scheduled that will influence this objective. Below are the headlines of work scheduled to date:

- Bus station improvement programme: including works at Sutton, Mansfield, and Newark stations. Worksop is currently scheduled beyond the end of 2014 as a major public transport improvement scheme, as part of the RFA process
- Completion of travel plans, with at least 85% of schools within North Nottinghamshire
- Completion of a comprehensive section 106-contributions database, with our district partners
- Review of the impacts following the introduction of CPE, particularly with respect to displaced parking in residential areas
- A significant large scale improvement will be undertaken at Ollerton roundabout (costing over £2m) to ease congestion at a key node in the transport network
- Working with Ashfield District Council, a package of improvements are being investigated to deal with the dual congestion and regeneration problems within the town centre
- An audit of all the cycle routes (on-road and off-road) in the county has been undertaken to determine shortfalls on the existing network. The results of this work will help identify a future programme of works across the county to improve and extend the existing network, including:
 - o Gateford Road, Worksop - A cycle route between Valley Road and Lady Walk converting south western footway on Gateford Road and either footway on Raymoth Lane into shared use (2m+) planned for delivery in 2009/10
 - o Hawton Lane, Newark - A cycle route between London Road and Bowbridge Road to provide a shared use footway for cyclists and pedestrians planned for delivery in 2009/10

- Cycle routes on the existing transport network will be constructed, where, the high cost can be justified by, either current, or projected high levels of usage. This will include, where appropriate, the reallocation of road space. It is intended that these schemes will complement demand management measures to reduce the speed of traffic and create an environment where cyclists feel safer. The design standards for cycle routes on the rural network are currently being reviewed to enable routes to be provided at appropriate locations within a value for money framework.

3.2 Accessibility

Summary

- The Authority has high levels of accessibility, as measured by the national indicator – at 96%
- Strong performance has also been seen in all of the local indicators for accessibility
- The County Council's success in improving accessibility to the five key destinations was recognised in 2008 when it was jointly awarded Beacon Status for 'Improving Accessibility' with Nottingham City Council across both Local Transport Plan areas
- Increases in cycling have been seen across the Plan area
- Accessibility partnerships have been established for some time
- Accessibility target has been included in the Nottinghamshire LAA.

The County Council's Accessibility Strategy was developed in parallel to the LTP. The Strategy focuses on improving access to five key destinations: education and training; employment; health; food and essential services; and leisure and culture. Local Accessibility Action Plans were developed for each of these themes and are included within the Accessibility Strategy. The action plans detail how the County Council and its partners will improve access to each of the destinations. The County Council's success in improving accessibility to the above services was recognised in 2008 when it was jointly awarded Beacon Status for 'Improving Accessibility' with Nottingham City Council across both Local Transport Plan areas.

Comment: Beacon Advisory Panel

The Beacon Advisory Panel report to ministers stated that it was *"particularly impressed with Nottinghamshire's understanding of the accessibility issues in its area and its professional enthusiasm at working in partnership to reduce problems faced by individuals and communities with the greatest needs. The authority demonstrated an outstanding programme of actions targeted at priority groups or areas, as well as accessibility being embedded into the strategic planning process"*.

Case studies are detailed below for each theme to demonstrate just a few examples of the extensive actions that have been carried out to improve overall accessibility levels in North Nottinghamshire. This is a difficult objective to measure accurately and whilst the Authority has a number of local indicators, they only measure individual elements of the topic and do not provide overall quantitative statistics. The Authority has high levels of accessibility, as measured by the national indicator – at 96%, and considered maintaining these levels as extremely ambitious bearing in mind the significant pressures, particularly on revenue budgets.

3.2.1 Education and training

Accessibility is embedded in education policy through the formation of the Child & Young Person's Transport Strategy Group. The group looks at all aspects of home to school transport (including accessibility and safety) for pupils attending all forms of education establishments. The Group developed the Sustainable School Travel Strategy (launched in late 2007) to assess transport needs and ensure that accessibility is not a barrier to education or training at existing schools, as well as those planned as part of the Building Schools for the Future programme. An action plan to help deliver the strategy was also developed and this was reviewed in May 2008 to focus work on continued improvements on accessibility to education and training. The full strategy and action plan are available at <http://www.nottinghamshire.gov.uk/sustainschoolstransstrategy.pdf>.

Access to education and training has been improved through a variety of measures such as school travel plans (71% of schools within the Plan area have a travel plan) and transport to education (£6m is spent annually on school transport provision, paying for the running of over 300 services each day, carrying approximately 12,000 pupils each day).

Example: Access to further education

The County Council, in partnership with Nottingham City Council, the Learning and Skills Council (LSC), the Nottinghamshire Post-16 Partnership and the further education establishments, have undertaken work to improve access to further education. The Nottinghamshire Post-16 Transport Partnership has used funding from LSC to set up a Transport Innovations Fund for FE colleges and Area Strategy Groups to encourage the development of travel plans and to develop innovative travel solutions and improve access to further education. The partnership is also able to provide travel plan templates to colleges. As a result all colleges in the Plan area now have an approved travel plan. Further education establishments have been provided with accessibility planning software to map the relative access by public transport to the site within certain time thresholds and then focus on the areas in most need. To aid the use of public transport to sites, public transport information kiosks have been installed at West Nottinghamshire, North Nottinghamshire, and Newark colleges. Electronic departure boards for inter-site and general network have also been installed at colleges. And to help ensure effective partnership working a contact database for all key stakeholders from further education, LSC and local authorities has been constructed and will be maintained.

3.2.2 Employment

To ensure that accessibility affects decision making for future developments (not only employment related but also residential and leisure), it has been a key factor in the Strategic Housing Land Availability Assessment (SHLAA) and the policies linked to the identification of future employment sites for development. Access to employment has been improved through a variety of measures such as workplace travel plans, working with JobCentre Plus (enabling their staff to give travel advice) and 'wheels to work'. 'Wheels to work' loans mopeds to people living in rural areas to help them access employment, education and training opportunities (in the last five years 215 people across Nottinghamshire have used the service with almost all clients sustaining their employment at the end of the loan period). It is intended to continue to offer the scheme over the remainder of LTP2 although it is recognised that to become sustainable in the long-term, sufficient revenue funding needs to be secured.

Example: Robin Hood Airport

Robin Hood Airport opened in April 2005 and is located in South Yorkshire, 2 kilometres from the Nottinghamshire border. The airport provides excellent employment and training opportunities for Bassetlaw district residents. The planning approval for the airport did not, however, include provision of a bus service to and from North Nottinghamshire.

Following partnership working with stakeholder organisations (including district and parish councils, the airport operator, emda, Alliance Sub-Regional Strategic Partnership, and South Yorkshire passenger transport executive), the County Council purchased six new low floor buses to run two new routes between key locations in North Nottinghamshire and the airport. The bus routes were introduced in May 2007 and run up to 21 hours a day Monday to Saturday. Both routes also have a Sunday service. The airport operates on a shift basis and the frequency and operating hours of the bus routes enables people to access employment and training opportunities. The routes are operated by Stagecoach under a four year contract tender arrangement with the County Council and Stagecoach has included enhancements to the general bus network in the area, including frequency, infrastructure, information, connections and through ticketing. The services will be reviewed on a frequent basis so that appropriate adjustments can be made.

Patronage on services 27 and 29 in the 2006/7 financial year totalled 45,732. In May 2007 these bus services were re-launched as part of a quality partnership with Stagecoach East Midlands to give North Nottinghamshire residents access to Doncaster's Robin Hood Airport including a £2m investment in new vehicles. In the 2007/8 financial year patronage on these services doubled to 91,633 and increases were also experienced on most other services operated by Stagecoach in the Bassetlaw area.

3.2.3 Health

Access to health has been improved through measures such as the pilot Bassetlaw integrated transport scheme, which offers a single point of contact giving advice on methods of travel to health services. Travel plans, which aim to help both staff and patients access services in a sustainable manner, have also been developed with the primary care trust (PCT).

Example: Transport to health

Availability and accuracy of information on public transport services was identified as a barrier to accessing key destinations within the Accessibility Strategy. Studies also identified that there are lower than average car ownership levels within Bassetlaw district, meaning people rely on public transport or lifts from friends and family to get them to their health appointments, but public transport services are less frequent in the rural areas. Appointment times given to patients also did not take account of availability of public transport to enable patients to get to their appointment.

Working with partners including the primary care trust, district council, local strategic partnership, east midlands ambulance service and transport service providers, 'Transport to Health' was launched in July 2007. Transport to Health is a pilot project and provides one telephone number for travel information on accessing health services in the Bassetlaw district by public transport; community car schemes; dial-a-ride; accessible taxis; and the hospital patient transport scheme.

Principal beneficiaries of the project include those without access to personal transport, especially the elderly and disabled. Enquiries to the Transport to Health number have been to a wide range of health facilities and 88% of callers to the number have been signposted to transport services relevant to their needs. There have been many repeat requests for publicity, especially from the GP services located in Bassetlaw district.

The pilot project was scheduled to be reviewed in July 2008, but has been delayed due to staffing resources. When the review takes place, consideration will also be made as to whether the project will be extended to the rest of Nottinghamshire together with developing an integrated transport booking system for all health trips in the Bassetlaw district. The size of the county PCT affects how this may be possible so the County Council are also investigating alternative ways of delivering this project if it is to be extended to the rest of the county (such as through organisations like the local strategic partnerships).

3.2.4 Food and essential services

Access to food and essential services in towns and local centres has been improved through measures such as improved bus stations and informed by studies such as, the food accessibility study in Ashfield carried out in 2007 (which identified food 'deserts', ranked all the food shops/outlets in the study area in terms of health and will be used to inform future access to health partnership work). Other key actions have included the TATA (transport accessible to all) guide which was developed to give advice on all forms of public transport including flexible transport schemes; transport voucher schemes; and shop in a box, where shop services are delivered from a portable building in the heart of rural villages.

Example: Retford bus station

The provision of good public transport is important in Retford as the area has lower than average car ownership per head of population. The old bus station was well located in the town but it was merely a collection of standard bus shelters which did little to offer protection from the wind and rain. The layout of the old bus station also raised safety and operational concerns for passengers and bus operators as cars and vans illegally drove through the bus station whilst lorries used the area as a turning point. Public consultation was held in February 2005, which identified a significant level of support for a new bus station. 95% of respondents felt that the old bus station needed improving and 73% favoured the option of providing a fully enclosed building.

User satisfaction surveys results indicate that 77% of people rank their overall experience of using the new station as 'very good'. Other local authorities have visited Retford bus station to learn from Nottinghamshire County Council's experience (see section 4.1.2 for further details of this scheme).

The County Council has embarked on a programme to upgrade, rebuild or refurbishment of all bus stations within the county and this has been highlighted as a priority during the LTP2 period.

There are plans to make improvements to Mansfield (major scheme at programme entry), Sutton in Ashfield (scheduled for early 2009) and Newark bus stations during the remainder of this LTP period.

3.2.5 Leisure and culture

Access to leisure and culture has been improved through measures such as the Rights of Way Improvement Plan (ROWIP). More detail on the ROWIP can be found within this document in section 4.1.4 – Quality of life. Other actions include the County Council's long established guided rural rides and rural walks programmes, as well as the County Council subsidised Sherwood Forester bus service which helps people access Sherwood Forest.

There are plans to upgrade Sherwood Forest visitors centre within the remainder of this LTP period, to offer an improved visitor experience. An audit of existing and potential cycle routes has been undertaken across the county looking at improving links and offering a more integrated network, and the audit has therefore included cycle links to culture and leisure destinations. The results of the audit are currently being analysed and a programme of work to improve the cycle network will be developed and delivered within the remainder of this LTP period.

3.2.6 Public transport

Performance management framework

The County Council invest significant levels of revenue funding each year to support bus services in the county (approximately £10m each year and over £20m so far during this LTP period). To prioritise revenue funding for tendered bus services in a fair and consistent manner, a performance management framework was drawn up to assess competing claims on the budget. This is used to assess all claims on the revenue budget for supported services in relation to existing funding commitments.

The financial and socio-economic criteria used to prioritise each local bus service contract and non-statutory school transport contract are subsidy per passenger; passengers per trip; contract purpose; levels of car ownership in the communities which the service serves; availability of alternative public transport provision in the communities which the service serves; and index of Multiple Deprivation levels in the communities which the service serves. Concepts of accessibility planning have been incorporated in to the final three variables noted above. The framework will continue to be used for the remainder of the LTP2 period to deliver value for money public transport services. In order to use the framework effectively it will be necessary, however, to secure better provision and timely and effective transfer of management information from bus operators.

Concessionary passes

It was planned to introduce ITSO smartcards in replacement of the NCC legacy concessions smartcard in March/April 2007 and this was carried out in the Bassetlaw District. When government announced the introduction of the English National Concessions Travel Scheme (ENCTS) commencing 1st April 2008 it was decided, however, that, rather than carrying out two complete card re-issues, the ITSO and ENCTS cards would be introduced together. Consequently over 130,000 concessions cards were produced and distributed to passholders in the last week of March 2008. Scholars' cards were also issued in ITSO format from July 2007.

Infrastructure

So far during this LTP period 11 buses have been purchased by the County Council to assist the delivery of improved services, particularly in rural areas. Purchasing the buses has helped suppress the operators' tendered costs for these services, which ultimately means that more services can be provided as the revenue funding used to support tendered services can be stretched further. The use of new buses on such routes also helps to alter people's perceptions of public transport helping to increase patronage on these services. Where there is significant investment by operators the County Council works in partnership to deliver infrastructure

improvements. For example, previous bus priority measures on the A612 corridor, such as the Gedling Transport Improvement major transport scheme and the County Council's ongoing commitment to fund evening and Sunday services have seen public transport patronage increase on service 100 along this route by approximately 10%. NCT bus operator has invested £1m in seven new high quality low floor vehicles with air conditioning. The County Council are therefore in the process of installing a package of high quality infrastructure and information. This will deliver a 'complete package' regeneration of bus service provision along a key corridor, providing further impetus for patronage growth – reducing congestion and improving accessibility.

Example – Worksop Bus Quality Partnership

In Worksop, the County Council has entered in to a statutory Bus Quality Partnership with the local operator, Stagecoach. This included the introduction of a revised bus service network with better cross town linkages to employment, education and leisure opportunities and links to a residential area that was previously not served by a bus service. Stagecoach (the sole commercial operator) replaced all stock with new vehicles on commercial routes and the County Council purchased five new vehicles to replace the stock run on our tendered services (also run by Stagecoach – won at competitive tender). The partnership work enabled the whole Worksop bus network to be upgraded, regardless of whether it is commercial or tendered, providing a better, more accessible service to all users.

The County Council also has a target to upgrade all of its bus stops within this LTP period. Since the start of the second LTP period 540 bus stops have been enhanced, with the provision of improved waiting areas such as new stops, flags and timetable information.

The County Council are also investigating real time information systems at bus stops which will be compatible with neighbouring authorities to ensure that passengers are offered a seamless service, and it is hoped that such a system will be introduced in the near future.

Patronage

Public transport patronage levels have continued to increase year on year throughout this LTP period. Much of this can be attributed to significant investment, extensions to the bus network, effective marketing as well as improvements in information, quality of services, infrastructure, personal security, ticketing and reducing the relative costs of public transport which is detailed throughout the report. Performance has significantly exceeded targets (as detailed in section 6 – Performance indicators) and patronage in 2007/08 has increased by 20% when compared to 2004/05 figures.

3.2.7 Future delivery

Detailed year on year performance against all mandatory and local LTP indicators can be found in section 6 - Performance indicators. It is, however, considered that the LTP indicators relating to accessibility are on track and that the accessibility strategy is on track to deliver its objectives.

Future work will continue to help deliver the County's accessibility vision as detailed within the Accessibility Strategy using a three-fold approach:

- **Short term:** Travel planning and making access to transport services easier through ticketing, marketing, travel information and infrastructure improvements to improve safety, quality of services and perceptions of public transport
- **Medium term:** Encouraging innovative, accessible service delivery to reduce the need for people to travel by supporting the delivery of services in new ways through the smarter choices programme (such as on-line, call centres, teleworking, home-working and home deliveries)
- **Long term:** Using the planning process, partnership working and accessibility mapping to ensure key services are located in the right places and with the right facilities to create an environment in which it will be possible to deliver the smarter choices agenda, including the development of school and workplace travel plans.

In order to deliver the Accessibility Strategy, the partners involved in delivering it have agreed five-year programmes for the development and delivery of targeted actions to improve accessibility. Priorities for improving accessibility have been determined on the basis of need, through discussions with partners, as well as assessments, mapping and other data sources. Other considerations when assessing priorities include opportunity to maximise the potential of existing work, funding opportunities, new developments, deliverability of actions in terms of feasibility, affordability, practicality and achievability and availability of partner support and resources. Local Accessibility Action Plans (LAAPs) are developed with partners for each of the priority action areas identified. To date, 34 LAAPs have been prepared and are being implemented which provide a clear statement of which measures have been agreed by all partners involved to improve accessibility and facilitate progress reporting and monitoring.

Through the County Council's joint Beacon award with the City Council, both authorities will take part in events with other authorities within the 'Improving Accessibility' theme to share (and learn from) best practice. A learning exchange event with the other authorities within the theme was held in September 2008 and a number of local workshops will be held in early 2009 on some of the successful initiatives both authorities have implemented to tackle some of the complex aspects of accessibility planning. In addition, a local website is being developed and will include case study examples of best practice and a list of 'top tips' for other authorities to consider when applying for Beacon Council status.

3.3 Safer roads

Summary
<ul style="list-style-type: none"> • There have been significant reductions in the numbers of road casualties <ul style="list-style-type: none"> ○ killed and seriously injured road casualties have reduced by 34% ○ killed and seriously injured child road casualties have reduced by 66% • The importance of casualty reduction was recognised when it was included within the County's Local Area Agreement • Awards have been received for innovative promotion campaigns such as the 'Bare Bones' which addresses the number of casualties on small bikes • The numbers of casualties injured on rural roads where speed is a contributory factor continues to decrease • The numbers of motorcycle casualties, however, remain a problem and the numbers of young driver road casualties has emerged as a concern.

Road safety programmes developed and delivered in the county are casualty led through analysis of where accidents occur, who is involved in the accidents, and what factors caused the accident. Four key areas of concern regarding road safety were identified in the LTP:

- **Motorcycles** due to the high number of casualties compared to the number of them on the roads
- **Children** as the number of casualties fluctuates (possibly due to the small numbers involved)
- **Speeds** on rural roads
- **Work related journeys** as it had not been monitored previously.

Whilst nationally it is estimated that a third of accidents involve a vehicle being driven for work, monitoring during this LTP period shows that they account for only 15% of all road casualties in North Nottinghamshire. Since the submission of the second LTP **young drivers and passengers** have also been identified as a growing concern.

3.3.1 Road safety strategy

Road safety is embedded into other corporate strategy through the County Council's Community Strategy and also through the Road Safety Board. Road safety plays a key role in delivering three of the five Community Strategy goals: 'safer and stronger' – through creating a safer place to live;

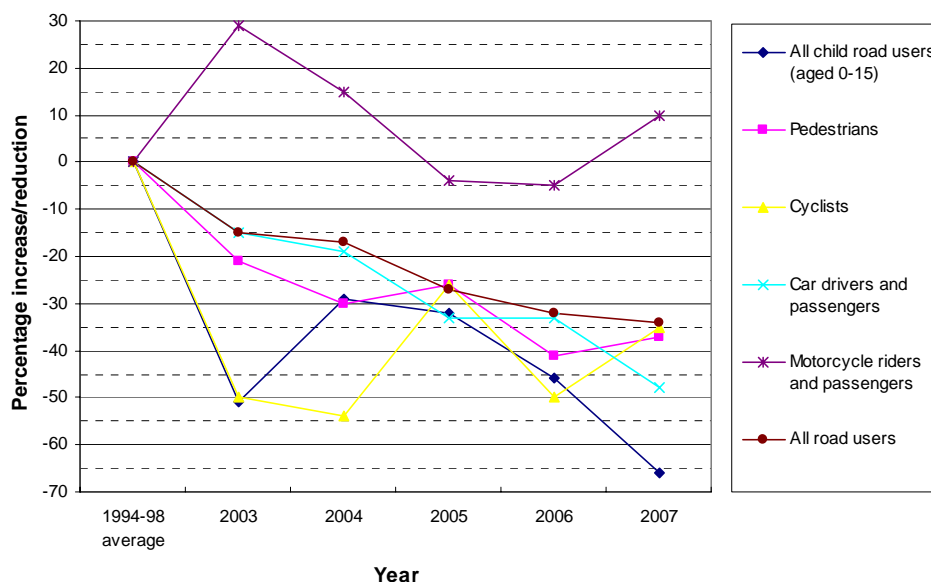
'healthier' – improving health and wellbeing through reducing casualties; and 'travel and access' – helping people to travel more easily and safely.

The road safety strategy is reviewed regularly by the Road Safety Board which is made up of representatives of all those with a responsibility for delivery of the strategy. This helps to ensure a co-ordinated corporate approach to road safety service delivery and helps ensure it is considered as part of strategy and policy development. The plan itself contains a range of actions from education programmes to highway maintenance programmes and includes a mix of education, enforcement, and engineering (examples of which are detailed below).

The County Council recognised the importance of improving road safety in the county and its role in helping deliver other key performance targets (eg, those relating to health) when the number of killed and seriously injured casualties was included in the County's Local Area Agreement. A review of the casualty performance targets was undertaken as part of this work resulting in a stretching of the performance target for all killed and seriously injured (KSI) casualties. Broader partnership working, for example with Primary Care Trusts, offers the potential to deliver more effective services and linked messages.

A new Nottinghamshire Road Safety Partnership has been established to help ensure an even more focussed and strategic approach to casualty reduction. The partnership currently includes Nottinghamshire County Council, Nottingham City Council, Nottinghamshire Police, Highways Agency together with Nottinghamshire Fire & Rescue and it is anticipated that other key players in casualty reduction and prevention will be drawn in.

The County Council spends over £5m annually through various budgets that contribute to road safety across the whole county. This significant investment has seen reductions in the numbers of KSI casualties of all types of road users except motorcyclists when compared to the 1994-98 average as detailed in the graph below. Further details on road casualty indicators can be found in section 6 – Performance indicators of this report.



Education, promotion and publicity

Where analysis of casualties determines the necessity, innovative education and publicity campaigns are developed to address the identified problem.

Example: Motorcycle casualties

Innovative education and publicity campaigns have been developed to address the high numbers of motorcycle casualties in the county. These campaigns have helped deliver a 13% reduction in motorcycle KSI casualties between the 2002-04 and 2005-07 averages.

Sports bike riders and larger machines

Established in 2001, the Shiny-Side Up partnership is a regional partnership which targets information and publicity at leisure and sports bike riders across the region. These activities include the production of a DVD featuring a former Super Bike champion talking about responsible road riding; commercials as part of on-site transmissions during the British Super Bike races; and roadside posters placed at motorcycle crash sites.

Smaller bike, twist 'n' go scooter and moped riders

The increasing numbers of casualties amongst smaller bikes resulted in Bare Bones, a campaign which has been developed to reduce road casualties of twist 'n' go scooter and moped riders, particularly 16-20 year old riders. It engages with riders using phrases from the 'teenage vocabulary', allowing the issues associated with safe riding and protective clothing to be dealt with in a fun yet meaningful manner. The quality and effectiveness of the Bare Bones project and its associated partnership work was recognised by the Institution of Civil Engineers who gave it an award for innovation in casualty reduction amongst young motorcycle riders in the East Midlands in 2008 Institution of Civil Engineers for innovation 2008. The scheme also received a commendation in the 2008 Prince Michael of Kent International Road Safety Awards; and was Highway magazine's Road Safety Scheme of the Year 2008. Since its inception serious casualties amongst younger motor scooter riders has reduced by 36% in Nottinghamshire.

Driver and rider awareness

Other work to address motorcycle casualties has included accompanied rides, organised through the Nottinghamshire Motorcycle Forum and Institute of Advanced Motorists. A programme of informative signing is also undertaken at locations where motorcycle casualties have been recorded. The signs include information for riders, such as the 'Bends...Dead? Ahead' and 'To Die For...?' signs, as well as making drivers more aware of motorcycles, such as the 'Turning? Check mirrors' and 'Think Bike' signs.

Motorists and motorcyclists have been warned of the dangers of driving and riding at speed along winding country roads, through a hard hitting bus-back advertising campaign. The message 'You never know what's around the next bend... Think ahead slow down' aims to encourage drivers/riders to be more cautious and think ahead when travelling along rural roads.

Engineering measures

The County Council identifies the locations of road safety remedial measures through analysing historical casualty data and trends. Based upon this analysis the sites are prioritised on a first year rate of return accident savings basis. The type of scheme implemented is dependent on the problems and potential solutions. Between April 2004 and March 2006 a total of 68 local safety schemes were delivered in the Plan area saving 60 accidents per year up to the end of 2007.

Example: Bull Farm Estate, Mansfield

Between January 2000 and December 2006 there were 11 reported injury accidents in this residential area. Of these, seven involved either child pedestrians or pedal cyclists, none of whom were aged over nine, and six of the seven children involved in the accidents lived within the estate. In order to make this area safer for young road users a traffic calming scheme (that still allowed buses and emergency service vehicles to pass over with minimal disruption) was implemented. The scheme cost £60,000 and should reduce accidents by 50%.

Example: A38 Sutton in Ashfield

Where necessary the County Council undertake schemes to address casualties along a whole route such as on the A38 in Sutton in Ashfield. Between January 2001 and July 2006 there were 148 injury accidents along the study length. Of these accidents, there were five fatal and 27 serious injuries. The main contributory factors identified included accidents occurring during dark conditions, accidents involving merging vehicles and overtaking. To address these problems a package of remedial measures costing £200,000 were implemented along the route (which should reduce collisions by 30%) and included:

- Low pressure sodium (yellow lights) upgraded to high pressure sodium (white lights)
- Refuges installed to calm traffic speeds and prevent overtaking
- Review of the speed limits along this section of A38
- Warning Signs upgraded along the route.

Enforcement measures

A revised safety camera partnership came into operation in 2007, involving the County and City Councils, Highways Agency, Police and the Courts Service to reduce injury accidents by improving compliance with speed limits and traffic signals and educate drivers about the consequences of speeding. The use of fixed-site cameras has been successful at reducing accidents by over 40% throughout Nottinghamshire. Innovative average speed cameras have halved the number of people injured at these sites and has promoted interest both nationally and internationally.

3.3.2 Motorcycle casualties

To help make motorcycling safer and more convenient in Nottinghamshire, the County Council formed the Nottinghamshire Motorcycle Forum in 2005. Following publication of the Government's Motorcycle Strategy, the County Council developed a motorcycle strategy for Nottinghamshire in partnership with its Motorcycle Forum and the strategy was adopted in early 2007. To help ensure that the strategy meets the national, regional and local transport plan objectives it has four key aims:

1. Make motorcycling in Nottinghamshire safer and more convenient
2. Consider motorcycles fully alongside all other modes when developing transport strategy and policy
3. Help ensure that motorcycling, as a choice of travel, can play a role within a safe and sustainable transport system
4. Promote motorcycling as a sustainable means of transport.

An action plan has also been developed with help from the motorcycle forum detailing the core activities required to help deliver the strategy. The action plan is updated as necessary throughout the life cycle of this strategy. The full strategy and action plan are available at http://www.nottinghamshire.gov.uk/home/traffic_and_travel/strategy-policy.htm#motorcyclestrategy

Motorcycle casualty comparisons are based on a three year average. Analysis of KSI casualties shows a 13% reduction in KSI casualties between the 2002-04 and 2005-07 averages. Whilst this is an encouraging trend there are year on year fluctuations and the number of KSI casualties increased from 75 in 2006 to 87 in 2007. The numbers of motorcycle KSI casualties represent 27% of all KSI casualties in the county. Given the relatively low number of motorcycles when compared to other forms of transport, the numbers of casualties are high. There is also a disproportionate number of riders aged 35 and over on high performance machines involved in collisions where the rider is killed or seriously injured.

The numbers of slight motorcycle casualties has also seen year on year increases during the period 2005 to 2007, rising to 147 slight casualties in 2007. The largest increases in slight casualties can be seen in the less than 50cc machines (33%) and 50cc-125cc machines (25%). Riders aged 16-20 travelling on twist 'n' go scooters form a high proportion of these casualties.

3.3.3 Child casualties

Child casualties are classified as those aged 0-15 years old. A child safety audit is undertaken annually to identify trends in child road casualties. The audit of accidents occurring in 2007 has shown that when compared to the 1994-98 average, the numbers of KSI child casualties has decreased by 66%. There have been significant reductions in the numbers of child KSI cyclists (63%); pedestrians (72%); and car passengers (78%). The numbers of slight casualties has also decreased significantly (37%).

Between 2005 and 2007, 70% of child KSI casualties involved children aged 11-15 years old, and twice as many boys than girls were involved in these accidents. Only a minority of KSI (14%) and slight (21%) casualties occurred on school journeys. And there have been no fatal casualties on school journeys since 1994.

The table below details the total numbers of child casualties during the last three years as well as selected road user types.

User type	Killed or seriously injured casualties				Slight casualties			
	1994-98 average	2005	2006	2007	1994-98 average	2005	2006	2007
Child cyclists	19	13	6	7	53	32	41	33
Child pedestrians	36	27	22	10	82	67	61	63
Child car passengers	18	7	9	4	121	90	97	74
Child motorcycle riders and passengers	2	3	1	4	3	4	7	1
All child road users	77	52	41	26	279	204	235	177

3.3.4 Speeds on rural roads

The number of all casualties where speed was considered a contributory factor has decreased by over 50% since the 1994-98 average. The numbers of KSI casualties involving motorcycles where speed was a contributory factor has, however, increased by 5% when compared to the 1994-98 average and has increased year on year during the last three years. Motorcyclists account for 27% of all KSI casualties on rural roads in the Plan area and this figure increases to 35% where speed was a contributory factor. This reflects the high number of motorcycle casualties when compared to their modal share, as detailed in section 3.3.2 above.

Vehicle type	1994-98 average	2005	2006	2007	Percentage difference
Cars/taxis/vans – Killed and seriously injured casualties	100	49	56	37	- 63%
Cars/taxis/vans – slightly injured casualties	407	226	218	207	- 49%
Motorcycles – Killed and seriously injured casualties	20	6	13	21	+ 5%
Motorcycles – slightly injured casualties	15	10	8	11	- 27%

3.3.5 Young drivers

Figures show that young motorists are more at risk of being killed or injured on the roads than more experienced drivers. This age group is 10 times more likely to be killed or seriously injured than other age groups and there is a direct link between this and their lack of driving experience. In both 2006 and 2007 the highest number of car driver casualties in Nottinghamshire was the 20-24 age group. Similarly, in 2006 and 2007 the highest number of car occupant casualties was the 16-24 age group. To specifically address this growing concern a series of education has been delivered, aimed at young and potential drivers. These education programmes are long-term solutions to the issues and it is too early to determine their effectiveness. Their effectiveness will, however, continue to be monitored and additional programmes developed as necessary.

Example: Education programmes aimed at young drivers

'Wasted' is an interactive lesson aimed at both potential and actual young drivers which has been piloted across the county. The lesson, based on statistical facts about collisions, aims to give both a theoretical and practical awareness of the problems young drivers encounter and how to ensure these can be avoided.

'Court in Time' is an innovative approach to encouraging young people to recognise the impacts and consequences of their behaviour driving cars. It involves groups of students taking central roles in a court trial in courtroom surroundings, with professional witnesses from the emergency services in front of a practising judge. Two weeks later a follow-up "question time" session takes place at school with a panel drawn from the emergency services, court staff and road safety team.

3.3.6 Future delivery

The County Council intends to continue its strategy to deliver a mix of education, enforcement and encouragement based on casualty analysis. Guidance on design standards, to ensure that all highway improvements including private developments are designed to promote safety of all users, are being reviewed and will be published in early 2009. The revised highway design guide is a regional document, and therefore will incorporate and enable learning best practice from all

regional authorities. Safety audits will also be carried out on all new schemes to identify and eliminate/reduce potential road safety problems which may affect all types of road users.

As motorcycle casualties; young driver and passengers; and speeds on rural roads have been highlighted as specific issues that need to be addressed, the County Council intend to:

- Increase partnership working with stakeholders, other agencies and the community to target these road user groups
- Provide publicity, training and educational material targeted at young and inexperienced drivers and their passengers
- Build on our success of the 'Bare Bones' partnership to target young motorcyclists
- Develop a regional approach to engage with the riders of high performance motorcycles
- Make greater use of technology to assist with speed management across the county
- Development of existing driver improvement programme to include a specific course for speeding offenders.

The inclusion of the KSI road casualties within the LAA means that all Road Safety Grant revenue funding is now directed through the respective Local Area Agreement boards. Future spend on road safety is therefore dependent upon it continuing to be prioritised through the LAA boards. Safety camera activities have, however, already had to be reduced due to the reduction in funding that has occurred as a consequence of the replacement of the 'netting off' scheme and the decreasing size of Road Safety Grant allocations.

3.4 Air Quality

Summary

- Air quality remains good throughout the Plan area and no Air Quality Management Areas have been declared, or are expected to be declared during this LTP period
- The target for CO₂ emissions from vehicles in the Plan area is being met
- Monitoring of air quality will continue to be undertaken throughout the Plan area
- The County Council continues to work closely with the district councils to develop effective air quality strategies and consistent monitoring systems.

The County Council's strategy for assessing, monitoring and managing air quality is detailed within the Nottinghamshire Air Quality Strategy, "A breath of fresh air for Nottinghamshire: An air quality improvement strategy for the next decade". The strategy was developed through the Nottinghamshire Environmental Protection Working Group (a partnership between the district councils in the county, the City Council, County Council, Environment Agency, Health Protection Agency and Highways Agency). Working within the Group also aids the cross-boundary work that may be required to address any locations where air quality objectives are unlikely to be met. The strategy has been reviewed to ensure its effectiveness in delivering air quality objectives throughout the Plan area and to improve the connection to climate change objectives. It was subsequently re-launched in 2008 and the full strategy can be found at www.nottinghamcity.gov.uk/airstratgey.doc

The County Council works closely with its district council partners, who have responsibility for regularly monitoring various air pollutants throughout the Plan area to ensure that they do not exceed air quality objectives. Updating and screening assessments have been undertaken by all the district councils since the submission of the LTP (Ashfield - 2006; Bassetlaw - 2006; Mansfield - 2007; and Newark & Sherwood - 2006) to assess any changes that have taken place which may affect air quality since the last updating and screening assessment. The results of the recent air quality modelling have shown that there are no problem areas, in that no Air Quality Management Areas (AQMAs) have been declared within the Plan area. Monitoring and assessment within the Plan area also indicates that air quality is expected to remain within national objectives during the Plan period, but air quality will be subject to continued assessment and monitoring.

3.4.1 Carbon management plan

The measures set out to tackle congestion (see section 3.1 - Congestion) - *such as bus strategy elements, walking, cycling and rights of way (see section 4.1 – Quality of life) measures that reduce car use, along with complementary education and awareness measures through travel plans and publicity materials* - will all contribute to managing road traffic levels and improving vehicular flow, consequently reducing CO₂ emissions within the Plan area. Whilst it is unlikely that these measures will be sufficient to cause an actual reduction in the levels of CO₂ emissions they are as much as the County Council feels is realistic in the current political climate and with the likely levels of funding available.

In addition the County Council has signed up to the Nottingham Declaration on Climate Change. This requires the Council to set meaningful targets for CO₂ emission reduction from its own internal activities, plus those where it can influence emissions from the wider community. This commitment resulted in the development of the Carbon Management Plan (CMP) for the County Council which was launched in April 2007. The CMP sets out how the County Council will reduce its own carbon footprint, including those related to transport (such as introducing bio-fuels for its own fleet, reducing business mileage and promoting smarter choices through its travel plan) as well as targets for the actions detailed within the CMP. The full document is available at <http://www.nottinghamshire.gov.uk/carbonmanagementplan>

3.4.2 Cleaner vehicles

Working in partnership with transport operators the County Council has encouraged the take up of cleaner vehicles. Through investment by bus operators 82% of the bus fleet in Nottinghamshire is less than 10 years old, and 88% of the fleet now use low emission engines - Euro 1, 2 or 3 standard.

The TransACT scheme provides funding and training for businesses to produce a site specific travel plan and funds measures for implementation. Cleaner vehicles for use as pool cars and fleet vehicles are promoted as part of travel plans that are developed both internally within the Council as well as with employers and businesses throughout the county. The Council is also working in partnership specifically with district councils and primary care trusts to further develop travel plans and it is intended that more detailed work will be undertaken in future to encourage these organisations to introduce cleaner fleet vehicles.

3.4.3 Strategic environmental assessment

Strategic environmental assessments are required on all major schemes and will continue to be a major factor in scheme selection and prioritisation.

3.4.4 Future delivery

The County Council will continue to use the opportunity of working in partnership with the authorities in the Nottinghamshire Environmental Protection Working Group to ensure a consistent approach to assessing and monitoring air quality throughout the Plan area. Ongoing air quality assessment will continue to be undertaken in each of the four districts to monitor levels of pollutants to help identify existing or potential exceedences. If issues arise there are existing mechanisms whereby they can be raised and tackled by a partnership approach. Should sites be identified as borderline, or requiring further investigation (but do not require an AQMA to be declared) they will receive more regular monitoring to help predict future air quality levels. Such sites will also be prioritised for additional resources, such as 'smarter choices' and integrated transport schemes to help improve air quality, and ensure that exceedences do not occur.

Given the close links between air quality and congestion the measures detailed within section 3.1 – Congestion of this report, are used to manage congestion and therefore help maintain air quality, these chapters should therefore be read in combination. Air pollution will also continue to be addressed through encouraging alternative travel modes and promoting sustainable development through the LTP and development plan processes.

Further collaborative work is being undertaken between the County Council and district authorities to develop a countywide air quality website. The website contains pooled countywide air quality data to enable real time data analysis and growing educational opportunities. Whilst the website is now 'live' it is still in its development stages and is due to be completed and launched shortly.

The County Council will also continue to work in partnership with transport operators and other businesses to encourage the take up of cleaner vehicles.

4. Local Priorities

4.1 Quality of life

Summary

- The County Council identifies social needs through its ongoing transport strategies
- Programmes to improve physical access for the disabled have been and will continue to be delivered across the Plan area
- Schemes are also delivered to promote healthier lifestyles by encouraging physical activity (such as the provision of cycling and walking facilities), as well as through the Rights of Way Improvement Plan
- The County Council also has various programmes (such as Building Better Communities) to help make the physical environment more attractive.

4.1.1 Social needs

At the core of the County Council's wider policies, is the desire to create sustainable and cohesive communities and the Nottinghamshire Community Strategy seeks to tackle social exclusion in its widest sense. Transport strategy and scheme delivery is therefore developed to support the integrated needs of communities.

The County Council has maintained its commitment to determining social needs through public consultation during the last two years by continuing its programme of Local Accessibility Transport Studies (LATS). Since April 2006 a LATS has been undertaken in Sutton-in-Ashfield and existing studies in Kirkby-in-Ashfield and Newark have continued through the delivery of identified transport schemes. These studies have identified a number of quality of life issues relating to disability, access to transport provision and access to information. A programme of works has been produced directly from these studies covering the next three to four years. Further details on LATS and associated town centre improvement schemes are detailed within section 4.2.2 – Regeneration of this report.

The delivery of the Accessibility Strategy and how it has helped address a variety of social needs is detailed within Section 3.2 – Accessibility of this report.

4.1.2 Needs of the disabled

The County Council continues to invest in infrastructure to improve physical access for the disabled. The needs of the disabled are considered on all types of schemes as shown in the examples below.

Example: Infrastructure improvements to aid physical access

Retford Bus Station

The Bus Station complies with Part C of the Building Regulations (relating to Disability Discrimination Act) and some of the measures installed to ensure that it was accessible and usable by all include:

- Level access to the building and level boarding of buses (with no steps or changes in height)
- Access to buses via automatic doors
- Provision of disabled toilets
- A satellite office for the town's shop mobility scheme with the availability of three mobility scooters for use in the town
- Electronic information hub at accessible height and the provision of large text bus maps
- Split level desk at the information point with staff on duty during operational hours
- Widening of Spa Lane to eliminate pinch points for mobility impaired.

The Council is committed to learning and improving facilities on future schemes. The Council therefore arranged for members of DIAL and other disability forums in Mansfield to visit Retford Bus Station to comment on the design and suggest issues that need to be addressed during the design of the new Mansfield Bus Station.

Signalised crossings

All existing signal crossing facilities in North Nottinghamshire have been adapted to meet BVPI 165 standards to improve access for mobility, hearing and visually impaired people.

Dropped crossings

Over 130 dropped crossings have been installed in North Nottinghamshire since April 2006.

Rights of Way

An accessibility audit of the Rights of Way network has been undertaken and action plans to improve access for all users have been developed. Examples of such improvements include the replacement of turnstiles with 'kissing gates'.

4.1.3 Health

Transport helps contribute towards developing healthy communities and addressing health inequalities, and can therefore help improve both quality of life and life expectancy.

Encouraging physical activity

In addition to works undertaken to improve the Rights of Way network, pedestrian and cycling routes have been delivered to promote good health and encourage physical exercise.

Example: Schemes to promote good health and physical activity

Ashfield Trails

Ashfield Trails is a multi-user route between Tibshelf and Teversal that forms a critical part in the achievement of a network of off-road routes in Ashfield and Bolsover districts. The route completes a missing link in the existing network of leisure routes, linking the Five Pits Trail in Bolsover district in Derbyshire through to the Teversal and Pleasley Trails in Ashfield. An additional phase saw the construction of the Silverhill 'spur,' an additional link to join the existing route to Huthwaite's Brierley Forest Park.

Oakham Nature Reserve

Working in partnership with Mansfield District Council, Nottinghamshire County Council contributed £20,000 of LTP funds to provide a hardcore surfaced path linking to the nature reserve as part of a wider regeneration improvement scheme for the reserve developed with the local community. This provides a link from existing paths within the nature reserve to the wider highway network and the town centre.

Snipe Park

In 2006/07, working with the Harworth & Bircotes Market Town Partnership, a project to improve the 7.5acre Snipe Park in Harworth was completed. The poor facilities in the park were identified as a quality of life issue – problems were associated with anti-social behaviour, fear of crime and lack of access to leisure facilities. Improvements included a new play area, paths (including those in woodland), CCTV and lighting. The £1m pound scheme received funding from waste management company WREN, the ERDF, Bassetlaw DC, the County Council (using LTP and the Council's own Building Better Communities initiative) and TWEG (a small local community group).

Road safety and air quality

Reducing road casualties and improving air quality have a direct impact on health. Significant reductions have been made in the numbers of road casualties and air quality within the Plan area remains good. Delivery of these objectives is detailed in sections 3.3 – Safer Roads and 3.4 – Air Quality of this report.

4.1.4 Accessibility

Education, training and employment have a fundamental impact on the well-being of individuals, their appreciation of leisure and cultural activities and their health, which has a significant impact on the development and cohesion of communities. Details concerning works undertaken to improve accessibility to employment, education and other services in the Plan area are detailed within section 3.2 – Accessibility of this report.

Small scale transport improvement schemes to improve accessibility to local facilities, jobs and training have been, and will continue to be delivered during the second LTP period. These include cycle and pedestrian schemes such as those detailed below.

Example: Schemes to improve accessibility

Church Warsop to Warsop Vale

The Church Warsop to Warsop Vale off-carriageway cycle route links the deprived areas of Meden Vale, Warsop Vale & Church Warsop with new employment opportunities at Shirebrook Business Park. As part of the wider reclamation and improvement works undertaken at Warsop Vale, 3km of surfaced footpaths were completed in 2006/7 to create a cross-border route for pedestrians and cyclists from Warsop Vale to Shirebrook located in Derbyshire. The route improves access to Shirebrook train station on the Robin Hood Line and employment opportunities at Shirebrook Business Park.

Lowdham to Gonalston

The Lowdham to Gonalston off-carriageway pedestrian and cycle route is a new length of footway linking the two villages. It provides residents in Gonalston with access to a primary school, supermarket and train station in Lowdham. The route also connects to a wider network linked to Gunthorpe, Burton Joyce and Nottingham and the facilities these have to offer.

Rights of Way Improvement Plan

Nottinghamshire's Rights of Way Improvement Plan (ROWIP), as required by the Countryside and Rights of Way Act 2000 (CROW), was adopted and published by the County Council in November 2007. The ROWIP was very well received by Natural England (NE) and the County Council was congratulated by NE in a letter to the Chief Executive in Spring 2008.

The ROWIP is a long term strategic plan outlining key aims and objectives particularly focusing on developing and managing a countryside network for all, enabling opportunities for the widest possible type and number of users contributing to Nottinghamshire's economy, health, social well-being and environment.

The vision for the ROWIP is "to develop, promote and protect a local rights of way network that meets the present and likely needs of the public for outdoor recreation, exercise and access to services". To realise this vision the County Council is focusing on six aims:

- Protect, maintain and seek to enhance the network for all lawful users
- Improve access to the network for all, including those with visual impairment and mobility problems, by adopting the principle of the least restrictive option
- Improve the safety and connectivity of the metalled road network with the rights of way network
- Increase awareness of the network and the understanding of the wider benefits arising from its use, such as leading an active and healthy lifestyle, and making a positive contribution to the local economy
- Provide a revised and updated definitive map and statement, with particular reference to the resolution of map anomalies and support for the 'Lost Ways' project
- Enhance and increase community involvement in managing and improving the network.

As required by DEFRA's statutory guidance on ROWIPs the County Council prepared a statement of action detailing actions for the implementation of the plan. A large number of these actions and aspirations are dependent on further resources and funding. Although it is a requirement under the CROW Act to prepare and publish a ROWIP, there is no statutory requirement or funding to implement one and there has been no increase in core funding to implement the ROWIP's actions. However, the County Council has reflected its commitment to the ROWIP by allocating funding from the LTP for access improvement projects. Funding has also been secured for works on Open Access land providing recreational access.

Summary of progress

The initial focus of ROWIP work in 2008 was to continue raising the awareness of the Plan with external stakeholders. A significant number of schemes have, however, been undertaken in the Plan area linked to routes to schools and services, cycling provision and key strategic routes. Moreover, an additional £70,000 of funding has been received and secured annually for the next three years for signing, waymarking and bridge replacement. The table below details the types of schemes delivered during this LTP period to improve the rights of way network.

PRoW LTP-funded works	Number/length of schemes
Vegetation clearance	2.59 km
Statutory Roadside Signs	150
Waymarker Posts	50
Gates	28
Stiles removed	15
Stiles installed	7
Gaps created	20
Install steps	9
Bridges replaced	12

Example: LTP funded schemes

Beckingham

A scheme linking schools and other services was delivered in 2008/09 in the rural village of Beckingham. The project involved the re-surfacing of 0.4km footpath in the village to provide improved off-road access to shops and a school at a cost of £66,000.

Signposting

The County Council has a legal duty to signpost public rights of way where a path or byway leaves a metalled road. Signposting is also an important tool in creating awareness of the network. There are some 4,413 locations for statutory signs, and during the last 12 months 466 signs were installed countywide.

Accessibility

An important element of the ROWIP is improving accessibility for all users. Since adoption of the plan, the Authority has undertaken improvements that have directly improved 33.06km of paths, with an indirect effect of making an additional 57.78km available. This work includes:

- Removal or replacement of 79 structures which were obstructive to easy access including stiles, motorcycle barriers and even kissing gates;
- Installation of five sets of handrails to steps, slopes and bridges
- Installation of five wider bridges
- Undertaking 8.09km of surface improvements.

The Authority Plans to develop and promote a strategic multi-user network in the county. The aim is to provide a safe, easy access, off-road recreational facility for walkers, horse riders and cyclists. Partnership work between district councils and the County Council's reclamation and countryside access teams has seen the completion of several projects to deliver this aim.

Example: Rights of Way projects

Former Teversal and Westhouses railway line

Working in partnership with Derbyshire County Council, a scheme to reopen the former railway line between Teversal and Westhouses (in Derbyshire) for pedestrians, cyclists and horse riders was completed in 2007. This scheme provides an important link between existing routes in both Derbyshire and Nottinghamshire and provides access to various visitor attractions in the two counties. The scheme involved the provision of a five kilometre multi-user route and a further three kilometres in Derbyshire (both using recycled materials), environment improvements to surrounding habitats within the former railway corridor and the addition of new signage for links to existing access.

A614 crossing

A new pegasus light controlled crossing on the A614 for walkers, riders and cyclists was installed in 2008 providing an important missing link in the local bridleway and cycle network. The scheme also included the creation and surfacing of new links to and from the light controlled crossing. The crossing was installed to connect communities (including Ollerton, Boughton and Tuxford), improve accessibility to visitor destinations (including Clumber Park, Thorseby Park and Sherwood Forest) and provide a link to the National Cycle Network route 6 and the National Byway. Prior to the pegasus crossing being installed, there were no crossing points over the A614 to allow the safe passage of road users across the carriageway.

4.1.5 Physical environment

The attractiveness of the physical environment plays a vital role in creating sustainable communities. The County Council has reviewed its Highway Design Guide which details the standards that are required of developers so that they provide high-quality spaces and this will be relaunched in 2009.

By making town centres, other shopping areas, residential streets, and rural roads places for all road users, the quality of life in these areas can be greatly improved. The County Council has therefore invested substantially over recent years in town centre improvement programmes such as those detailed in section 4.2.2 – Regeneration of this report.

The County Council recognises that the design and maintenance of public transport infrastructure (e.g. buses, bus stops and shelters, stations and interchanges) are also important in improving perceptions of the ease, security and comfort of travelling by public transport to deliver the congestion, pollution, accessibility, and safety benefits of increased public transport patronage. Further details on infrastructure improvements are included within section 3.2 – Accessibility of this report.

Building Better Communities

The County Council has a proven track record over the last 30 years of undertaking improvement schemes aimed at complementing local transport initiatives. To continue this work the County Council set up a substantial capital programme in 2004 to provide funding for 'Building Better Communities' (BBC). BBC is a County Council financial commitment of around £5m per year up to 2012/13. The initiative concentrates on physical improvements, with a particular focus on areas of deprivation. The programme has invested over £19m of County Council funding already and completed almost 250 projects in its first four years – many of them linked to transport improvements. Schemes are developed from the 'ground up' with community groups being encouraged to suggest projects for their local areas. Schemes are then checked to identify potential added value that can be achieved if maintenance issues, transport measures, health and education benefits and additional grant funding bids are packaged together. BBC has been able to attract significant additional funding of over £7.4m from other local, regional and national bodies. Many of the BBC schemes are complementary to LTP traffic management measures and together they make a major contribution to improving conditions for all road users.

The programme of schemes has also been validated through public surveys where for example, 91% of the residents of Newark thought that their town centre has improved in the last 3-5 years.

4.1.6 Future delivery

The County Council intends to continue its delivery of a range of programmes to improve the quality of life for Nottinghamshire residents. The Building Better Communities programme has a financial commitment up to 2012/13.

Transport studies have now been carried out in each of the major town centres in the Plan area. These studies have resulted in a programme of works which will continue to be delivered during the next three to four years. LATS will now be extended into the rural areas where they will

promote the local market towns and larger villages as foci for economic growth, particularly as service centres and transport hubs for their hinterlands.

Health is intertwined with various elements of transport delivery (road safety; cycling and walking promotion; encouraging modal shift away from cars etc.). Schemes which encourage physical activity (such as cycling and walking schemes) will therefore continue to be prioritised for delivery.

The future delivery of the Accessibility Strategy is detailed within section 3.2 – Accessibility of this report.

4.2 Regeneration

Summary

- Transport schemes continue to deliver regeneration benefits in the county
- Major schemes such as the Mansfield Ashfield Regeneration Route has opened up significant land for development and helped create over 2,500 jobs
- Local town centre improvements schemes have also been delivered (and are planned) to improve the vitality of town centres across the Plan area
- Investment continues to be targeted at public transport to improve accessibility to education and training, such as the provision of new bus services to Robin Hood Airport Doncaster Sheffield.

An essential element of the County Council's transport vision is to establish sustainable communities and this is underpinned by the local community strategies, the County Council's Community Strategy 'All Together Better' and the Joint Structure Plan. The County Council aims to identify opportunities to develop modern, efficient communications infrastructure through measures such as maximising available funding and through the development control process. Transport strategy set out in the LTP will support regeneration in three main areas:

- Providing access to **education, training and employment zones**
- Creating employment sites and **economically active towns/villages**
- Supporting local partnerships to create **integrated 'action plans'**.

4.2.1 Access to education, training and employment zones

Accessibility planning plays a significant role in helping regeneration throughout the county. The County Council continue to work with a range of partners to deliver improvements in accessibility. More detail on accessibility and improving transport choice and the role it plays can be found in section 3.2 – Accessibility of this report. Improving the accessibility of public transport will in turn help regeneration areas and socially excluded sections of society. The accessibility strategy will also help reduce congestion through the provision of bus priority measures and thus increase the overall competitiveness of areas.

4.2.2 Creating employment sites and economically active towns/villages

The County Council works closely with its district planning authority partners to identify suitable land for redevelopment opportunities to help regenerate areas. This work has included the Strategic Housing Land Availability Assessment. Although work is still ongoing to identify individual sites for development, part of the assessment included the regeneration potential of development locations. New infrastructure and public transport services are provided to make potential sites more attractive for investment and more sustainable.

Example: Mansfield and Ashfield Regeneration Route

During the first LTP period the County Council built the Mansfield and Ashfield Regeneration Route (MARR), a £34m scheme to regenerate the area which opened up significant amounts of land for development, as well as reducing the volume of traffic passing through the centre of Mansfield.

To date MARR has brought more than £480m and 2,510 jobs to the area since it opened in December 2004. This includes £350m invested and 700 construction jobs to transform Kings Mill Hospital facilities with a predicted 17% increase in permanent hospital staff when open. In addition, the redevelopment will free up

a prime site that will be perfect for associated clinical and research businesses, providing the kind of high-tech jobs the area needs.

Some £96m has been pledged to redevelop West Nottinghamshire College, money the college simply could not have secured had a site not been available to accommodate their ambitious vision of an all-on-one campus that would become a beacon for further education colleges across the country.

Recently Pro Logis, the world's largest owner, manager and developer of distribution facilities, has started work on the latest development along the MARR – a multi-million-pound business park comprising offices and distribution units. The 2,837m² of office space and 92,900m² of distribution space will give rise to an estimated 1,870 jobs. April 2008 also saw the opening of Mansfield i-centre II, the follow-on development to the public-sector-created incubation facility for start-up companies at Oakham Business Park. Privately funded, the i-centre II will provide graduation space for growing small businesses.

Construction opportunities look set to continue for the next decade and the County Council, as part of the Sherwood Growth Zone Partnership will continue to promote such development to help provide essential training and jobs in the county.

Example: Robin Hood Airport Doncaster Sheffield

Robin Hood Airport Doncaster Sheffield (RHADS) offers new employment and training opportunities to the residents of Bassetlaw district. In addition to the vital employment opportunities there is a learning centre delivering customer service training and the Aviation Academy teaching engineering skills. Therefore the County Council has worked in partnership with the local bus operator, Stagecoach, to improve public transport links between Retford and Worksop to RHADS. A new bus quality partnership was developed. The County Council purchased six new buses for the improved routes to allow Stagecoach to focus resources on improving the actual service routes.

Civil parking enforcement

The County Council introduced civil parking enforcement across the whole of the county in May 2008 (see Chapter 4.3.4 – Making best use of existing assets for more detail). It is hoped that effective enforcement will improve the availability of short-term parking for shoppers, thus assisting the retail trade.

Reduced congestion

Congestion costs to the economy in the Greater Nottingham and Central Leicestershire are estimated at around £310m per year (Economic Costs of Congestion in the East Midlands, Atkins 2007). Whilst it is difficult to determine actual costs across the North Nottinghamshire Plan area, any modal shift and improvements to journey times will therefore have potential cost savings to the public and businesses alike and halting the increase in congestion therefore has the potential to attract inward investment. More detail on managing congestion can be found in section 3.1 – Congestion of this report.

District/town centre improvement schemes

The County Council acknowledges the essential role played by the district centres in providing the services and jobs necessary for a prosperous and sustainable community. In the same way that town centres reflect the general economic well-being of the local community, they can also drive forward economic recovery and prosperity in an area by being the centre of new enterprise. A vibrant town centre will attract inward investment from business, creating jobs and security for its community. And LTP schemes have been implemented to help revitalise district centres in order to maintain their competitiveness and economic viability (as detailed in the town centre improvement scheme examples below).

Local Accessibility Transport Studies (LATS) are a holistic and inclusive approach to local transport planning, where schemes covering the whole range of transport modes are developed together as a complementary package through widespread consultation with local communities. LATS place a great deal of emphasis on regeneration issues in district centres, promoting their role as shopping/service centres; promoting leisure and tourism; encouraging sustainable access; and adding to the attractiveness of the centres. Economic 'health checks' have been undertaken in

collaboration with local business groups and their results have been supplemented with the findings of combined transport studies. This linkage allows environmental improvements, promotional activity and access improvements to be integrated to help meet the needs of businesses to revitalise the district centres making them more pleasant places to shop and work, encouraging civic pride and making them easier to access. During this LTP period the County Council has worked in partnership with town centre master planning exercises, where LATS were carried out simultaneously to add extra value to this work. Important elements of their action plans already featuring in current LTP programmes, such as environmental improvements at Forest Road, Sutton which aims to provide a more attractive, safe and pedestrian friendly area to add value to the image and economic vitality of Sutton.

Example: Town centre improvement schemes

Middle Gate, Newark

As part of a transport study, concerns were expressed about the volume of traffic in the area. Large numbers of parked vehicles, poor materials and narrow footways combined to make this busy shopping area congested and unappealing. The County Council, in partnership with Newark and Sherwood District Council and the Alliance SSP therefore implemented a significant environmental improvement scheme for the area. A £1m scheme was developed to address these issues that was completed in October 2007. The scheme provides a more attractive, safe and pedestrian friendly area, which links the shops and services in the Middle Gate area more effectively with the town centre to add value to the image and economic vitality of Newark. The scheme consisted of wider pavements, raised areas and narrower road widths to assist pedestrians to cross and restrict vehicle speeds; improved street furniture; a rationalisation of on-street parking; and improved CCTV.

Prospect Precinct, Worksop

Working in partnership with Bassetlaw District Council, a jointly funded scheme has been developed to improve access to the Prospect Shopping Precinct. The district council have upgraded car parking facilities costing £135,000 whilst Building Better Communities funding of £90,000 has been provided to improve access to the shops themselves, such as ramps.

Retford Bus Station

A new bus station was opened in Retford in 2007 which provided better access to Retford as well as upgraded pedestrian links between the bus station and the town centre. More detail on Retford bus station is included in section 3.2.4 – Access to food and essential services and section 4.1 – Quality of life.

Building Better Communities

The County Council's Building Better Communities (BBC) programme delivers physical improvements, with a particular focus on areas of deprivation. One of the five key aims for BBC delivery is 'Better Business' – supporting the range of land-based local industries, including regenerating shopping areas serving rural communities. Further information on the Building Better Communities programme can be found in section 4.1.5 – Quality of Life of this report.

Example: Building Better Communities schemes - Bright Square, Bull Farm

A £44,000 environmental improvement scheme has regenerated a local shopping area in Bright Square. The County Council worked with the local 'Buddies Group' – a community group – to make sure that the proposed BBC environmental improvements to the local shopping area met local needs. The scheme included:

- Footway improvements adjacent to local shops
- Replacing tarmac footways with block paving
- Creating a ramp for wheelchair users outside the shops
- Resurfacing the carriageway in front of the shops
- Improving parking facilities.

Rural area improvements

Promoting tourism can assist rural regeneration, and North Nottinghamshire has a number of tourist attractions, particularly around Clumber Park and Sherwood. Increased tourism brings employment opportunities and income to rural areas but needs to be carefully managed in order to ensure that damage is not done to the environment. The County Council's Rights of Way

Improvement Plan will also offer the chance to exploit the economic potential of these and other rural areas by promoting tourism in the countryside and improving access to it as detailed in section 4.1.4 – Quality of life of this report. The County Council also subsidises bus services such as the Sherwood Forester to enable people to travel to tourist locations more sustainably.

The County Council recognises that many of the rural areas suffer from the poorest quality road and footway maintenance. The Council has therefore, supplemented the annual maintenance budget with an additional £4m to address the backlog of repairs, which will be available each year between 2006 and 2009.

4.2.3 Future delivery

Economic regeneration will remain an important priority during the second LTP period (as reflected in the County's Local Area Agreement priorities) and will continue to be complemented by transport policies and programmes to stimulate social and environmental regeneration. This will involve encouragement of the development of skilled/knowledge industries in target areas suffering from unemployment and low paid work; improving transport services to towns and district centres where jobs are concentrated; investment in the infrastructure of town centres (particularly market towns) to ensure that they remain or become vibrant, attractive places to work and visit; supporting access to business training; and leveraging in external grant funding using local transport plan monies as match funding.

The creation of a high quality public realm together with attractive access points and gateways into district centres are important to their overall impression and appeal, particularly in appealing to investment. The Council will continue to work in partnership with the private sector and other agencies to secure an improved public realm particularly where such collaboration will help unlock further private sector investment. The LTP and Building Better Communities will therefore continue to play a vital role in helping to deliver these objectives.

Transport studies have now been carried out in each of the major town centres in the Plan area. LATS will now be extended into the rural areas where they will promote the local market towns and larger villages as foci for economic growth, particularly as service centres and transport hubs for their hinterlands. Continued investment in creating high quality public transport interchanges and improving access to these centres through the accessibility planning process will aid this process.

Example: Proposed town centre improvements

Kirkby in Ashfield

In partnership with Ashfield District Council, to date £1m has been secured to implement a town centre improvement scheme in Kirkby in Ashfield – £250K Building Better Communities; £250K LTP; £500K Alliance SSP funding; and additional funding is currently being sought by the District Council. The funding will be used to develop and deliver transport and regeneration improvements in the town centre.

Mansfield Bus Station

A new bus interchange is proposed in the heart of Mansfield. The proposed new bus station will be relocated to within 180 metres of the Market Square and within the heart of the town centre. It will also be much closer to the train station with one of the proposals being a pedestrian bridge linking the train station to the bus station making interchange between the two much easier.

The scheme will offer a major improvement to the quality of the bus waiting environment benefiting the existing 5m passenger trips using the current bus station and hopefully encouraging more people to travel by public transport. The new station will be fully enclosed and will boast a comfortable waiting area with plenty of seating, toilets, shop, café and baby changing area. It will also include a staffed travel information office, CCTV cameras linked to the town centre system and automatic doors separating the waiting passengers from buses.

When the existing bus station moves there are also plans to redevelop the surrounding area which will help the overall regeneration of the town.

4.3 Making best use of existing assets

Summary

- The condition of principle roads in the county remains high – in the highest quartile in the country
- The condition of classified non-principal and footways are improving
- Additional County funding has been allocated to improve the condition of unclassified roads and footways
- Work continues to be undertaken to deliver the County Council's Network Management Duty
- Civil parking enforcement has been introduced in the county.

Effective management and maintenance of highway assets has the potential to aid regeneration, accessibility and community safety programmes and strategies. The County Council's strategy to make best use of its existing highway assets focuses on four main areas:

- **Maintenance** of roads, footways, bridges, lighting and all other assets
- Undertaking its **Network Management Duty** to ensure that traffic keeps moving on the network
- The development of a **highway asset management plan**
- Introduction of **civil parking enforcement**.

4.3.1 Maintenance

The Authority spends an average of £11m (capital) and £2.1m (revenue) on planned structural maintenance of carriageways and footways in the county; £2.7 on maintenance and £1.3m on replacement of street lighting; and £1.2m (capital) and £0.15m (revenue) on bridge repairs and maintenance. As well as this, there is a highway maintenance revenue budget of approximately £16m per year to deal with routine and winter maintenance. An additional £4m per year of capital funding has also been allocated for the four years up to 2009 for carriageway and footway improvements on B, C and unclassified roads throughout the county.

Maintenance is undertaken by means of a systematic logical approach based upon the principles of Best Value, prioritised through the Council's annual inspection process. This ensures that only the locations most in need of repair are treated. Where considered appropriate, carriageway, pavement and lighting maintenance is also considered as part of a new facility (eg, a new cycle lane, town centre improvements scheme or local safety scheme) where improvement of the surface is considered important to the appeal of the facility, or where value for money efficiency savings can be made by doing repairs at the same time. Improvements to street lighting continue to be made to reduce the fear of crime, as well as road accidents remedial work and general maintenance - key deterrents to pedestrian activity.

As well as working with district councils through the 'manage and operate' partnership arrangements, the Council has entered into external partnership arrangements with Scott Wilson and Tarmac. More detail on the various partnerships relating to managing and maintaining the network can be found within section 5 – Use of resources of this report. The Council works in partnership with neighbouring authorities and the Highways Agency to co-ordinate road, footway, lighting and bridge maintenance schemes, minimise disruption, share best practice and help aid cross-boundary working. For example, the Council has reciprocal arrangements for routine maintenance and salting with neighbouring authorities to maximise the effectiveness of available resources and deliver value for money.

Condition of assets

The condition of principal and classified roads and footways remains high within the county and are detailed within section 6 – Performance Indicators of this report. Well designed and maintained street lighting can play an important part in encouraging the use of public transport, cycling and walking, accessibility and regeneration initiatives. Whilst the County Council is maintaining the percentage of 'poor' condition lighting columns at around 4.5%, this equates to

over 4,000 columns and the high number of columns remains a cause for concern. There is also a very large backlog of 'average' condition columns. The bridge stock condition scores for 2007/08 are 81.2 for critical elements and 89.7 for overall bridge stock. These scores indicate improvements for both the condition for critical elements and overall bridge stock when compared to 2006/07 (when the scores were 79.4 and 89.3 respectively).

The National Code of Practice for bridges, tunnels and retaining walls abutting the highway was adopted in March 2008. This has resulted in the County Council, as part of the Midland Service Improvement Group regional partnership, adopting three milestones included within the Code of Practice. Many of the key areas required to deliver the milestones relate to having a Highway Asset Management Plan alongside a Bridge Management System for highway structures. Much has been done to develop these in the last two years (and more detail is contained below), which means that the County Council is on track to deliver the milestones.

4.3.2 Highway asset management plan

Development of the Transport Asset Management Plan (TAMP) and associated systems is ongoing and Nottinghamshire are working with other authorities to develop best practice and carry out bench marking. Data produced for the TAMP has been used to aid funding decisions, target work and produce works programmes. The principles of asset management have been adopted throughout the Council and work is being undertaken to engage other areas of the Council to help develop aspects of the TAMP, such as treatment selection and works programmes. It is envisaged that in the long term the TAMP will provide valuable information to staff on how various assets are managed. Long term work programmes will also be produced that will assist in the management of the highway asset and provide financial information to support justification for investment and budget requirements. There are three distinct areas that are being developed:

- Production of a TAMP
- Asset valuation, development of methodologies and data required for an interim valuation of highway assets
- Development of a Highway Asset Management System (HAMS).

Production of a Transport Asset Management Plan

A draft TAMP has been prepared, taking into account changes in 2008/09 and finalising life cycle plans on carriageways and footways. It is intended that a final version will be produced for approval in early 2009. As part of the completion of the TAMP, improvement action points will be identified. These will help the Council progress the development of its asset management approach, such as data collection. This will also allow life cycle plans to be developed in conjunction with condition surveys and asset valuation work.

Data for the TAMP has been populated using existing data and this has helped the Council identify and prioritise gaps in inventory. The TAMP will continue to be developed on an annual basis, so that it can be used to prepare long term works programme and financial planning needs.

Asset valuation

The County Council is a member of the Midland Service Improvement Group and are involved in a task group working on asset valuation and an approach to calculate the depreciation of the highway asset. A recent report published by the Chartered Institute of Public Finance and Accountancy advocates the use of an asset management approach for asset valuation. The task group is involved in the guidance and developing prototype software based for an interim valuation approach to be completed. Data produced by Nottinghamshire County Council as part of the work on asset valuation has helped identify maintenance needs and assisted the Authority in allocating budgets based on condition data and the adopted asset management approach.

Highway Asset Management System

The County Council has been implementing a HAMS since 2006. This work is being done in conjunction with preparation of the TAMP and asset valuation and a number of modules have been implemented including those relating to:

- Customer relationship
- Inspections
- Inventory
- Bridge management system
- Pavement management system
- Works ordering.

The HAMS is being developed within the asset management principles and significant work is being undertaken to ensure data sets are integrated. This is done by linking data to the unique street reference number for individual streets. This allows the Council to maintain history of various assets on the same streets and compare different data sets such as customer enquiries and pavement condition.

4.3.3 Network management duty

Work continues to be undertaken to deliver the County Council's obligation to keep traffic moving on its roads and those of its neighbours. Detail concerning the County Council's delivery of its Network Management Duty Plan is included as Annex A to this document.

4.3.4 Civil parking enforcement

Discussions between the district, County, neighbouring councils, Police, Highways Agency and other stakeholders were concluded during 2007 and civil parking enforcement (CPE) was subsequently introduced on 12 May 2008. Large scale public consultation and raising awareness was undertaken in the months prior to its introduction to ensure the public were fully informed of the change to the enforcement regime. The selected CPE scheme is managed locally but under a central contract which gives the joint benefits of local knowledge and flexibility together with the consistency a central contract can offer. A single ticket processing centre has been introduced which will provide economies of scale and ease of operation.

4.3.5 Future delivery

The condition of the Principal Road Network improved considerably over the period of the previous LTP. Its condition has remained high through effective prioritisation of maintenance programmes but it still requires significant investment over several years. Similarly the classified and unclassified roads and footways networks also require significant investment.

Costs and funding issues potentially could have an important impact on future service delivery. Due to current Government funding levels, the maintenance of roads, footways and lighting has been supplemented by significant levels of County Council funding to try and address the maintenance backlog. In 2009/10 the County Council is due to receive approximately £9m but it is estimated that £10m is required to simply maintain the County's roads at their current levels. Therefore increases in maintenance funding are required if the Council is to improve the condition of its highway assets. And any reductions in maintenance funding would have severe impacts on the condition of the highways assets.

The energy supply contract was recently re-tendered and the new 30 month contract started on 1 October 2008. Energy prices for street lighting and illuminated signs provision has increased dramatically in recent years – from £2.7m per year in 2006/07 to £4.8m per year in 2009/10 – with a 450% increase in energy costs since 2005. Good quality combined heat and power has been secured as part of the contract which should produce 1.8 times less CO₂ emissions than brown energy. Lower energy lighting sources are also considered and installed as part of appropriate schemes. These soaring energy prices potentially have a significant impact on service

delivery, specifically costs. A review of the level of service will therefore be undertaken to determine if savings can be made from, for example, part night lighting.

It is anticipated that the introduction of CPE will alter the existing pattern of parking around town centres and the County Council is undertaking extensive surveys to monitor parking patterns. If necessary the County Council will consider schemes to protect residents from the inconvenience of commuter parking whilst allowing the Council greater control over parking patterns. Such schemes could include the re-introduction of residents parking schemes to prevent any displaced parking. The Council will also finance a study to report on the feasibility and implications of introducing on-street 'pay and display' in selective town centres which, if viable, should financially assist CPE and improve the understanding and availability of town centre on-street parking. Undertaking enforcement of moving traffic offences (and the level of any such undertaking) will also be considered as part of the future development of CPE.

5. Use of Resources

Resources have been allocated on the basis of the principals contained within the latest North Nottinghamshire LTP submission. Clearly exact spend levels and revised current and future year profiles reflect both the updated budgets as provided by the Department for Transport and minor changes in anticipated programme timetables and individual scheme costs.

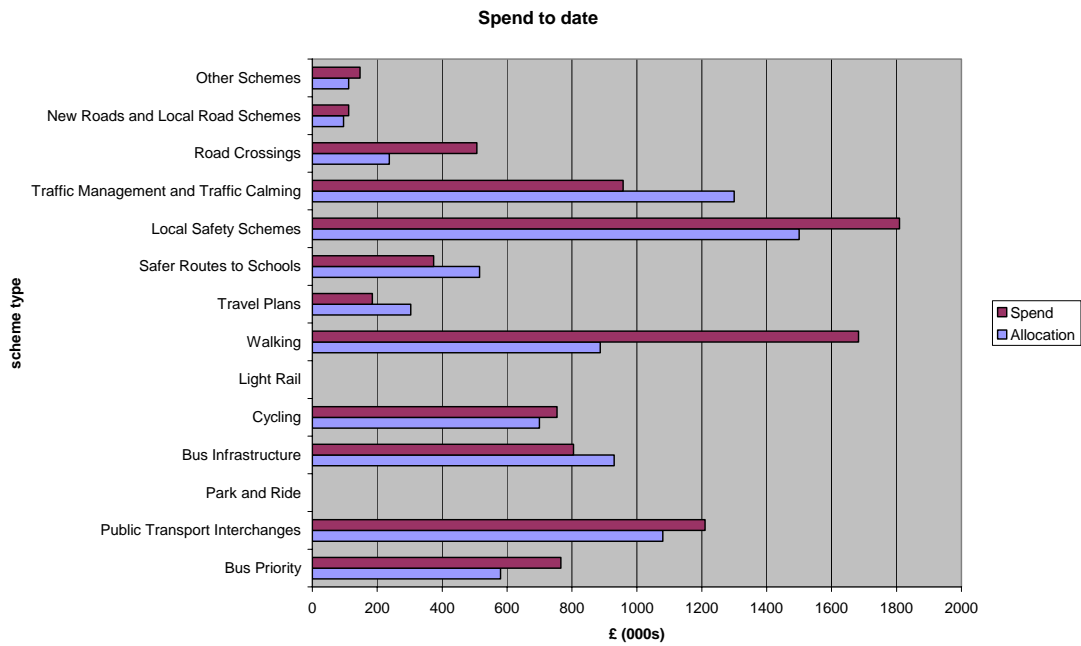
5.1 Spend versus indicative allocation

North Nottinghamshire received the maximum bonus for its integrated transport measures block, +25%, but overall reductions in maintenance allocations. These latter reductions were due to changes in the formulae used to calculate allocations and were a direct reflection of the good progress the Authority has been making in addressing a long term maintenance problem. These revised allocations as compared to the original suggested allocations contained within the LTP submissions are detailed in the tables below.

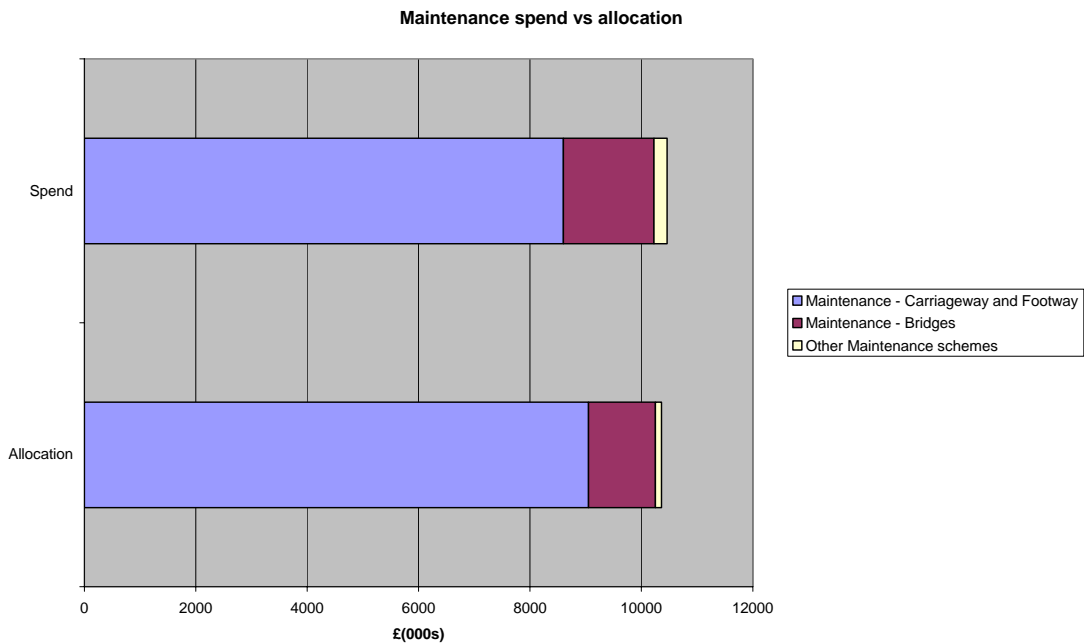
Indicative (as in LTP2)	2006/07 actual	2007/08 indicative	2008/09 indicative	2009/10 indicative	2010/11 indicative
Integrated Transport Measures	4,390	3,850	4,106	4,377	4,666
Maintenance	5,853	5,867	6,161	6,469	6,792
Total	10,243	9,717	10,267	10,846	11,458

Actual allocations (latest profiles)	2006/07 actual	2007/08 actual	2008/09 actual	2009/10 allocation	2010/11 allocation
Integrated Transport Measures	4,390	4,813	4,942	5,140	5,330
Maintenance	5,853	4,508	4,918	5,288	5,724
Total	10,243	9,321	9,860	10,428	11,054

Spend over the first two years of this Plan period has been good, as it was over the whole first Plan period. The Authority has fully utilised the available allocations over this period with an overall spend of 101% of available budget. Spend was not exactly as originally expected and the following two diagrams and one table identify where things have changed, as well as providing updated future programmes. The first chart shows actual spend over the first two years as opposed to original allocations for the integrated transport scheme types. Spend was higher than allocation for the majority of headings with money noticeably switching between different public transport blocks. Three other categories underspent compared to allocation, these being travel plans, safer routes to school and traffic management. This is more down to coding than real programme changes, as walking and cycling improvements arising out of travel plans tend to be coded as walking and cycling improvements rather than from the travel plans budgets. Similarly, problems occur for schemes with multi-user benefits (particularly town centre improvements) where all the costs are associated to one scheme type rather than split between all the relevant categories.



The next chart shows equivalent information for maintenance. Here, whilst again showing full spend, additional spend as against original allocation for bridges is evident.



5.2 Revised future year allocations

Further detail is provided in the following table. The first two columns show actual spend for the two completed financial years, whilst the following three detail the revised profiles in light of progress to date, scheme delays and changes to overall costs of individual schemes.

Block	Code	Spend per year (£000s)		Allocations by year (£000s)		
		2006/07	2007/08	2008/09	2009/10	2010/11
ITM total		4,513	4,797	4,942	5,140	5,330
Bus Priority	BL, BG	17	749	450	298	310
Public Transport Interchanges	IN	531	679	550	381	133
Park and Ride	PR	0	0	0	0	0
Bus Infrastructure	BI	538	267	500	500	500
Cycling	CY	332	422	500	381	394
Light Rail	LR	0	0	0	0	0
Walking	WA	822	861	400	375	387
Travel Plans	TP	98	87	200	200	200
Safer Routes to Schools	LS 1,2	193	181	300	300	300
Local Safety Schemes	LS 3,4,5	883	926	900	867	920
Traffic Management	TM	602	356	600	1000	1000
Road Crossings	RC	316	191	300	200	200
Local Road Schemes	RD	95	17	100	474	829
Other Schemes	OS1	86	61	142	164	157
Maintenance: Carriageway and Footway	MM1,3,5	4,879	3,719	4,118	4,488	4,924
Maintenance: Bridges	MM7,8	899	726	725	725	725
Other Maintenance schemes	MM9	74	166	75	75	75

5.3 Revenue funding

In addition to the LTP capital allocation, the County Council has also been maintaining its revenue budgets. Spend in this area is detailed below. Significant work has been undertaken to ensure revenue has been targeted in the most efficient way. The County Council has currently committed over £60m of revenue funding (since the start of this plan period) directly to transport issues to support and complement the capital programme. The largest of these blocks has been for maintenance (highway structural and routine) and public transport (including: concessionary fares, contracted services and school contracts) at over £15m and £10m per annum respectively, with other significant budgets allocated to road safety (education and awareness) and traffic management (minor network improvements and upgrades). The County Council has maximised available revenue budgets to ensure value for money on all funding sources as shown by its new performance management framework for supporting the non-commercial bus network.

Revenue budget 2006/07-2007/08	
	Revenue Budget (£000's)
Structural maintenance of roads	3,895
Routine maintenance	31,117
Public Transport	25,256
Road Safety	1,633
Traffic Management	789
Sustainability	176
Countryside access	585

Highway Maintenance Revenue

The Authority's maintenance revenue spend clearly underpins the whole LTP strategy, and includes: routine and cyclic maintenance as well as gritting and salting to ensure road safety during extreme weather conditions; and preventative structural maintenance in order to maintain the structural integrity of the network which complements the planned capital structural maintenance programme funded through the LTP. All of this revenue investment enables the full structural life of carriageways to be utilised and ensures the County Council as Highway Authority meets its statutory duty of care to maintain the road network in a safe and serviceable condition for all types of road user. The annual investment for each highway asset will be reviewed and optimised through the Transport Asset Management Planning process.

These revenue programmes clearly have a similar impact to the capital programmes towards the making best use priority and directly impact on the four maintenance targets, but also make a significant contribution towards the Authority's safety priority and thus its safety reduction targets. These significant levels of revenue funding reflect the importance placed in this area, not only by the County Council, but also by the general public.

Public Transport

Revenue support from the Authority's revenue budget is used to sustain the operation of bus services across the county to good effect. In addition to the provision of statutory home to school transport, a significant investment is made in supporting buses for discretionary school travel, where this can make a significant impact on discouraging short journeys to school by car.

The major input, however, is to services for the general public, particularly in rural areas and at quieter times of day. Here commercial bus operators will not sustain routes, and County subsidies ensure that services continue, in order to promote social inclusion and modal choice. The Authority's pioneering local bus Performance Management Framework guides the County Council's use of revenue funding to support bus services. This uses; the Index of Multiple Deprivation, car ownership, cost per passenger, number of passengers, journey purpose and availability of alternatives in funding decisions on which bus services can be supported. The framework has been complemented by a strong emphasis within the LTP on the provision of accessible vehicles, a programme to install raised kerbs at bus stops, and the production of travel information that is accessible to all.

The revenue budgets are at least as important as the capital programme in this area. These budgets are imperative to ensure accessibility priorities are maximised, and as can be seen by the maintained accessibility levels. The Authority provides significant funding to support non-commercial services, particularly in deprived areas, as well as school transport. This is a key area to support not only the accessibility priority but also quality of life as well as to a lesser extent congestion and regeneration. Without the significant levels of revenue support in this area, key targets on public transport patronage, public satisfaction, and accessibility to services would not be on track along with numerous other local indicators.

Road Safety

As with accessibility, the revenue budgets not only complement the capital programme, but also directly impact upon the Authority's targets through alternative non-capital techniques. Two key areas are the safety camera partnership work with the police and education and awareness campaigns. The latter of these, although difficult to quantify the direct impact in terms of numbers of casualties, has a key part to play as shown by the massive success of the national seat belt campaigns previously.

5.4 Programme Development

To ensure effective delivery and to cope with unexpectedly rapid or slow scheme progress, an overarching approach to programme management has been taken. Flexibility has also allowed the Authority to take full advantage of external funding opportunities, and to deal with issues that have arisen from consultation or legal processes, detailed design changes and variations to scheme estimates.

This has been achieved by compiling a balanced programme with a range of scheme types and scale. Large-scale schemes allow the efficient deployment of resources but are more vulnerable to scheme implementation delays and have a bigger impact on the programme if cost variations occur. Small-scale schemes can be deployed quickly but tend to be more staff resource intensive. Reserve schemes are worked up so that should a scheme be delayed at any stage in the process a replacement with a suitable state of readiness can be substituted.

To reduce the risk of surprise (consultation delays, issues arising through detailed design, and poor cost estimates) a significant element of the programme has already been designed before year of implementation. The success of this process can be seen by the continued maximum use of resources available and the level of progress towards achieving plan end targets.

Programme management

The County Council has developed its own bespoke database to monitor progress for all transport schemes. This complex 'Access' database is not only a project planning tool, highlighting the current status of each scheme and its timetable for delivery, but also details current and anticipated spend on each project. The database has been used internally by management to monitor spend on a monthly basis and also to inform a separate officers meeting on programme progress. These monthly meetings are held to review progress on all schemes to ensure deliverability, value for money and to maximise use of available resources. The meetings are used to adjust the programme if problems occur on individual schemes or if performance is slipping on the delivery of outcomes as against desired/anticipated levels.

Programme priorities

The following factors have been considered when building the longer five year programme and when adjusting both annually or at monthly update meetings:

- Achieving value for money
- Alignment with Plan objectives
- The phasing of schemes over the Plan period (to balance resource use and avoid conflicting disruption to the network)
- Consultation with residents and stakeholders to ensure acceptability and ownership of the schemes
- Ensuring schemes are compatible with national, regional and local priorities
- Co-ordination of schemes within the programme and opportunities for joint working with other partners to secure added value
- Options for leveraging in external resources to deliver more schemes over and above the LTP allocation
- Exposure to risk and the mitigation required to managed this exposure to an acceptable level
- Schemes that have the ability to deliver multiple benefits across a range of target areas
- Schemes that make the best use of the existing asset base whilst safe guarding its future potential
- Future maintenance implications
- Ensuring sufficient advance design is undertaken (to maintain future programme delivery), and
- Building upon the experience of delivering similar schemes.

5.5 Major and Significant schemes

Major Schemes

The County Council promoted two major schemes, Mansfield Public Transport Interchange and Pleasley Bypass Extension, within the plan period through the Regional Funding Allocation system. The first of these was rated as a high regional priority and the latter as a low priority (and thus outside the timeframe of LTP2). The County Council has a good record of delivery of major schemes with the recent completion of the Mansfield Ashfield Regeneration Route ahead of schedule and largely to budget. The Mansfield scheme is currently at programme entry, but has been slightly delayed due to a judicial review into planning procedures. Both of these schemes, along with a number of rail options, a public transport improvement scheme between Mansfield

and Sutton bus stations, and improvements to Worksop town centre have been submitted to consultants for consideration as part of the Regional Funding Allocation review process.

Significant schemes

The County Council has promoted a programme of significant schemes, defined as schemes with a total cost of between £0.25m and £5m, for delivery during the second LTP Plan period. These schemes are being funded from the LTP block allocation for Integrated Transport Measures. The selection of significant schemes for the Plan period was detailed in the latest LTP submission. Delivery to date is on schedule with the exception of the Sherwood colliery pedestrian link. This was a District Council scheme and has currently been pulled by them. It is currently intended to delay the Hamilton Road/Abbott Road scheme in favour of Ollerton Roundabout improvement. This change reflects an increase in cost of the original scheme and a consequent reduction in its value for money rating.

5.6 Complementary Funding Sources

The commitment of this Authority to both our, and the national transport vision can be seen by the considerable additional funding that Nottinghamshire is securing and hopes to continue to secure. A considerable amount is also being contributed directly by the Authority through both its Building Better Communities (BBC) programme - a total of £25 million countywide over 5 years, and an additional £16 million County capital (again countywide) for highway maintenance over the previous two and next two years, in addition to revenue funding (described above). The County actively pursues all other potential funding sources to complement the County Council's entire programme. To date in this Plan period the Authority has been extremely successful - to the value of £12m utilising County funds and £1m of external funding. This provides wider benefits for the residents of Nottinghamshire and added value for all parties.

5.7 Value for Money

The achievement of value for money is now a major focus for all local authorities. This factor has prompted considerable organisational change and service development in Nottinghamshire County Council over recent years, not only in the way services are delivered, but also in the way the Authority monitors and manages the achievement of value for money.

Performance Management

The County Council has a comprehensive performance management framework in place and includes the following features:

- Efficiency and effectiveness measures across all services
- Cost and quality measures across all services
- Effective links between organisational objectives/priorities and performance measures
- Routine quarterly reporting including independent assessment and validation of performance results
- Open access to intranet based performance data
- Effective engagement of staff through delegated responsibility for data and corrective action.

Monitoring

The County Council utilises a performance management database, PRIDE, to store and review performance on both the Government's Best Value Performance Indicators and local indicators for the Authority. All staff, as well as management, have access to the system so that current performance is readily available to all. A specific 'briefing book' has been set up specifically for the LTP indicators to assist monitoring and enable adjustments to be made when/if outcomes are not being achieved. These briefing books are updated regularly and highlight the status of each indicator, using RAG analysis. A dedicated 'Performance Management Team' collate the information contained in PRIDE and report the results to divisional management groups on a quarterly basis.

Programme delivery

The achievement of service outcomes is a key element of achieving value for money, and is clearly linked to effective delivery of the LTP programme. The introduction of rethinking construction principles has created an environment where collaborative working is used to improve several aspects of programme delivery. Work has been undertaken that focussed on accurate programme costing, broadening the network knowledge used to match programme to outcomes, and achieving efficient programme delivery. The impact on the LTP has been greatly improved predictability of spend, delivery of programme, and, most importantly, achievement of programme outcomes.

Partnering arrangements

Partnering has provided an effective mechanism for avoiding inefficiencies. The long term nature of the current relationship also provides a mechanism for achieving the cost and quality savings identified by Sir John Egan. The County Council is working in partnership with a number of public and private sector partners, under the banner of Nottinghamshire Highways Partnership (NHP), to deliver highway services across the County. The long-term partnering contract with Tarmac Ltd has significantly enhanced the construction capability of the NHP. All highway construction work up to £1m in value is now undertaken by the NHP, resulting in significant savings in tendering and contract supervision costs.

Project management

Nottinghamshire County Council has a successful record in delivering both major and significant schemes (Retford Bus Station, Newark Town Centre improvements, MARR). A dedicated team is responsible for promoting and project managing these schemes. The team has strong links with partners, stakeholders, users and suppliers throughout the county and these relationships have helped and continue to assist scheme delivery. It is acknowledged that schemes need to offer value for money, have a robust business case and be deliverable. The County Council has embarked on adopting PRINCE2 methodology to be applied to the delivery of its major and significant schemes to help demonstrate that they meet these central requirements.

Risk assessment

The Council has a procedure in place for the Integrated Transport Measures scheme programme in order to manage its exposure to risk. The procedure ensures that this exposure is kept to an acceptable level in a cost effective way. It identifies risk in a number of key areas, such as funding levels and deliverability, and identifies an overall level of risk. If this risk is considered unacceptable the scheme is investigated to identify ways of mitigating and or managing it. The programme is also developed in such a way as to ensure that the number of potentially risk-affected schemes is kept to a minimum in any one given year. The Authority constantly monitors programme progress to minimise risk, and has a bespoke database to aid monitoring and planning of the work programme. If any delivery problems arise, decisions are taken at the earliest opportunity as to whether to put a hold on the problem scheme, and replace it with a scheme off the Authority's reserve list. All the schemes on the reserve list have been pre-designed ready for delivery. Irrespective of any problems, scheduled progress meetings are held monthly to aid decision making and maximise delivery.

Risk Management

Risk is a major factor to be considered during the management of any project or programme. Risk management is undertaken on all the County Council's schemes over £250,000 in value and across the LTP's ITM programme as a whole. The aim is to manage the exposure to risk by taking actions to keep it to an acceptable level in a cost-effective way or, if necessary, to cease work on a project if the risk to delivery is considered too high.

The County Council has adopted PRINCE2 methodology for project management. This methodology enables all risks to be captured and processed in a consistent manner. The Project

Board and Project Manager have a set of defined responsibilities; they determine the risk tolerance and decide on the risk owners. Board members also advise on external risks.

The risk management process has been applied to the LTP programme and a Risk Map has been produced identifying suitable responses and actions. The risks are categorised into seven categories: customer, financial, legal, political, procurement, professional and contractual. This allows closely related risks to be grouped under one heading with relevant risk owners identified for monitoring purposes. The Risk Map identifies the key risks to the LTP programme management group for decision. The Risk Map is reviewed and updated at each management group meeting.

6 Performance indicators

Summary

30 indicators were detailed within the second LTP – 18 mandatory indicators and 12 local indicators. Progress against the 18 mandatory indicators shows that:

- 14 indicators are on track or ahead of the target
- 2 indicators are showing good progress but have narrowly missed the target
- 2 indicators are not currently on track and are highlighted as areas for improvement.

Progress against the 12 local indicators shows that:

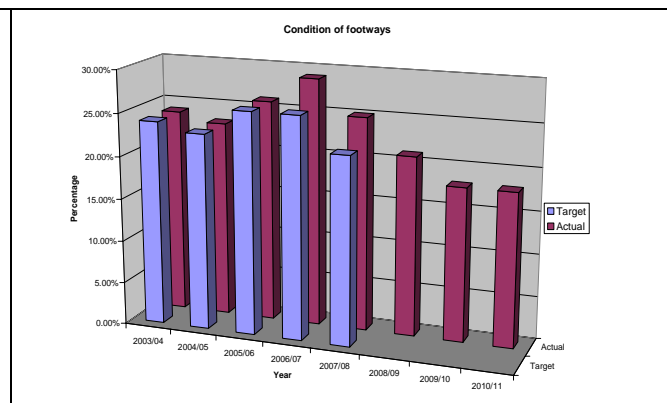
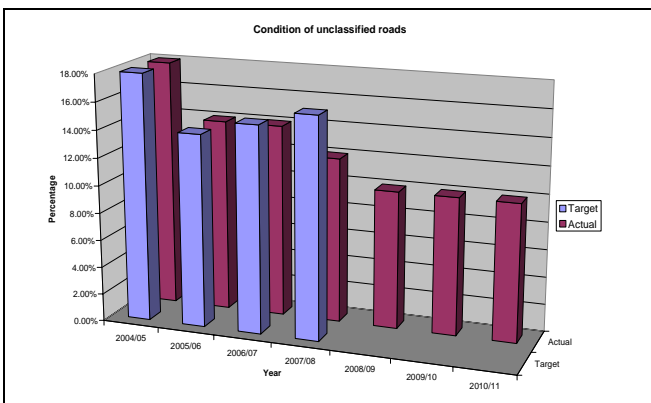
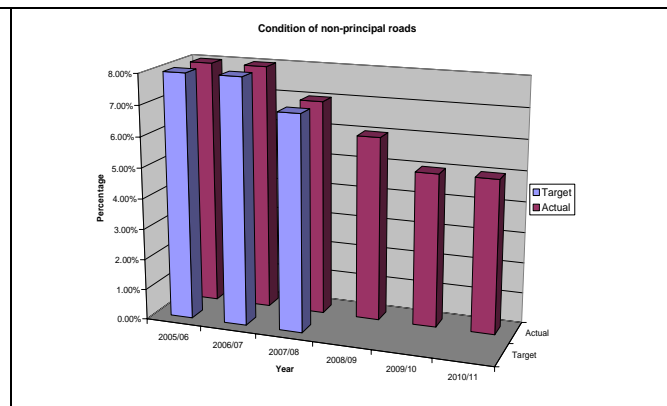
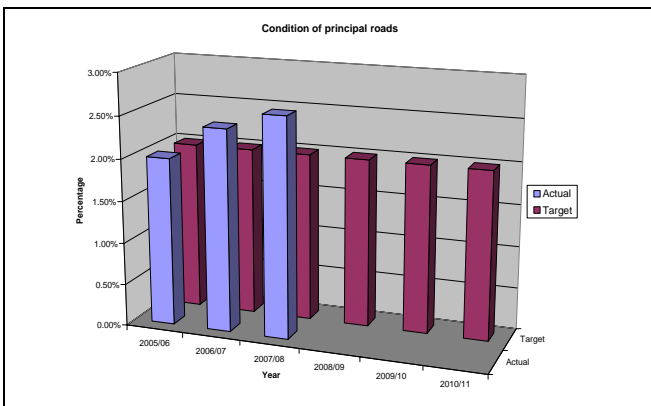
- 10 indicators are currently on track
- 2 indicators are not on track.

This positive performance against the indicators demonstrates good delivery of each of the national and local transport objectives.

This section details the progress made towards the delivery of the LTP targets and reviews delivery of each of the mandatory targets. It also looks at implications of the introduction of the new National Indicators and Local Area Agreement. All of the mandatory and local targets are detailed within the tables at the end of this section.

Road and footway condition targets (BVPI 223, BVPI 224 and BVPI 187)

Indicator	Summary	Status
BVPI 223 BVPI 224a BVPI 187	The condition of principal roads remains very high but has worsened albeit by less than 1%. The condition of non-principal roads as well as footways are good and improving.	On target
BVPI 224b	Despite additional funding the condition of unclassified roads has not improved.	Area for improvement

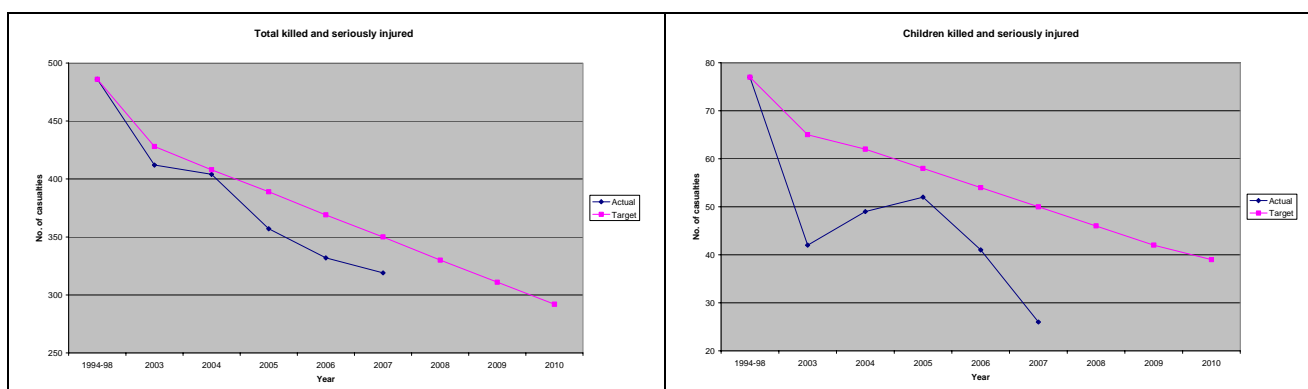


The condition of principal and non-principal roads remains high. Although the condition of principal roads has worsened it has done so by only half a percent and remains comfortably within the top quartile nationally at only 2.6% of the network requiring attention. Although the condition of non-principal roads was already very high, good progress continues to be made and the indicator is on course to meet its 2010/11 target.

In addition to annual County revenue maintenance allocations, County capital funds of £4m per year have been used to improve the backlog of unclassified roads and footways. This additional funding is reflected in the (4%) improvements in the condition of footways and the Council is on course to meet its 2010/11 target. Although the condition of the unclassified network is not showing as currently on-track, only 30% of the unclassified network is surveyed in any one year. Therefore the full effect of the investment and works programme undertaken during 2006/07 and 2007/08 has not yet been accounted for. Continual investment is being made in the unclassified network and as different parts of the network are assessed the effect of this sustained investment should be noticed in future years.

Road safety targets (BVPI 99)

Indicator	Summary	Status
BVPI 99x BVPI 99y	Both the total number of KSI and child KSI casualties are ahead of the 2007 trajectories. The number of child KSI casualties has already exceeded the 2010 national target.	On target
BVPI 99z	Slight casualties have also seen recent improvements and are only marginally (3%) behind the 2007 trajectory.	Area for improvement



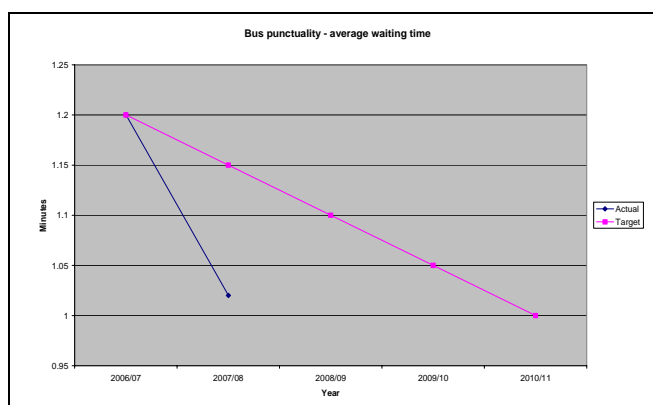
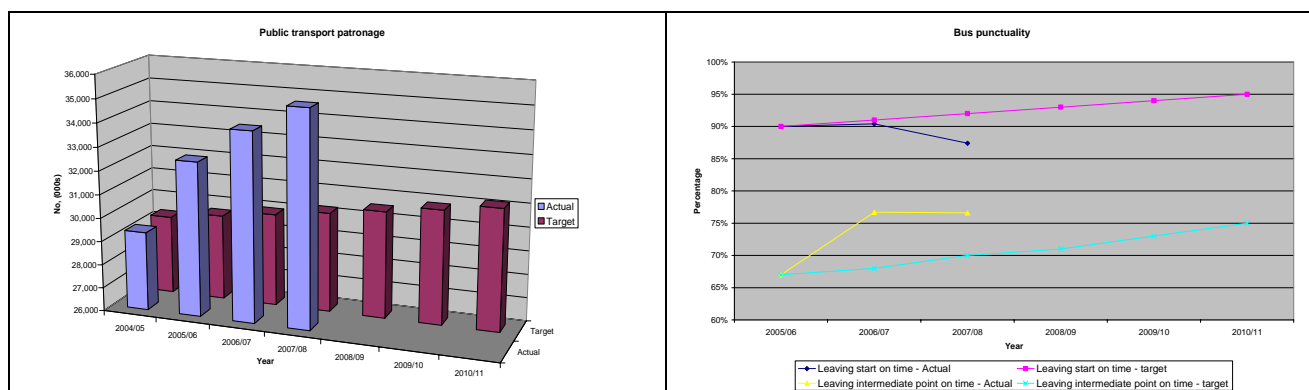
As can be seen in the graphs below the County Council is ahead of its trajectories to meet the 2010 targets to reduce the total number of KSI by 40% and the number of child KSI by 50% from the 1994-98 baseline. 319 people were killed or seriously injured on roads in North Nottinghamshire in 2007, a 34% reduction from the 1994-98 average. The 2010 target for child casualties has already been achieved, in 2007 there were 26 child KSI casualties, a 66% reduction from the 1994-98 average.

The number of slight casualties is currently marginally above its trajectory (3% higher). But the number of slight casualties has seen significant improvements with a reduction of over 100 casualties between 2006 and 2007.

The importance of delivering the road casualty reduction targets and their contribution in delivering wider benefits (such as improving health; promoting a strong economy; improving access; improving the quality of life; and promoting sustainability) was recognised when reducing the numbers of KSI casualties was included within the Local Area Agreement (LAA). In developing the LAA the future target for reducing the numbers of KSI casualties up to 2010 have been stretched by a further 5% from its current performance.

Public transport targets (BVPI 102, BVPI 104, LTP 5)

Indicator	Summary	Status
BVPI 102	The 2010/11 target for public transport patronage has already been exceeded.	On target
BVPI 104	Satisfaction with local bus services is measured every three years. It was on target in 2006/07 and is not due to be measured again until 2009/10.	On target
LTP 5	Whilst good performance is seen in the percentage of buses starting intermediate points on time and the average waiting time on frequent service routes, the percentage of buses starting their routes on time is, however, behind the trajectory.	Area for improvement

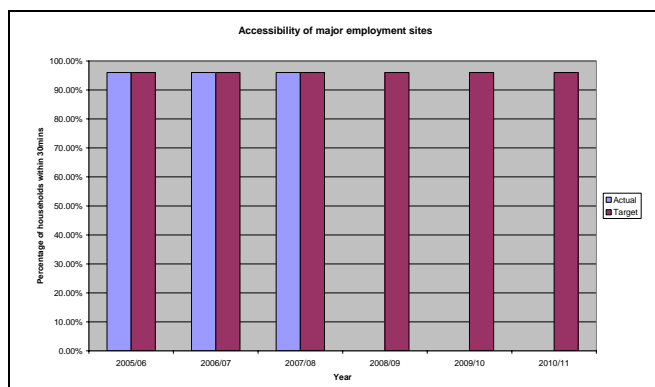


Public transport patronage has increased year on year since 2004/05. The 2010/11 target for patronage has already been exceeded and patronage has increased by 8% in the two years since 2005/06. The indicator has far exceeded its original 2010 target and therefore it has been rebased as part of the development of the new national indicator set.

Good progress has been made in some areas of bus punctuality. The percentage of buses starting intermediate points on time and the average waiting time on frequent service routes is ahead of the trajectories. The percentage of buses starting their routes on time is, however, behind the trajectory. The County Council is working with the bus operators through the bus punctuality improvement plan and bus quality partnerships to identify ways of improving performance in the remainder of this LTP period.

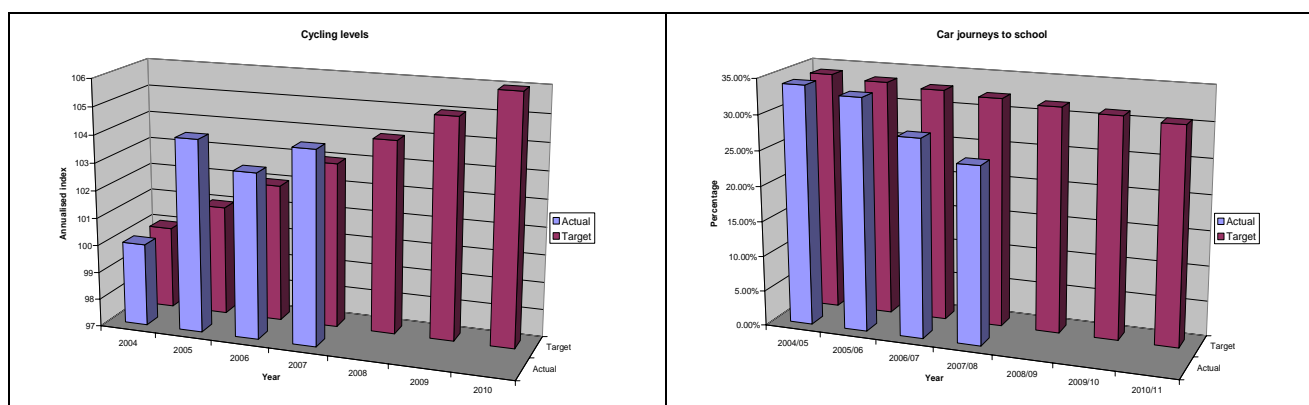
Accessibility target (LTP 1)

Indicator	Summary	Status
LTP 1	The excellent levels of accessibility by public transport continue to be maintained at 96%.	On target



Smarter choices targets (LTP 3, LTP 4)

Indicator	Summary	Status
LTP 3	In 2007 cycling trips were ahead of the trajectory.	On target
LTP 4	The 2010/11 target for the percentage of school pupils travelling to school by car in the Plan area has already been achieved.	On target

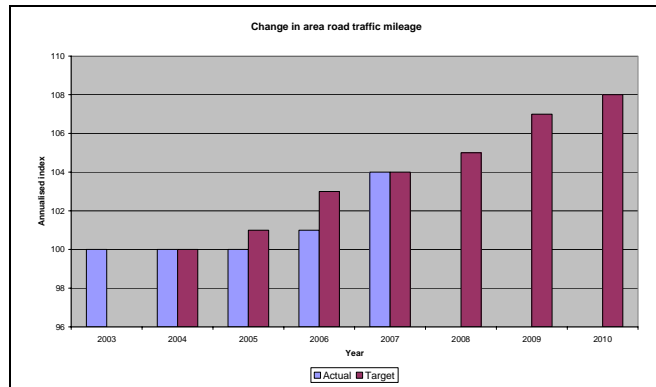


A target of 1% year on year increase from 2004 to 2010 was set for this Plan period. In the three year period 2004 to 2007 the numbers of cycling have increased by 4% and therefore the numbers are ahead of the trajectory. It should be noted, however, that levels of cycling are vulnerable to uncontrollable influences such as poor weather conditions.

The percentage of school pupils travelling to school by car in the Plan area has reduced by 9%. Corresponding increases have been seen in pupils walking, cycling and travelling by bus to school.

Road traffic targets (LTP 2, LTP 8)

Indicator	Summary	Status
LTP 2	Monitoring of traffic on all roads types in the Plan area show that traffic growth is being managed effectively and is on target.	On target
LTP 8	No air quality management areas have been declared in the Plan area.	On target



6.1 National indicators

Since the submission of the LTP in March 2006, Government have reviewed the Best Value Performance Indicators (BVPI) and developed a new set of 198 National Indicators – 10 of which are transport related – which replaced the BVPI in April 2008. The Corporate Area Assessment, which assesses how well a council is performing, will look at performance across this new set of indicators. The Local Area Agreement (LAA) – the 2008-2011 action plan for the delivery of Nottinghamshire's Community Strategy – includes indicators selected only from the 198 National Indicators to deliver the LAA priorities.

Local authorities are therefore only required to report on the new set of 198 indicators and this has a considerable impact on the existing LTP targets and the monitoring of transport indicators during the remainder of this LTP.

6.2 LTP targets 2008-2011

Whilst there is no requirement to continue to monitor all of the indicators detailed within the second LTP, the County Council considers that it is still appropriate to monitor most of them to continue to ensure effective delivery of the transport objectives. All of the existing mandatory indicators will continue to be monitored, although the methodology for determining several of the indicators has changed and the bus passenger journeys and the bus punctuality indicators have been refined. An additional accessibility indicator will also be included. Only one of the local indicators, L1 – single occupant car journeys to work, will no longer be monitored due to issues concerning feasibility and costs of the monitoring. In summary, between 2008 and 2011 the following transport indicators will be monitored:

- 9 national indicators
 - NI 47 – People killed or seriously injured in road traffic accidents in the whole county
 - NI 48 – Children killed or seriously injured in road traffic accidents in the whole county
 - NI 168 – Principal roads where maintenance should be considered in the whole county
 - NI 169 – Non-principal roads where maintenance should be considered in the whole county
 - NI 175 – Access to services and facilities by public transport, walking and cycling in the whole county
 - NI 176 – Working age people with access to employment by public transport (and other specified means) in the whole county
 - NI 177 – Local bus and light rail passenger journeys originating in the authority area in the whole county
 - NI 178 – Bus Services running on time (percentage of non-frequent services on time and excess waiting time of frequent services) in the whole county
 - NI 198 Children travelling to school (split by the mode of travel usually used) in the whole county.
- 22 local indicators
 - Unclassified roads where maintenance should be considered in the whole county
 - People killed or seriously injured in road traffic accidents in the Plan area

- Children killed or seriously injured in road traffic accidents in the Plan area
- People slightly injured in road traffic accidents in the Plan area
- Satisfaction with local bus services in the whole county
- Bus Services running on time (percentage of non-frequent services on time and excess waiting time of frequent services) in the Plan area
- Footway condition in the whole county
- Change in area wide road traffic mileage in the Plan area
- Cycling trips in the Plan area
- Number of Air Quality Management Areas in the Plan area
- Children travelling to school (split by the mode of travel usually used) in the Plan area
- Percentage of schools with an approved travel plan in the Plan area
- Working age people with access to employment by public transport (and other specified means) in the Plan area
- Access to hospital by public transport in the Plan area
- Access to major retail centre by public transport in the Plan area
- Percentage of eligible elderly population taking up concessionary fare entitlements in the Plan area
- Percentage of eligible disabled population taking up concessionary fare entitlements in the Plan area
- Percentage of bus stops with enhanced facilities in the Plan area
- Volume of carbon dioxide emitted by vehicles in the Plan area
- Percentage of footpaths and other rights of way which are ease to use by the public in the whole county
- People killed or seriously injured in road traffic accidents in the Plan area
- People killed or seriously injured in road traffic accidents on rural roads in the Plan area.

Mandatory indicators



LTP2 Mandatory Indicators Pro-Forma

On track or ahead of target
Area for improvement

LTP		North Nottinghamshire				Actual and Trajectory Data												
Core Indicator	Definitions	Year Type	Units	Year	Value													Notes
Road Condition (% of network in need of further investigation)	(1) Principal Roads - BVPI223	Financial	Percentage	Base Data	2005/06	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	This indicator will be replaced by NI 168		
				Target Data	2010/11	Trajectory	N/A	N/A	2.00%	2.40%	2.60%							
	(2) Classified, non-principal roads - BVPI224a	Financial	Percentage	Base Data	2005/06	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track		This indicator will be replaced by NI 169	
				Target Data	2010/11	Trajectory	N/A	N/A	8.00%	8.00%	7.00%							
	(3) Unclassified roads - BVPI224b	Financial	Percentage	Base Data	2004/05	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Area for improvement		This indicator will no longer be a mandatory indicator but will be retained as a local indicator for future monitoring purposes	
				Target Data	2010/11	Trajectory	N/A	N/A	14.00%	15.00%	16.00%							
Total killed and seriously injured casualties - BVPI99(x)	Calendar	Casualties	Base Data	1994-98	Actual Figures	1994-98	2003	2004	2005	2006	2007	2008	2009	2010	On track	This indicator will be replaced by NI 47		
			Target Data	2010	Trajectory	486	412	404	357	332	319							
Child killed and seriously injured casualties - BVPI99(y)	Calendar	Casualties	Base Data	1994-98	Actual Figures	1994-98	2003	2004	2005	2006	2007	2008	2009	2010	On track	This indicator will be replaced by NI 48		
			Target Data	2010	Trajectory	77	42	49	52	41	26							
Total slight casualties - BVPI99(z)	Calendar	Casualties	Base Data	1994-98	Actual Figures	1994-98	2003	2004	2005	2006	2007	2008	2009	2010	Area for improvement	This indicator will no longer be a mandatory indicator but will be retained as a local indicator for future monitoring purposes		
			Target Data	2010	Trajectory	2,034	1,953	1,823	1,957	2,013	1,872							
Total local public transport patronage in target	Financial	Thousand passenger journeys	Base Data	2004/05	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	This indicator will be replaced by NI 177			
			Target Data	2010/11	Trajectory	N/A	29,352	32,559	34,028	35,135								
of which number of bus passenger journeys - BVPI102	Financial	Thousand passenger journeys	Base Data	2004/05	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	This indicator will be incorporated into NI 177			
			Target Data	2010/11	Trajectory	N/A	29,352	32,559	34,028	35,135								
Satisfaction with local bus services - BVPI104	Financial	Percentage	Base Data	2003/04	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	This indicator will no longer be a mandatory indicator but will be retained as a local indicator for future monitoring purposes			
			Target Data	2009/10	Trajectory	61.00%			68.00%									
Footway condition - BVPI187 (% of the category 1, 1a and 2 footway network where structural repairs are required)	Financial	Percentage	Base Data	2005/06	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	This indicator will no longer be a mandatory indicator but will be retained as a local indicator for future monitoring purposes			
			Target Data	2010/11	Trajectory	24.00%	23.00%	26.00%	26.00%	22.00%								
% of total households within 30mins of major employment site	Calendar	Percentage	Base Data	2005/06	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	This indicator will be replaced by NI 175			
			Target Data	2010/11	Trajectory	N/A	N/A	96.00%	96.00%	96.00%								
LTP2 - Change in area wide road traffic mileage	Calendar	Index based on 2004 = 100	Base Data	2004	Actual Figures	2003	2004	2005	2006	2007	2008	2009	2010	On track	This indicator will no longer be a mandatory indicator but will be retained as a local indicator for future monitoring purposes			
			Target Data	2010	Trajectory	100	100	100	101	104								
LTP3 - Cycling trips (annualised index)	Calendar	Index based on 2004 = 100	Base Data	2004	Actual Figures	2003	2004	2005	2006	2007	2008	2009	2010	On track	This indicator will no longer be a mandatory indicator but will be retained as a local indicator for future monitoring purposes			
			Target Data	2010/11	Trajectory	100	100	101	103	104								
LTP4 - Mode share of journeys by car (including vans and taxis), excluding car share journeys	Financial	Percentage	Base Data	2004/05	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	This indicator will be replaced by NI 196. The indicator will, however, be split in future years between primary and secondary schools			
			Target Data	2010/11	Trajectory	34.00%	N/A	34.00%	32.89%	28.00%	25.00%							
percentage of which Car					Actual Figures													
percentage of which Car Share					Actual Figures													
percentage of which Public Transport					Actual Figures													
percentage of which Walking					Actual Figures													
percentage of which Cycling					Actual Figures													
LTP5 - Bus punctuality indicator	% of buses starting route on time	Financial	Percentage	Base Data	2005/06	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	This indicator will be replaced by NI 178. Buses starting their routes and arriving at intermediate points will, however, be combined		
				Target Data	2010/11	Trajectory	N/A	N/A	90%	90.40%	87.40%							
% of buses on time at intermediate turning points	Financial	Percentage	Base Data	2005/06	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	This indicator will be replaced by NI 178. Buses starting their routes and arriving at intermediate points will, however, be combined			
			Target Data	2010/11	Trajectory	N/A	N/A	67%	76.70%	76.60%								
% of buses on time at non-timing points	Financial	Percentage	Base Data	2005/06	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Area for improvement	Not currently measurable in North Nottinghamshire			
			Target Data	2010/11	Trajectory	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A				
Average excess waiting time on frequent service routes	Financial	Minutes	Base Data	2005/06	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	This indicator will be replaced by NI 178			
			Target Data	2010/11	Trajectory	N/A	N/A	N/A	1.2	1.02								
LTP6 - Changes in peak period traffic flows to urban centres	Area 1	Financial	Vehicle numbers or % of all journeys that are car driver journeys	Base Data	2005/06	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	Not applicable to North Nottinghamshire Plan area		
				Target Data	2010/11	Trajectory	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
LTP7 - Congestion	Area 2	Financial	Vehicle numbers or % of all journeys that are car driver journeys	Base Data	2005/06	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	On track	Not applicable to North Nottinghamshire Plan area		
				Target Data	2010/11	Trajectory	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
LTP8 - An air quality target related to traffic	No. OF AQMA	Calendar	Exceedences	Base Data	2004	Actual Figures	2003	2004	2005	2006	2007	2008	2009	2010	On track	This indicator will no longer be a mandatory indicator but will be retained as a local indicator for future monitoring purposes		
				Target Data	2010	Trajectory	0	0	0	0	0							

Local indicators

LTP2 Local Indicators Table

 On track or ahead of target
 Area for improvement

LTP		North Nottinghamshire						Actual and Trajectory Data										On track
Local Indicator	Definitions	Year Type	Units	Year	Value			2003	2004	2005	2006	2007	2008	2009	2010			
Congestion Indicators																		
L2: Commuter travel plans	% of employees covered by an approved commuter travel plan	Calendar	Percentage	Base Data	2005	14.5%	Actual Figures											
				Target Data	2010	20%	Trajectory		9%	9.50%	14.5%	15.34%	16%					
L3: School travel plans	% of schools with an approved travel plan	Financial	Percentage	Base Data	2004/5	21%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11			
				Target Data	2010/11	85%	Trajectory		N/A	21%	39%	57%	71%					
				Base Data	2006	94%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11			
				Target Data	2010	94%	Trajectory		N/A	N/A	94%	95%	94%					
L6: Accessibility for the elderly	% of eligible population taking up concessionary fare entitlements	Financial	Percentage	Base Data	2004	46%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11			
				Target Data	2010	57%	Trajectory		N/A	N/A	46%	74%	73%					
L7: Accessibility for the disabled	% of eligible population taking up concessionary fare entitlements	Financial	Percentage	Base Data	2006	9%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11			
				Target Data	2010	20%	Trajectory		N/A	N/A	9%	15%	13%					
L8: Ease of access at bus stops	% of bus stops with enhanced facilities	Financial	Percentage	Base Data	2005/06	41%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11			
				Target Data	2010/11	100%	Trajectory		N/A	36%	41%	58%	67%					
L9: Carbon dioxide emissions	Volume of carbon dioxide emitted by vehicles in North Nottinghamshire	Calendar	Index based on 2004 = 100	Base Data	2004	100	Actual Figures	2003	2004	2005	2006	2007	2008	2009	2010			
				Target Data	2010	105	Trajectory		N/A	100	99	100	101					
L10: (BV103): Satisfaction with public transport information	% of users satisfied with public transport information	Financial	Percentage	Base Data	2003/04	68%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11			
				Target Data	2009/10	82%	Trajectory		68%	N/A	N/A	79%	N/A	N/A				
L11: (BV178): Right of way which are easy to use	% of footpaths and other rights of way which are easy to use by the public	Financial	Percentage	Base Data	2005/06	60%	Actual Figures	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11			
				Target Data	2010/11	65%	Trajectory		59%	53%	60%	60%	56%					
Road Safety Indicators																		
L12: Total killed or seriously injured motorcycle casualties		Calendar	Percentage	Base Data	2002-04	91	Actual Figures	2003	2004	2005	2006	2007	2008	2009	2010			
				Target Data	2010	73	Trajectory		84	91	76	75	87					
L13: Total killed or seriously injured rural casualties		Calendar	Percentage	Base Data	1994-98	255	Actual Figures	1994/98	2003	2004	2005	2006	2007	2008	2009	2010		
				Target Data	2010	153	Trajectory		255	213	221	193	193	164				

National indicators

National indicators - county wide figures

On track or ahead of target
Area for improvement

Indicator	Year Type	Units	Year	Value	Actual Figures	Actual and Trajectory Data						Notes		
						1994-98	2005	2006	2007	2008	2009		2010	
NI 47 - People killed or seriously injured in road traffic accidents	Calendar	Casualties	Base Data	2004-06	604	Actual Figures	1994-98	2005	2006	2007	2008	2009	2010	The target has been stretched to a 5% reduction from the 2004-06 position. Casualties are reported on a rolling three year average. Therefore the average of 2005-07 will be reported in 2008, 2006-08 in 2009, and 2007-09 in 2010.
			Target Data	2007-09	490	Trajectory	826	N/A	N/A	604	566	537	490	
			Actual Figures	1994-98	2005	2006	2007	2008	2009	2010				
NI 48 - Children killed or seriously injured in road traffic accidents	Calendar	Casualties	Base Data	1998-98	129	Actual Figures	1994-98	2005	2006	2007	2008	2009	2010	Casualties are reported on a rolling three year average. Therefore the average of 2005-07 will be reported in 2008, 2006-08 in 2009, and 2007-09 in 2010.
			Target Data	2010	65	Trajectory	129	83	79	77	62			
			Actual Figures	1994-98	2005	2006	2007	2008	2009	2010				
NI 168 - Principal roads where maintenance should be considered	Financial	Percentage	Base Data	2005/06	2.00%	Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Due to the high standard of principal roads, the target is to maintain the existing levels.	
			Target Data	2010/11	2.00%	Trajectory	2.00%	1.50%	1.40%					
			Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11					
NI 169 - Non-principal roads where maintenance should be considered	Financial	Percentage	Base Data	2005/06	2.00%	Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes	
			Target Data	2010/11	2.00%	Trajectory	2.00%	2.00%	2.00%	2.00%	2.00%			
			Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11					
NI 175 - Access to services and facilities by public transport, walking and cycling	Financial	Percentage	Base Data	2005/06	96.00%	Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Due to the high level of accessibility, the target is to maintain the existing levels.	
			Target Data	2010/11	96.00%	Trajectory	96.00%	96.00%	96.00%	96.00%	96.00%			
			Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11					
NI 176 - Working age people with access to employment by public transport (and other specified means)	Financial	Percentage	Base Data	2005/06	87.00%	Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	This indicator is worked out by DIT and provided to local authorities.	
			Target Data	2010/11	87.00%	Trajectory	N/A	N/A	87.00%					
			Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11					
NI 177 - Local bus and light rail passenger journeys originating in the authority area	Financial	No. of journeys	Base Data	2006/07	34,028,525	Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	This target for this indicator has been rebased and stretched due to the excellent performance since 2006.	
			Target Data	2010/11	35,410,218	Trajectory	32,559,000	34,028,525	35,135,170					
			Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11					
NI 178 - Bus Services running on time (percentage of non-frequent services on time and excess waiting time of frequent services)	Calendar	Percentage	Base Data	2006	84.00%	Actual Figures	2005	2006	2007	2008	2009	2010	Notes	
			Target Data	2010	88.00%	Trajectory	N/A	84.00%	82.00%					
			Actual Figures	2005	2006	2007	2008	2009	2010					
Excess waiting time on frequent services	Calendar	Minutes	Base Data	2006	0.67	Actual Figures	2005	2006	2007	2008	2009	2010	Notes	
			Target Data	2010	1	Trajectory	N/A	1	1	1	1			
			Actual Figures	2005	2006	2007	2008	2009	2010					
NI 198 Children travelling to school (split by the mode of travel usually used)	Primary schools	Financial	Percentage	Base Data	2006/07	35.99%	Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Reliable PLASC data was not available prior to 2006/07. The existing targets to provide a 10% reduction in the share of journeys by car (including vans and taxis) between 2004/05 and 2010/11 has been profiled so that the planned reductions are delivered.
				Target Data	2010/11	33.72%	Trajectory	N/A	35.99%	35.90%				
				Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				
percentage of which Car (including vans and taxis)						Actual Figures	N/A	35.99%	35.90%					
percentage of which Car Share						Actual Figures	N/A	2.79%	3.00%					
percentage of which Public Transport						Actual Figures	N/A	3.42%	3.10%					
percentage of which Walking						Actual Figures	N/A	56.71%	57.20%					
percentage of which Cycling						Actual Figures	N/A	1.01%	0.80%					
percentage of which Other						Actual Figures	N/A	0.80%	0.00%					
NI 199 Children travelling to school (split by the mode of travel usually used)	Secondary schools	Financial	Percentage	Base Data	2006/07	13.65%	Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Reliable PLASC data was not available prior to 2006/07. The existing targets to provide a 10% reduction in the share of journeys by car (including vans and taxis) between 2004/05 and 2010/11 has been profiled so that the planned reductions are delivered.
				Target Data	2010/11	11.38%	Trajectory	N/A	13.65%	12.20%				
				Actual Figures	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11				
percentage of which Car (including vans and taxis)						Actual Figures	N/A	13.65%	12.10%					
percentage of which Car Share						Actual Figures	N/A	0.96%	1.10%					
percentage of which Public Transport						Actual Figures	N/A	26.83%	29.40%					
percentage of which Walking						Actual Figures	N/A	55.53%	54.00%					
percentage of which Cycling						Actual Figures	N/A	2.92%	2.80%					
percentage of which Other						Actual Figures	N/A	0.12%	0.60%					

7. Risk Analysis

Whilst, as with LTP1, Nottinghamshire County Council is currently on track to deliver the broad objectives and outcomes as detailed within the second North Nottinghamshire LTP submission, there are clearly a number of potential challenges ahead. This is not unusual and the County Council has every confidence that it can maintain existing momentum in this field of work and overcome whatever difficulties occur, so long as committed funding is not removed. Some challenges are relatively easy to identify and through active participation can be minimised, or even provide additional opportunities.

The following table, details by section, known major risks to the delivery of the LTP objectives and outcomes, as well as, potential future and existing mitigation measures to counter these risks. For each of these sections, a RAG (red, amber, green) analysis has been utilised to highlight the County Council's current view as to current anticipated impact on LTP delivery. This both updates and complements the risk map as detailed in the actual LTP submission.

Clearly some issues could be easier for a local authority to deal with than others. With issues that affect the national economy, such as the current economic climate and fuel prices, whilst the Authority cannot directly do anything about them, it can adjust programmes to complement changing circumstances. Any risks that directly impact upon level of funding availability, or willingness of partners to contribute can provide more complicated issues to overcome.

Key to red, amber and green (RAG) status:

	Major problem requiring significant remedial action to get the LTP2 back on track.
	Some action may need to be taken to build on good progress already made.
	Key outcomes are on track to be delivered in full or exceeded or where not being met mitigation is in place.

	Identified Risk	RAG	Mitigation measure
Transport's contribution to wider objectives	<ul style="list-style-type: none"> • Impact of new Local Area Agreements • LAAs still evolving • Housing pressures likely to significantly increase pressures on the existing transport network • Change of local political priorities • Governance/organisational change post Sub-National Review 		<ul style="list-style-type: none"> • New partnership working arrangements being developed • Modelling work has been commissioned • Close working with District partners • Review programmes and priorities • Partner engagement
Managing congestion	<ul style="list-style-type: none"> • Need for a congestion target • Lack of clarity as to best way to measure congestion • Poor coordination of street works • Roadspace reallocation causing additional congestion • Negative impacts from CPE • Impact of fuel price changes • Districts not aligning parking policies 		<ul style="list-style-type: none"> • Baseline data collected • Experience from Greater Nottingham • Included within NMP • Limit reallocation to ensure no negative impacts on public transport • Review and considered use of residential parking schemes • Adjust programmes to suit • Partner engagement (LAA)

Accessibility	<ul style="list-style-type: none"> • Rising tender prices for supported bus services • Increased support needed for education services / concessionary fares • Operators removing services • Organisational changes disrupting partnership working approach • Rising unemployment 		<ul style="list-style-type: none"> • LTP funding being utilised for bus purchase to reduce revenue support • Review policies • Utilise BQPs and performance management framework • Accessibility planning partnership established • Review services and support
Safer roads	<ul style="list-style-type: none"> • New partnership working opportunities not fully developed • Declining road safety grant allocations • Reduced revenue support • Severe weather impact 		<ul style="list-style-type: none"> • Being progressed through LAA process • Efficiency savings and alternative funding sources being explored • As above • Comprehensive gritting procedures
Air quality	<ul style="list-style-type: none"> • Air Quality Management Area declared • Increasing awareness of need to step up actions to reduce CO₂ emissions from transport sector as recognised by TaSTS etc. 		<ul style="list-style-type: none"> • Work with partners to undertake an effective action plan • Development of authority carbon management plans • Higher priority to be given to carbon reducing measures in LTP programme delivery
Local priorities: Quality of life and Regeneration	<ul style="list-style-type: none"> • LATS raising public expectation • Community apathy • Planning delays • Consultation delays • Land availability 		<ul style="list-style-type: none"> • Increased partner engagement • Early scheme identification
Making best use of existing assets	<ul style="list-style-type: none"> • Highway Asset Management Plans - slow progress • Some tension between maintaining the strategic highway network and targeting maintenance at community priority areas 		<ul style="list-style-type: none"> • External consultant support has been procured to guide document production • Additional funding provided by Local Authority through its BBC and highway enhancement programmes
Use of resources	<ul style="list-style-type: none"> • Funding for major schemes may be delayed due to RFA2 process • Economic downturn resulting in a reduction in developer contributions and asset receipts • Increasing pressure on corporate capital programmes resulting in less programme flexibility • Higher than forecast inflation resulting in a reduction in what can be achieved with fixed funding allocations 		<ul style="list-style-type: none"> • High level engagement in the RFA2 process • Alternative funding sources such as via emda or ERDF being exploited. • Comprehensive programme management controls are in place. Use of PRINCE2 • Early design of schemes to increase programme flexibility • Exploring efficiency saving opportunities. • Partnering arrangements

Annex A – Intervention criteria questions

	Intervention Criteria Question	Evidence and Action
1	Considering the needs of all road users. (See NMDG paragraphs 26, 51, 87-90 and 128)	
1.1	(1) How do an authority manage the road space for everyone?	Use of the road space is balanced between user demands by providing for particular groups when there is significant demand. This includes the use of Traffic Regulation including bus priority or restrictions to certain traffic types. Management of non-traffic activity on the highway is a high priority ensuring that coordination and notice processes are effective. Where activity on the highway is essential, network managers enable this activity to take place in the appropriate manner to balance the competing demands for road space.
1.2	(2) Have the authority set out a clear understanding of the problems facing the different parts of their network?	Use of traffic data and surveys facilitates a quantitative analysis of the network to identify particular needs and to designate sections of the road network for particular uses, often on a time or day related basis. When coordinating activity on the highway the key users are taken into account such that where appropriate the timing of these activities minimising the impact.
1.3	(3) Are they aware of the needs of different road users?	The traditional approach to traffic sensitive street designations is being developed further to take account of a wider range of demands on road space. A full review of the Network Hierarchy will result in well defined Associated Street Data which will assist good planning and coordination.
1.4	(4) Have they balanced policies for addressing these problems and needs?	Balancing competing demands is central to all decision making and addressed through internal and external consultation prior to recommending actions. It is widely recognised that the requirements of different road users are often in conflict, such as road safety or pedestrian measures reducing capacity for vehicles or bus priority measures increasing congestion for other traffic. Therefore policies identify the aspirations for different road user groups but implemented according to consideration of the impact (negative or positive) on other groups.
1.5	(5) Have the local authority identified and grouped roads according to their location and the activities on them?	A full review of the network hierarchy is to be completed to be defined within the Associated Street Data and made available through the departmental highway management system
1.6	(6) How have the authority shown that they have balanced competing demands while continuing to manage their network efficiently?	As indicated in the above paragraphs, the competing demands are routinely given extensive consideration whether these demands are for permanent or temporary use of the road network.

	Intervention Criteria Question	Evidence and Action
1.7	(7) In reaching decisions on competing demands, have they taken account of their policies and the particular circumstances of the part of the network being considered?	In defining the network hierarchy within the ASD every effort is made to ensure that the full information will be available to network managers such that in considering a particular part of the network they will have a full understanding of the many competing demands not just the predominant traffic mode.
1.8	(8) Are the authority working together with local businesses, retailers, representatives of the freight and road haulage industry, public transport operators and statutory undertakers?	The authority engages in extensive consultation processes when implementing permanent or temporary measures on the network. Close working with key stakeholders is achieved through regional and national HAUC and partnerships have been developed with transport operators including a road-rail partnership, Bus Quality Partnership, Bus Punctuality Improvement Partnership.
1.9	(9) Are they developing means for ensuring economic and efficient servicing of premises and deliveries, whilst mitigating adverse problems?	Where locations have particular demands appropriate traffic regulation is used to manage the competing demands. This includes permitted loading times and loading bays in pedestrian areas and the development of designated lorry routes. Working with the regional and national Traffic Manager groups it is intended that freight mapping will be readily available to the industry.
2	Coordinating and planning works and known events. (See NMDG paragraph 27)	
2.1	(1) To what extent have the authority promoted pro-active coordination of activities on the network?	The authority takes steps to engage with activity promoters at the earliest stages in the planning of activities in order to ensure that traffic considerations are taken into account from the outset. Coordination meetings form one part of this process lead by a dedicated coordination team. The analysis of coordination data enables best use to be made of the highway occupancy. The authority also engage with major works promoters to train their staff in the planning of works. This encourages the adoption of impact reducing techniques and the development of good working practice, demonstrating alternative methods of working to minimise disruption and reduce the impact on road users.
2.2	(2) To what degree have they adopted a planned, evidence-led approach to known events?	All known events are carefully considered to establish the extent of impact on the highway and where impact is anticipated traffic management plans are developed in conjunction with the promoters. Information is made known directly to key stakeholders who may be invited to develop traffic management plans and to the wider road user community through media including web based information systems including ELGIN and Travelwise.

	Intervention Criteria Question	Evidence and Action
2.3	(3) Have they developed, or are they developing, contingency plans for unforeseen events?	Close working with the Highways Agency has resulted in a framework of tactical diversion routes for motorways and trunk roads from which additional contingency diversion routes are being developed for the local network taking account of locally critical locations and routes as well as records of incidents. An out of hours and on-call service is provided to respond to incidents.
3	Gathering information and providing information needs. (See NMDG paragraphs 28, 100, 101, 137 and 138)	
3.1	(1) How effective are the arrangements the authority have in place to gather accurate information about planned works and events?	The authority engages with all known works, events and activity promoters to encourage early dialogue in the planning of activity. The time table for coordination meetings is well established as is the timing for the submission, collation and distribution of coordination data. Notice processes are applied to all known activity that will impact the highway. Nottinghamshire staff were the instigators of the common format for coordination data which was developed by the region and subsequently adopted as the national standard.
3.2	(2) How do the authority organise planned works and events to minimise their impact and agree or stipulate their timing to best effect?	Local coordination teams give approvals and directions to promoters to take account of the needs of the promoter and the road user. Consideration is given to the availability of alternative routes and conflicting activity and also to the appropriateness of the timing and proposed methods of working.
3.3	(3) Do the authority provide access on demand to information, from the authority's systems for recording and coordinating utilities' works and road works, to utility companies, contractors and adjoining authorities?	By ensuring that all information relating to planned activity is included in the notice and register system information on all known activities is available to highway authority staff (including partners) through the works and asset management systems. This information is also exported to publicly available web sites, principally ELGIN and the joint County-City Travelwise site to be available to other interested parties. Since ELGIN has been developed from an East Midlands regional project use of this system is strong in the area and network managers use this system to access information relating to adjacent authorities and use this as a coordination tool.
3.4	(4) Do the authority have, or aim to have, a good and timely source of travel information for road users and the community?	In partnership with Nottingham City Council the authority have considerably developed and improved the Travelwise information service and the role of the Traffic Control Centre as well as regularly updating the information which is exported to ELGIN. A key role of the Travelwise service is to ensure that all travel information is conveyed to the media including details of planned and unplanned events.

	Intervention Criteria Question	Evidence and Action
3.5	(5) Does this allow road users to choose a different route or mode of travel or to delay or defer their proposed journey?	Information is made available on map based systems thereby enabling road users to determine the best route to use. Alternative travel modes are encouraged through publicity.
3.6	(6) Do the authority work with a variety of travel information providers and do they communicate through a wide range of channels?	The development of Travelwise has considered the most appropriate channels for communication to provide a consistent message to as wide an audience as possible, making particular use of traffic link and web. Good relationships with the Highways Agency also encourages an exchange of information and wider use of combined resources in distributing information.
3.7	(7) What evidence has been provided to show how well the authority are providing information to other street authorities and meeting existing statutory obligations such as their duty to keep a street works register?	The street works register is one part of the authority's CONFIRM asset management system which is fully compliant with ETON requirements. This system enables good exchange of information including the frequent export of data to ELGIN which is not only adopted by all authorities in the region but is a widely used system developed in the East Midlands. The authority constantly work very closely with other authorities including those abutting their area as well as regionally and nationally.
4	Incident management and contingency planning. (See NMDG paragraphs 29 and 50)	
4.1	(1) Have the authority established contingency plans for dealing with situations outside the authority's control promptly and effectively, as far as is reasonably practicable?	Arrangements for emergency response are well established but also under regular review. In addition to an emergency response service, plans for diversionary routes and publicity are established for key locations.
4.2	(2) Have the authority provided evidence to demonstrate that they have ensured that all parties involved in making these contingency arrangements work, have been, or are, fully consulted during their development?	Close working with the emergency planning teams, adjacent authorities and the Highways Agency ensures that arrangements are compatible. Participation in incident debriefs enables lessons to be learnt and continuous improvement to be made.
4.3	(3) Have these parties the information they need to put the plans into practice quickly?	On call officers are provided with comprehensive details of arrangements that have been put in place including contact directories, route plans and temporary works information.
5	Dealing with traffic growth. (See NMDG paragraph 30)	
5.1	(1) What evidence has been given to show that an authority have identified trends in traffic growth on specific routes?	The authority undertakes a programme of data collection and analysis to identify trends in road traffic. Additionally, through the partnerships with transport operators, data is analysed to identify the changes and needs of particular transport modes.

	Intervention Criteria Question	Evidence and Action
5.2	(2) What policies have been put in place for managing incremental change?	Through the analysis of data, congestion hot spots are identified especially those which affect public transport since this is key to improving journey time reliability and other objectives of the partnerships with bus operators. Traffic signal modifications and other measures to improve capacity at these hot spots are fundamental to improving public transport usage to combat growth in other traffic use.
6	Working with all stakeholders - internal and external. (See the Act and NMDG paragraphs 31 to 33 and 57 to 63)	
6.1	(1) What evidence is there to show that those responsible within the authority for exercising any power to regulate or coordinate the uses made of any road or part of a road in the road network are aware of, and act upon, the authority's responsibilities arising in relation to the network management duty?	Awareness of the network management duty has been achieved through an extensive programme of training to ensure that the requirements of the duty are considered in all aspects of the authorities work.
6.2	(2) Do authorities that are in two-tier areas liaise with all the relevant departments in the second tier organisations whose work affects the road network?	The authority works in close cooperation with other authorities to ensure that activity takes account of the impact on the highway network. Partnerships have been developed with district and borough councils for a number of purposes including a formal creation of the Notts Parking Partnership between all authorities in Nottinghamshire.
6.3	(3) Do authorities ensure that other bodies (e.g. planning authorities) are aware of the duty and their impact on the movement of traffic?	The authority's development control officers work closely with the district planning authorities to provide advice on all types of new development to ensure that they do not significantly impact on the highway network, including analysis of and comment on transport appraisals for larger developments.
6.4	(4) What evidence is there to show that the authority take actions that include consultation on initiatives, the sharing of information needed to meet the duty, processes for ensuring that policies are consistent and agreeing joint working arrangements, including particularly with the Secretary of State and Transport for London?	Policies are developed in consultation and collaboration with other parties to ensure that proposals are consistent with other considerations. Nottinghamshire founded and now facilitate the East Midlands Traffic Managers Forum which plays a key role in ensuring that policies provide consistency across the region and beyond. This forum also encourages joint working on matters of common interest.
6.5	(5) Have the authority involved the police, statutory undertakers, Passenger Transport Executives, bus operators, the Traffic Commissioners, residents, local businesses and different road users where	The authority undertakes extensive consultation with many stakeholders when making decisions. Partnerships exist with key stakeholders including bus operators and consultation groups meet with others affected. The authority also regularly meets with statutory undertakers and fully engages in

	Intervention Criteria Question	Evidence and Action
	appropriate in decision-making processes?	HAUC both regionally and nationally.
7	Ensuring parity with others. (See NMDG paragraphs 68 and 99)	
7.1	(1) Do the authority apply the same standards and approaches to their own activities as they do to those of others and do they provide evidence of this, particularly in relation to utilities' street works and developers' works?	All activities are considered in the same manner applying the same restrictions or constraints to working times and methods. Good practice and innovative methods are encouraged and used as examples of minimising the impact on the highway user. The associated street data provides a basis on which to apply constraints in a consistent manner especially in relation to restricted working hours.
7.2	(2) Do they use locally determined indicators and where relevant any centrally developed key performance indicators?	Indicators are being developed in conjunction with other authorities across the region and through engagement in national working groups.
8	Providing evidence to demonstrate network management. (See NMDG paragraph 47)	
8.1	(1) Have the arrangements established by an authority for performing the duty been reflected in their LTP, LIP or any other interim monitoring report?	The LTP set out the proposal for addressing the network management duty and forms the framework for the continuous improvement in management of the network, through its links to delivering all of the objectives and strategies detailed within the LTP.
8.2	(2) Do reports about the duty performed by an authority provide clear evidence to demonstrate how they manage their road network?	Management of the road network is embodied in the strategies of the LTP and the policies and processes that support these, including the Network Management Plan, the developing Traffic Management Network Plan and the adoption of a comprehensive Asset Management System (Confirm) as well as measures indicated in the paragraphs above.