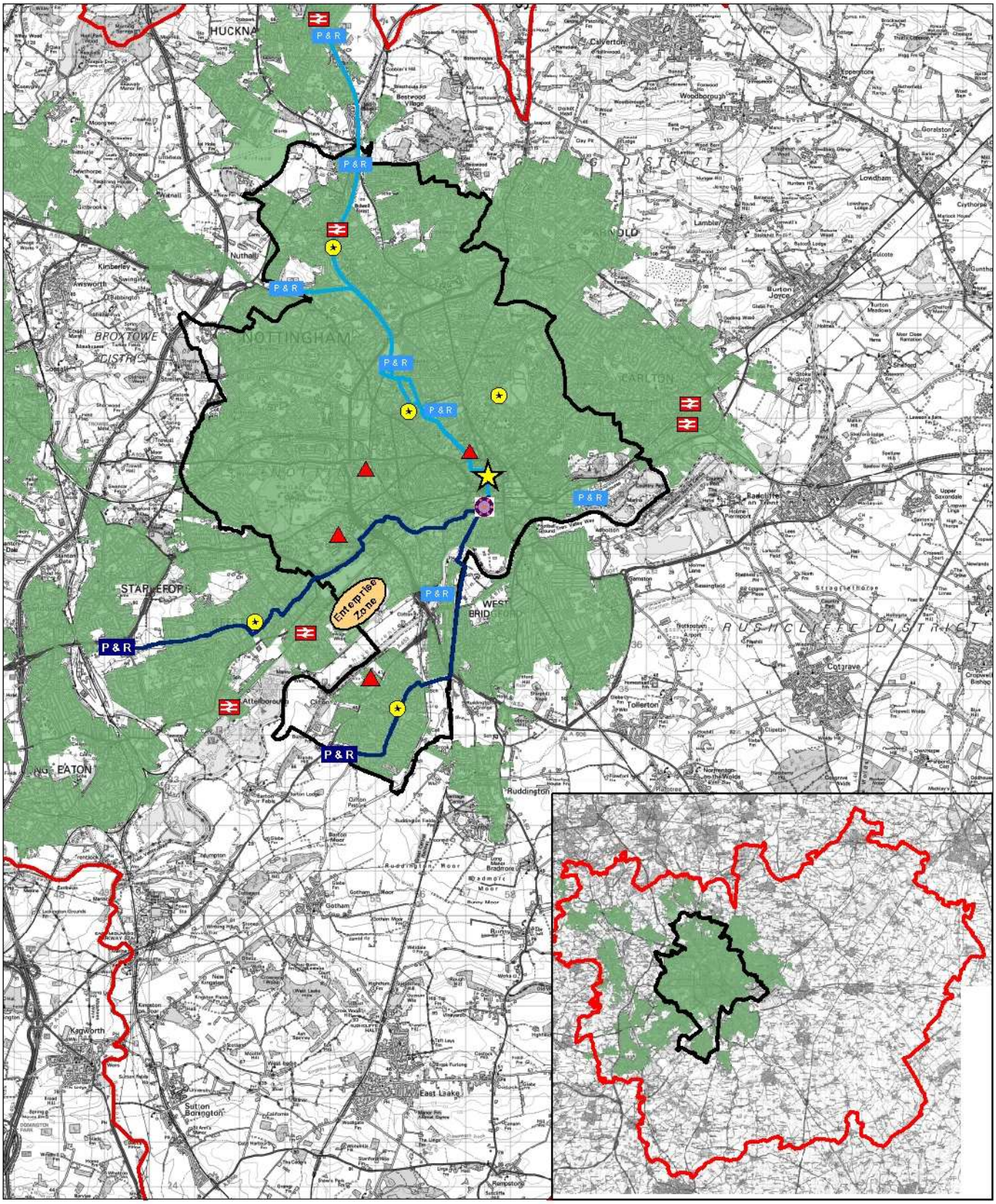
Appendix A: Nottingham Urban Area



City centre hub
Station hub
Potential community hub
P&R Existing P&R
P&R Proposed P&R
University hub
NET line 1
NET lines 2 & 3
Rail station
Travel to work area
City Boundary
Urban area

Scale: 1:121,763

0 1,050 2,100 4,200 6,300 8,400 Meters

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Nottingham City Council

APPENDIX B
LSTF - NOTTINGHAM URBAN AREA KEY COMPONENT BID

£000s	2011/12		2012/13		2013/14		2014/15		Total		
Measure	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	**Rev**	**Cap**	
Work Package A: Smartcard development and integrated ticketing offer											
- Project management/promotion	40		65		65		65		**235**	**0**	
- Infrastructure and back office (33% contribution)		125		375					**0**	**500**	
- ITSO implementation/compliance	140		125						**265**	**0**	
- Smartcard issue/distribution	500		500						**1,000**	**0**	
- Targeted travel support	25		50		50		50		**175**	**0**	
- Multi-modal integration	100	100	100	100	100	100	100	100	**400**	**400**	
Sub total	805	225	840	475	215	100	215	100	**2,075**	**900**	
Local contribution											
- Operator infrastructure contributions		250		750					**0**	**1,000**	
- LTP smartcard		80							**0**	**80**	
- DfT smartcard programme year 3 funding		220							**0**	**220**	
- Concessionary fares smartcard issue	100		100		100		100		**400**	**0**	
Sub total	100	550	100	750	100	0	100	0	**400**	**1,300**	
Work Package B: Establish pilot community travel hub											
- Pilot community travel hub	30		40		40		40		**150**	**0**	
- Commissioned community travel services			100		150		150		**400**	**0**	
Sub total	30	0	140	0	190	0	190	0	**550**	**0**	
Local contribution											
- Area Capital (Third contribution)		400		400		400		400	**0**	**1,600**	
- NHS Nottingham City	280		190		190				**660**	**0**	
Sub total	280	400	190	400	190	400	0	400	**660**	**1,600**	
Work Package C: Worksmart Phase A											
- GNTP Business Forums/Business Club	50		110		110		110		**380**	**0**	
Sub total	50	0	110	0	110	0	110	0	**380**	**0**	
Local contribution											
- WPL business support/parking management	100		200		200		200		**700**	**0**	
- LTP behaviour change		60		60		65			**0**	**185**	
Sub total	100	60	200	60	200	65	200	0	**700**	**185**	
Work Package D: Maintaining active travel partnership working											
- UCycle Universities/Further Education sites sustainable travel promotion	90		225		225		225		**765**	**0**	
- Infrastructure contribution		25		50		50		50	**0**	**175**	
Sub total	90	25	225	50	225	50	225	50	**765**	**175**	
Local contribution											
- Universities	40	135	40	135	40	135	40	135	**160**	**540**	
- LTP cycle integrated transport programme		35		100		100			**0**	**235**	
Sub total	40	170	40	235	40	235	40	135	**160**	**775**	
Work Package D: Programme monitoring											
- Programme monitoring contribution	20		20		20		20		**80**	**0**	
Sub total	20	0	20	0	20	0	20	0	**80**	**0**	
Local contribution											
- LTP indicators monitoring		40		40		40		40	**0**	**160**	
Sub total	0	40	0	40	0	40	0	40	**0**	**160**	
GRAND TOTAL LSTF BID	**995**	**250**	**1,335**	**525**	**760**	**150**	**760**	**150**	**3,850**	**1,075**	**4,925**
GRAND TOTAL LOCAL CONTRIBUTION	**520**	**1,220**	**530**	**1,485**	**530**	**740**	**340**	**575**	**1,920**	**4,020**	**5,940**
TOTAL VALUE OF OVERALL PACKAGE	1,515	1,470	1,865	2,010	1,290	890	1,100	725	**5,770**	**5,095**	**10,865**

Appendix C:

Partner letters of support and confirmation of external funding contributions:

- Sustrans
- NHS Nottingham City
- Trent Barton
- Nottinghamshire County Council
- Derbyshire County Council
- Greater Nottingham Transport Partnership
- Nottinghamshire City and County Employment and Skills Board

sustrans
JOIN THE MOVEMENT

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Sustrans
2 Cathedral Square
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Bristol BS1 5DD
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F: 0117 929 4173
Information: 0845 113 00 65
www.sustrans.org.uk

Chris Carter
Transport Strategy Manager
Development
Nottingham City Council 4th Floor
Loxley House
Station Street
Nottingham
NG2 3NG

16 April 2011

Dear Chris

Local Sustainable Transport Fund

Sustrans is pleased to support Nottingham City Council's bid to the Local Sustainable Transport Fund, which we are clear meets all the criteria for the fund and is in line with what the fund is seeking to help Local Authorities achieve. We have a track record of successful partnership working with the Council, including supporting improvements to routes to school and more recently in joint delivery of the Ucycle project. This project is an exemplar of what can be achieved through well targeted interventions, supported by all the relevant stakeholders; in this case both the city's universities and the city council and others.

We have supported Nottingham City Council in the preparation of this bid, which includes the next stage in the development of the Ucycle Project, a project Sustrans is fully committed to delivering, due to the excellent results it has so far achieved, particularly in boosting levels of active travel by staff and students. We are committed to delivering the proposals within the bid and are committed to sourcing further funding for the continuation of the Ucycle project.

Sustrans will ensure the successful delivery of the Ucycle project and can confirm the levels of financial, in kind and professional support of the two University partners towards work package D – Maintaining Active Travel Partnership Working; Sustainable travel promotion and infrastructure contributions. Sustrans will be looking to see how its other activities and programmes can complement and support the projects and interventions funded through this key component of Nottingham's Local Sustainable Transport Fund bid.

We look forward to working in partnership with Nottingham City council and other partners to support the delivery of this programme.

Yours sincerely,

Matthew Easter
Regional Director, East Midlands

NHS
Nottingham City

Health Equality
NHS Nottingham City
Based at Nottingham City Council
Loxley House
Station Street
Nottingham
NG2 3NG
Tel: 0115 845 4545
Fax: 0115 912 3316
Email: andrew.hall@nottinghamcity.nhs.uk

Jennie Maybury
Principal Transport Planner
Transport Strategy Team
Nottingham City Council
4th Floor
Loxley House
Station Street
Nottingham
NG2 3NG

8th April 2011

Dear Jennie,

Re: LSTF programme bid

I am writing to offer the support of NHS Nottingham City to your LSTF programme bid. This is a strong proposal building on the Council's excellent track record in transport planning. We are delighted to support this bid which not only focuses on congestion and carbon reduction but picks up the wider impact that improving the transport infrastructure and information can have on promoting a healthier environment.

Nottingham City is the 20th most deprived local authority area within England, experiencing higher than average levels of poor health, premature mortality and health inequalities. NHS Nottingham City therefore faces particular challenges to commission health improvement interventions to improve health across the city.

The main strategic driver to improve health in the city is the Nottingham Plan (the local Sustainable Community Strategy). One of the 6 priority areas identified within the plan is Healthy Nottingham, with the objectives by 2020 that:

- People will be healthier, happier and live longer, and will feel able to achieve their potential and make a positive contribution to city life; and
- Health inequalities between areas and social groups will be significantly reduced

In order to achieve these objectives and the 6 headline targets which underpin them, NHS Nottingham City has been running the Decade of Better Health programme since January 2010. To achieve the challenging targets, it was acknowledged that there was a requirement to scale up activity and co-ordination of effort across the public, voluntary, community and private sectors. Decade of Better Health adopts a social marketing approach to bring together a wide range of behaviour change interventions, targeting a number of key priority groups.

There is clearly a strong fit between your proposal and the strategic direction to improve health in Nottingham outlined by NHS Nottingham City, and a successful outcome from the application process will provide further opportunities to target some of the most vulnerable

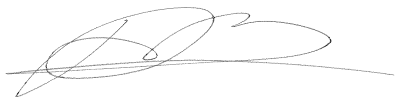
groups with the highest health needs within Nottingham. It also provides another opportunity to scale-up existing efforts required to make a difference in improving health across Nottingham.

The proposal has a particularly strong asset-based, capacity-building and community engagement approach. NHS Nottingham City recognizes the benefits of such approaches and already leads the evidence based Healthy Communities Collaborative model locally branded as Change Makers. Local people are recruited and trained as volunteers to target the two largest contributors to premature mortality in Nottingham, namely cancer and cardiovascular disease. The project targets vulnerable and marginalized groups in the most deprived communities in the city in order to raise awareness of lifestyle risk factors and also signs and symptoms of the diseases and promote early presentation to improve health outcomes. A team of volunteers from diverse local communities support involvement, engagement and empowerment for individuals to take control to make changes to their lifestyles and local service provision to improve their health.

We therefore have an operating model in place which is consistent with your proposed community delivery model for travel behaviour change. I am pleased to offer the support of NHS Nottingham City to your bid to the value of £280k in 2011/12 and then £190k for the subsequent two years.

I wish you well in the application process and look forward to working together on this project.

Yours sincerely,



Andrew Hall
Acting Director of Health and Wellbeing Transition

the really good bus company

DDI: (01773) 536313

Andy Gibbons
Nottingham City Council
Loxley House
Nottingham

14th April 2011

Dear Andy

Local Sustainable Transport Fund

Following our numerous and ongoing discussions, I write to confirm that *trent barton* is firmly committed to the City Council's vision and plans for integrated all operator multimodal smartcard ticketing for Greater Nottingham. As both a key bus operator in the area and a partner in Nottingham's future tram project, smart ticketing is seen as being crucial to promote integrated travel across the conurbation in an attractive user friendly way. It is the intention of the company to invest up to £0.75m over the next 3 years in this area as part of our plans for NET Phase 2, compliant with standards to enable full integration ticketing.

Yours sincerely

Mark Greasley
Group Projects Manager

mansfield road, heanor, derbyshire, DE75 7BG
www.trentbarton.co.uk

Trent Motor Traction Company Ltd registered in England No 131912, Barton Buses Ltd registered in England No 2347412
Mansfield Road, Heanor, Derbyshire, DE75 7BG

Your ref
Our ref
Tel
e-mail 0115 9772970
Date kevin.sharman@nottscc.gov.uk
15th April 2011

Nottinghamshire County Council

Jennie Maybury
Nottingham City Council
Loxley House
Station Street
Nottingham
NG2 3NG

Ref: Nottingham Urban Area LSTF bid

Nottinghamshire County Council is pleased to be working as a supporting partner for the Nottingham Urban Area bid, covering the entire built-up urban area and including parts of Broxtowe, Gedling, Rushcliffe and the Hucknall part of Ashfield. This bid will complement the bid being submitted by Nottinghamshire County Council for the market towns in the north of the county. Nottinghamshire has a long history of joint working with Nottingham City Council and this new bid is entirely in keeping with the Memorandum of Understanding as agreed between the two authorities as part of the LTP process. The County has been fully involved in the bid preparation and will work closely with the City to ensure efficient delivery of the measures contained within the bid.

Yours sincerely,

Kevin Sharman

Transport Plans and Programmes Team Manager
Nottinghamshire County Council

Trent Bridge House, Fox Road
West Bridgford, Nottingham NG2 6BJ
www.nottinghamshire.gov.uk

DERBYSHIRE County Council

Improving life for local people

Ian Stephenson
Strategic Director

Environmental Services Department
County Hall
Matlock
Derbyshire DE4 3AG

Minicom: 01629 533240
Fax: 01629 538040

Telephone: 01629 538557
Ask for: Jim Seymour
Our ref: NPP/JRS//8016/01
Your ref:
Date: 15 April 2011

e-mail: jim.seymour@derbyshire.gov.uk

Jennifer Dearing
Interim Corporate Director - Development
Nottingham City Council
Floor 4 Loxley House
Station Street
Nottingham
NG2 3NG

Dear Jennifer

Local Sustainable Transport Fund – Nottingham Urban Area

I am writing with regard to your key components bid for the above, to express the support of Derbyshire County Council. The Council is making two direct applications to the Local Sustainable Transport Fund and does not consider it appropriate to seek further funding through the Nottingham Urban Area bid. However, Cabinet has considered the principles of this and understands the benefits to all parties of aligning resources. The measures developed in the Nottingham urban area to improve integration and develop a multi-operator smartcard ticketing platform will benefit Derbyshire residents within the area. The County Council is happy to play whatever role is appropriate in project management and liaison. It will be able to contribute officer time from its existing sustainable transport, accessibility and public transport teams and to consider allocation of other resources against specific initiatives. The Council will be wishing to stay closely in touch with the project in order to align as closely as possible its ongoing work within these fields.

Yours sincerely

Jim Seymour
Transport Strategy Manager

To:
Jennifer Dearing
Interim Corporate Director, Development
Nottingham City Council
Loxley House
Nottingham
NG2 3GN

From:
The Lenton Centre
Willoughby Street,
Lenton
Nottingham
NG7 1RQ

13 April 2011

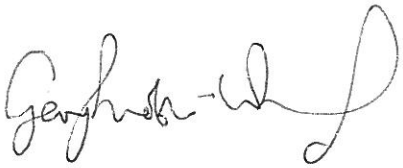
Dear Jennifer

I am pleased to confirm that the Greater Nottingham Transport Partnership will be an active partner in the LSTF bid leading on the business engagement and marketing support elements. Our public and private sector partnership has been in place for 10 years and has a wide reach and representation from major employers in the Nottingham Urban Area, from business representative organisations such as the Federation of Small Businesses and the Derbyshire and Nottinghamshire Chamber of Commerce and from local transport operators. The partnership has helped to shape the direction of each of the LTPs, has led major cross conurbation projects and manages the BigWheel integrated transport marketing programme.

With a long track record of partnership across the whole of the private and public sectors in the City and the surrounding area we are admirably placed to continue in the partnering which has been a such a strong part of Nottingham's success in transport delivery. In addition our formal position within the 3rd sector offers an equally effective link into the community and voluntary sector - indeed our host organisation runs many cycling training and active travel projects for health and access reasons with schools and community groups through a network of staff, casual workers and most importantly volunteers.

The continuity provide by continuing the GNTP's branded BigWheel integrated and sustainable travel marking programme is also an innovative but practical aspect of the bid. The well recognised brand and the City's consistent approach to marketing has proven to help change people's travel behaviour and continues to show dividends. By the GNTP managing this part of the programme we can ensure that local authorities, operators and businesses are working as one whilst ensuing private sector marketing approaches are used and campaigns can be planned and delivered in a cohesive way across the whole of the sector.

Yours Sincerely



Gary Smerdon-White

Chair, Greater Nottingham Transport Partnership

NOTTINGHAMSHIRE: CITY & COUNTY EMPLOYMENT AND SKILLS BOARD

Department for Transport
Local Sustainable Transport Fund

14th April 2011

To Whom It May Concern

Local Sustainable Transport Fund (LSTF)- Nottingham City Council

This is a letter in support of Nottingham City Council's application for the Local Sustainable Transport Fund.

As Chair of the Nottinghamshire: City & County Employment and Skills Board (ESB), which is an employer led partnership with a vision to support sustainable employment across Nottingham and Nottinghamshire, I am keen to support the LSTF application. Our partnership regards transport and accessibility as important drivers for a strong local labour market. We feel that Nottingham City Council have provided an excellent, comprehensive application to strengthen the provision and access of quality transport solutions across the Nottingham Urban Area.

The ESB is a public, private and third sector partnership existing to improve the skills and open up access to the labour market in the Nottinghamshire area with membership from City and County Councils, Jobcentre Plus, major employers and providers- including FE colleges and voluntary sector training and skills networks. We will be in a good position to add value to the application by developing the linkages to provider and mainstream employment and training activities. This in turn will help support the economic growth objectives within the LSTF programme.

DWP are in the process of commissioning local providers to deliver the Work Programme. There will be opportunity through ESB to work closely with the successful providers in Nottingham and Nottinghamshire to develop activities and services to address barriers for job seekers in accessing work and training opportunities such as availability and affordability of transport options, building on local good practice.

The ESB's provider network can act as the advisory body for the development and delivery of the personalised travel support packages for job seekers. The

integrated multi-modal smartcard will be well placed to provide a suitable platform to hold any financial travel support offer for eligible individuals.

Finally, the LSTF bid will provide additional resources to support personalised travel planning and coordination of journey planning software and other tools and information available to jobseekers and employment advisors through the Community Travel Hubs.

Yours sincerely



Caroline Maley
Chair - Nottinghamshire: City & County Employment and Skills Board

c/o Nottinghamshire: City & County Employment and Skills Board
Enable
Voluntary Action Centre
7 Mansfield Road
Nottingham
NG1 3FB

Appendix D: Existing Community & Partner Support Network for Nottingham urban area



Appendix D: LSTF Partners and Stakeholders

Key: **Public sector** **Private sector** **Third sector*** **Partnership**

(* Third Sector includes charities, community groups, not for profit organisations, paid and volunteer staff)

Project Steering Group	Stakeholders	Wider Reference Group
Nottingham City Council (lead): • Transport Strategy (lead) • Public Transport • Traffic & Safety	NCC Economic Development	• NCC Area Committees • One Nottingham: • Green Nottingham o Health and Wellbeing Partnership o Nottingham Energy Partnership • Notts/Derbyshire LEP • Gtr Nottm Joint Advisory Committee • Nottingham City Transport • Trent Barton • Nottingham Express Transit • East Midlands Trains • Network Rail • East Midlands Airport
	NCC Neighbourhood Management	
	NCC Sustainability Team	
	Nottingham Community Transport	
Nottinghamshire County Council	Broxtowe Borough Council Gedling Borough Council Rushcliffe Borough Council Ashfield District Council	
Derbyshire County Council	Amber Valley District Council Erewash District Council	
Sustrans	Nottingham Trent University University of Nottingham Nottingham University Hospital Trust FE colleges	• Pedals • Cycle suppliers
Greater Nottingham Transport Partnership (GNTP)	GNTP "ambassadors" (E.ON, Experian, Boots) RideWise cycle training organisation Framework Housing Trust (bike recycling)	• GNTP Business Club network
Nottingham and Nottinghamshire Employment and Skills Board	Jobcentre Plus Enable Self Help Nottingham FE Colleges Nottinghamshire Training Network	• Derbyshire and Nottinghamshire Chambers of Commerce • FSB
Nottingham City PCT		• One Nottingham: Health and Wellbeing Partnership • Health and Environment Partnership • Change4Life Regional Platform
	Healthy Schools programme Sustainable Schools Co-ordinators	• Schools
	Energy Savings Trust	• EScoota • Carbon Club • Wego
	Local Plugged in Places partners incl: • Broxtowe BC • University of Nottingham	
		• Other interest and community groups e.g Transition Towns

Appendix D: Menu of LSTF services - Delivery agents

Key: **Public sector** **Private sector** **Third sector** **Partnership**
(* Third Sector includes charities, community groups, not for profit organisations, paid and volunteer staff)

Organisation	Service	Existing local provision?
Age UK Nottinghamshire	• Best Foot Forwards community guided health walk programme	✓
Energy Savings Trust	• Eco driving packages; Green fleet support.	
Nottingham City Council	• Transport Strategy – smarter choices/travel planning • Public Transport – linkbus development and marketing • Traffic & Safety – MfS; SRTS; STPs • Economic Development – inward investment • Neighbourhood Management • Sustainability Team – Climate Change Strategy • Communities - Active Families Programme; Decade of Better Health • Children's Services - Healthy Schools programme; Sustainable Schools Co-ordinators	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓
NHS Nottingham City	• Changemakers volunteer network • Decade of Better Health • Healthy Workforce programme	✓ ✓ ✓
Nottinghamshire County Council	• Highway authority steering delivery of activities in Broxtowe, Gedling, Rushcliffe and Hucknall	✓
Derbyshire County Council	• Sustainable transport • Accessibility • Public Transport	✓ ✓ ✓
Nottingham Community Transport	• Operators for locallink bus services	✓
Nottingham Express Transit	• NET services and development	✓
Wego	• Low carbon courier services	✓
British Cycling	• Cycle activity and promotion	✓
Carplus	• City car club umbrella organisation	
Framework Housing Trust	• Community bike recycling and maintenance programmes	✓
GNTP	• Big Wheel marketing and promotion • Big Wheel Business Club support package: Website and GNTP Forum	✓ ✓
Liftshare	• Car share and journey buddying	✓
RideWise	• Business cycle activity packages • Community cycle activity packages • Rural Rides programme	✓ ✓ ✓
Rural Community Action Nottinghamshire	• Wheels to Work; • Bike to Work; • Ignition travel to work support package	✓
Smarter Choices Roadshow	• Community engagement/behaviour change packages	
Sports Nottinghamshire	• Active travel promotion – e.g. Workplace Cycle Challenge	✓
Sustrans	• UCycle Phase 1 • UCycle Phase 2	✓
Walk England	• Community walking interventions	

LSTF – NOTTINGHAM URBAN AREA KEY COMPONENT BID

APPENDIX E: BASELINE DATA

Project outputs	Baseline Data	Outcome	Source
Number of smartcards issued	250,000 in circulation (2010)	350,000 in circulation	Council data
Proportion of travel using smartcard	40% of journeys (2010)	Increased by 20%	Council data
Supported businesses impacted by the WPL	0 (2011)	550	WPL indicator
Physical activity	To be determined	To be determined	Council data
Bus punctuality	GN: 94% (2009)	Increase	LTP indicator
UCycle cycling levels	Determined by baseline surveys	Increase by 50%	UCycle monitoring data
First sustainable travel hub	Potential to influence travel patterns of up to 100,000 population (one third of City population)	Engage with 5,000 people per year	Council data

The project will contribute to the following strategic outcomes:

Primary Indicator	Baseline Data	Outcome	Source
Public transport patronage	Bus: 64.9m (2009/10) Tram: 8.9m (2009/10)	Increase public transport patronage by 2million by 2020	Sustainable Community Strategy indicator
Change in area wide road traffic mileage	2,869m vehicle km (2009)	Contain at 2009 levels	LTP indicator
Mode share of public transport and private car	Inner traffic cordon: 35% Public Transport (2008) Private car: 65% (2008)	Increase in sustainable transport modes	LTP monitoring
Volume of carbon dioxide emitted by transport in Greater Nottingham	City: 68,000 tonnes (2009) GN: 238,000 tonnes (2009)	20% reduction in carbon emissions by 2020	Nottingham Energy Strategy/Sustainable Community Strategy
Percentage of households within 30mins travel time of a town centre by bus tram or train with no more than a 400m walk to a stop	GN: 94% (2009)	Maintain at 2009 levels	LTP indicator
Adult physical activity levels	21% (2009/10)	32% by 2020	Sustainable Community Strategy indicator
Adults overweight or obese	69% (2007)	60% by 2020	Sustainable Community Strategy indicator
Satisfaction with local neighbourhood	81% (2010)	Increase	Citizens survey
Ability to influence local decisions	57% (2010)	Increase	Citizens survey

Appendix F
Summary of feedback from stakeholder and community engagement

As part of the bid development process a number of consultation interviews and workshops were held to get feedback and gauge support for the Nottingham Urban Area LSTF proposals from the business sector, third sector organisations and community groups. This appendix provides summaries of the main discussion points by sector:

A: Business sector

The business sector was represented by the Federation of Small Businesses, Derbyshire and Nottinghamshire Chambers of Commerce, Speedo, Cisco Systems, EON, Victoria Shopping Centre and Games City.

Strengths and opportunities

- Businesses in Nottingham are playing a strong role in delivering a more sustainable transport system. Some are driven by environmental and/or health and wellbeing benefits whist others recognise the cost savings to be had from active and reduced travel in an age of rising fuel prices.
- Public and private sector organisations are already committing significant investment towards delivering their contribution to a sustainable transport network with investments by the larger companies, public bodies and the Universities running into millions of pounds per annum.
- It is clear from the interviews with businesses in Nottingham City that Workplace Parking Levy is leveraging further transport measures which help businesses and reduce carbon. This growing evidence of positive responses by business to WPL reinforces the fact that we have the potential to deliver more successfully than any other City.

Issues

- Companies are facing recruitment difficulties across all skill levels caused by lack of mobility for lower paid workers and poor transport connectivity for the skilled workforce. Affordable access to transport is important for the lower paid whilst access to a wider labour market is needed for the highly skilled.

Gaps

Although businesses feel that they are provided with good support and facilities at present through the work of the local authorities' travel planning officers and the Big Wheel Business Club website there is a general feeling that:

- Businesses still don't know enough about the services available to them and how to access them so more promotion is needed of what's available and how to get that support;
- More face to face contact is needed with businesses particularly to provide help with practical solutions to their transport problems;
- The Business Club should link more strongly into the programmes of other business support and membership organisations;
- More co-ordinated activity across industrial and commercial sites might promote joint ordering and delivery to adjacent businesses;
- Large and medium businesses value the development of inter-modal multi-operator smartcards and the benefits they will bring in terms of more appropriate and affordable ticketing for their staff and additional benefits relating to access to their own and public transport/cycling facilities.

In recent years transport issues have been less of an issue for Nottingham members of the Derbyshire and Nottinghamshire Chambers of Commerce probably because of the good local transport network and the shared objectives in lobbying for A453, Net 2 and HS2. However all businesses consulted welcomed an improved business support package in order to strengthen their performance with these additional facilities:

- Improved travel planning information on the Business Club website;
- More advice relating to more fuel efficient driving and alternative fuels;
- Schemes to help finance PT and cycling access to employment and learning sites;
- Improved processes for warning of planned road closures and changes to travel services;

- A web page which draws together all local travel information with: Real time information about public transport and planned road closures; Latest situation on local and regional roads; Local public transport, cycling and walking routes and parking situation;
- A travel avoidance package based on ICT supported by technical staff and improved web-based information to include: Video conferencing; Teleworking; Home-working; Social networking;
- Opportunities to propose local improvements to the retail offering e.g. Changes to bus services; Strong promotion through media and events when changes are made to public and retail areas e.g. Sneinton Market; Signage with a local directory/map of local shops;
- Tools to help companies and individuals audit their travel carbon footprints;
- More incentive grants for travel measures;
- Cycling support e.g. Dr Bike, Bike Buddies, Cycling events, Cycling instruction; Small area cycling maps around their sites; Safer and more secure cycling routes (including better lighting and CCTV around sites); Better promotion of cycle infrastructure improvements to local businesses and public close to the enhanced network;
- More travel planning practitioner workshops.

Retail Centres would welcome any measures that make the shopper's experience easier and more enjoyable/less stressful such as: Electric vehicle plug-in points; Cycle Parking Hub including shower and locker facilities; Improved signage for cyclists; Improved well signed PT services; Real-time displays; Shopping centre information kiosk providing: Road situation reports locally, ideally with realtime cameras; Bus and tram timetables and running times; Road or public transport diversions.

Future involvement

Business representative groups such as the Chamber of Commerce and the FSB offered to provide:

- General support for the bid;
- Regular local surveys of members on their needs and ideas;
- Communications with members through Forums, magazine, e-news;
- Access to business related advisory groups;
- Local champions/ambassadors to help communicate more directly with other local businesses;
- Case studies.

B: Education sector

The higher education sector was represented by University of Nottingham and Nottingham Trent University.

Strengths and opportunities

- Both of the Universities in Nottingham pride themselves on their performance on environmental issues winning national and international accolades for their energy efficiency and carbon reduction activities. Transport is a major focus for them.
- The University of Nottingham planning to spend over £200k p.a. for the next few years on cycling and walking infrastructure associated with new building developments; £200k p.a. on car park management and enforcement partially offset by car park charges; £600k p.a. on contracted green bus services whilst reducing motorised vehicle capacity on its sites and rewarding cycling or PT use between campuses and considering the introduction of short-term hire bikes for staff and student inter-campus journeys.
- Nottingham Trent University is planning to spend £250k p.a. on cycling and walking infrastructure and over £250k p.a. on other sustainable transport measures whilst reducing motorised vehicle capacity through its sites and rewarding cycling or public transport use between campuses.
- Both universities use the same smartcards with transport applications on them, will be greening their van fleets and will continue to promote active travel on all campuses.
- Over the last academic year they have been involved in the most successful cycling partnership project with Sustrans, the City Council and the Greater Nottingham Transport Partnership. This has promoted cycling to students and staff and provided loan bikes to over 400 students. With match funding from the universities this bid proposes the continued funding of this very successful project.

Gaps

- The University of Nottingham would like to see short-term hire bikes for staff and student for inter-campus journeys linked to a public short term hire scheme and improved cycling routes between campuses and Beeston and Nottingham rail stations.
- Nottingham Trent University would like to see clear standalone cycle lanes east west and north south across the city, improved cycling facilities at the Nottingham Station and improved cycling routes from the station.

C: Community and third sector

The third sector was represented by Rural Community Action Nottinghamshire (RCAN), Age UK Nottinghamshire (who deliver Best Food Forward community health walks), Nottingham Community and Voluntary Service (NCVS) and a gathering of community groups. A focus group was also held with residents of Broxtowe Estate and the surrounds in the north-west of the City.

Within the direct community engagement sessions there was:

- A strong view that existing ticketing on transport was disappointing with no inter-modal ticket, inflexible period tickets and insufficient discounted fares in some cases. Smartcard integration with access to transport and other services was supported.
- The group was aware of carbon reduction and fuel price pressures and supportive of public transport and active travel incentives to support people into work and learning. They believed that improved promotion and presentation of sustainable travel information was crucial to the success of any such schemes.
- Family and neighbourhood interventions were amongst the group's first suggestions.
- They were critical of the school run and felt children should be encouraged to walk and cycle more;
- They wanted to see cycling packages with events, local route maps, local leisure rides, instruction, better signage and parking plus re-use schemes;
- The support organisations suggested neighbourhood development in terms of green infrastructure, CCTV, lighting and soft landscaping be included in the package to help create an environment appropriate for sustainable travel;
- Travel avoidance by using local offices and videoconferencing was supported;
- There was interest in car clubs and electric vehicles;
- They supported the need to avoid car use for short journeys;
- They would like to see credible and justified information (not adverts) about:
    - Green fuels, engines and transport science and technology;
    - Transport and travel trends and innovations.
- They wanted better real-time interactive displays at bus stops and quicker repair/replacement

The response to setting up community travel hubs and local co-ordinators where local people had a say in the transport network and the supporting services was overwhelmingly positive.

- The third sector organisations made the case that their local community workers were trying to do similar things on a smaller scale such as trying to enhance access to services by helping local people use the internet and a powerful neighbourhood team could be developed around the Neighbourhood Smarter Travel Co-ordinator.
- All felt that libraries and surgeries were ideal places for co-ordinators to interact with the neighbourhood.
- There was scepticism about volunteering and an awareness of the need for better support for volunteers. NCVS made the point that they had experience of managing volunteers and proposed that they manage the recruitment and development of sustainable transport volunteers.
- The good links NCVS and RCAN with community groups around the area is recognised as being an important resource to bring into the project in order to help spread awareness and understanding of the plans and mobilise communities.

NOTTINGHAM KEY COMPONENT LSTF BID

APPENDIX G: LOGIC MAP

Context	Input	Output (PACKAGE)	Outcomes	Impact
Issue to be addressed	**What is invested e.g. money, skills, people activities**	**What has been produced?**	**Short and medium term results (SMART)**	**Long-term outcomes**
Tackling congestion and supporting economic growth	**Package A** - Develop an integrated transport system supported by a multi-modal smartcard for the urban area. **Package C** - GNTP/business support package **Package D –** Continuation of UCycle Nottingham project promoting cycling at further education sites	• Development of cashless ticketing products to support seamless transfer between transport modes. • Support for sustainable commuting measures for employers • Cycling promotion and improved infrastructure for students and staff accessing further education institutions	• Increase in smartcards in circulation from 250,000 to 350,000 • Increase in the proportion of journeys made using smartcards from 40% to 60% • Reduction in public transport boarding times • Increased take up of workplace travel plan measures • Reduction in single occupancy car trips to workplaces • 50% increase in people cycling to further education institutions • Annual increase in take up of loan bikes	• Increase in sustainable transport modal share • Increase in sustainable transport trips • Improved public transport punctuality • Reduced congestion at peak times • Increased inward investment and employment levels
There is a need to reduce carbon emissions from road transport and adapt the transport system to impacts of climate change	**Package A** - Develop an integrated transport system supported by a multi-modal smartcard for the urban area. **Package B –** Establish Community Travel Hub with community travel coordinator commissioning sustainable travel services to meet local needs **Package C** - GNTP/business support package **Package D –** Continuation of UCycle Nottingham project promoting cycling at further education sites	• Attractive ticket products to support seamless transfer between transport modes • Smartcards also developed for workplace car park management • Sustainable travel coordinators identify neighbourhood priorities and commission appropriate services e.g. cycle training, infrastructure provision, guided walks/cycle rides etc • Increased support for sustainable commuting measures for employers • Cycling promotion and improved infrastructure for students and staff accessing further education institutions	• Increase in smartcards in circulation from 250,000 to 350,000 • Increase in the proportion of journeys made using smartcards from 40% to 60% • Increase in people walking and cycling and using public transport for local journeys • Increased take up of workplace travel plan measures • Reduction in single occupancy car trips to workplaces • Reduced need for car parking at employment sites • 50% increase in people cycling to further education institutions • Annual increase in take up of loan bikes	• Increase in sustainable transport modal share • Increase in sustainable transport trips • Reduction in traffic volumes • Reduced carbon emissions from road transport
Citizens not meeting recommended levels of physical activity contributing to high obesity rates and premature mortality	**Package B –** Establish Community Travel Hub with community travel coordinator commissioning sustainable travel services to meet local needs **Package C** - GNTP/business support package **Package D –** Continuation of UCycle Nottingham project promoting cycling at further education sites	• Sustainable travel coordinators identify neighbourhood priorities and commission appropriate services e.g. cycle training, infrastructure provision, guided walks/cycle rides etc • Increased support for sustainable commuting measures for employers • Cycling promotion and improved infrastructure for students and staff accessing further education institutions	• Increase in people walking and cycling for local journeys • Increase in numbers of people meeting recommended physical activity levels • Increased take up of workplace travel plan measures • 50% increase in people cycling to further education institutions • Annual increase in take up of loan bikes	• People will be healthier, happier and live longer and will able to achieve their potential and make a positive contribution to city life • Health inequalities between areas and social groups will be significantly reduced • Reduced proportion of overweight and obese adults • Improved mental health and wellbeing
Lack of awareness and knowledge of the range of information available on travel options forming a barrier for citizens	**Package B –** Establish Community Travel Hub with community travel coordinator commissioning sustainable travel services to meet local needs **Package C** - GNTP/business support package **Package D –** Continuation of UCycle Nottingham project promoting cycling at further education sites	• Sustainable travel coordinators identify neighbourhood priorities and commission appropriate services e.g. cycle training, infrastructure provision, guided walks/cycle rides etc • Development of Big Wheel Business club on-line products and information • Cycling promotion for students and staff accessing further education institutions	• Increased awareness of sustainable travel choices for local journeys • Number of people accessing hub support • Number of personal journey plans issued • Number recruited to volunteer peer support network • Increased awareness of commuter travel options • Increased awareness of travel options to further education institutions	• Increased satisfaction with local areas • Increased satisfaction with influencing local decisions • Increased capacity of the third sector • Accessibility to employment and training opportunities
Affordability of travel limiting people's travel horizons	**Package A** - Develop an integrated transport system supported by a multi-modal smartcard for the urban area. **Package B –** Establish Community Travel Hub with community travel coordinator commissioning sustainable travel services to meet local needs **Package D –** Continuation of UCycle Nottingham project promoting cycling at further education sites	• Multi-modal smartcard enabling passengers to access discounted travel offers • Access to lower cost travel options e.g. cycling products • Promotions of low cost travel options • Targeted offers of low cost travel options • Promotion of cycling for students and low paid staff as a low cost travel option	• Take up of smartcards offers targeted at low income groups • Take up of low cost travel services • Increase in areas of search for employment/training opportunities • 50% increase in people cycling to further education institutions	• More people in employments and less workless households • More adults with the appropriate skills and qualifications able to progress in work and earn more • Increase in employment rate • Increased proportion of adults with at least NVQ Level 2 qualifications

Appendix H: Outline Project Plan

Work Package A: Smartcard development and Integrated ticketing offer	2011/12			2012/13				2013/14				2014/15			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Project management/promotion - Appointment of 1 FTE officer to manage project plus budget for promotion of scheme															
Create JD with HR approval															
Advertisement															
Interviews															
Selection & appointment															
Officer in post															
- **Infrastructure and back office (33% contribution)** - purchase of ITSO compatible card readers for fleet plus back office card production and develop regulatory mechanism to ensure operator compliance															
Ticket machine specification and tendering															
Ticket machine commisioning and installation															
Back office equipment specification and tendering															
Back office equipment commission/installation															
- **ITSO implementation/compliance** - ITSO set up costs for capping and financial reimbursement procedures plus purchase of ITSO readers to loan to small operators															
Independent consultant															
Scheme formulation and definition															
Legal contracts															
Financial systems															
Technical systems, inc testing															
- **Smartcard issue/distribution** - production and distribution of 300,000 Smartcards with 'personal journey plan' and provision of Smartcard top up stations / kiosks															
Card format determination															
Card tendering and appointment															
Card delivery and commissioning															
Personal journey planning															
Kiosks - specification/tendering/install															
- Multi-modal integration - Set up costs and infrastructure to make Smartcards compatible with other schemes and modes such as car parking and cycle hire, taxis and rail															
Car parking - specification, commissioning, install															
Cycle pods - specification, commission, install															
Cycle compounds - specification, commission, install															
Taxis - specification, commission, install															

Work Package B: Establish first community travel hub	2011/12			2012/13				2013/14				2014/15			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
- **Set up first community travel hub** - Appoint Neighbourhood Smater Travel Co-ordinator to establish a public facing presence in Joint Service Centre to provide 'drop in' travel support for community members and neighbourhood focused local infrastructure improvements, promotional events and supporting activities															
Create JD with HR approval															
Advertisement															
Interviews															
Selection & appointment															
Officer in post															
Establish 'drop in' facility in hub															
Develop annual community action plan															
Commission sustainable travel support services															
Contracts for 3rd sector providers of travel support services															
Deliver local infrastructure improvements															
Development work to establish volunteer network															
Support Smart Travel Champions volunteer network															

Work Package C: Worksmart Phase A	2011/12			2012/13				2013/14				2014/15			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
- **GNTP Business Forums/Business Club** - Big Wheel delivery of business support forums and business club services															
Strengthen project team															
Agree/review annual work programme															
Development of online Business Club services: online toolkits; newsletters; travel survey support; co-ordination of online journey planing tools															
Delivery of ongoing Business Club services: newsletters; travel survey support; 1:1 business advice/support service															
Business Forum events - 2 per annum															
Business travel roadshows															

Work Package D: Maintaining active travel partnership working															
	2011/12			2012/13				2013/14				2014/15			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
- **Ucycle Universities/Further Education sites sustainable travel promotion** - 5 FTE officers to promote the uptake of cycling amongst university and FE college staff and students with promotional budget															
Consolidate and refresh project team															
New work programme for officers															
New work programme for FE sector															
Identify additional infrastructure improvements															
Complete infrastructure improvement projects															
Expand cycle loan scheme															
Agree promotional activity programmes															

Work Package D: Programme management															
	2011/12			2012/13				2013/14				2014/15			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
- **Programme management activities including financial management and monioring processes**															
Initiate LSTF work programme and governance arrangements															
Agree annual communications plan															
Quarterly Project Boad and partner meetings															
Quarterly grant claims to DfT															
Monitoring activities															
Monitoring reporting															
Feed into DfT evaluation processes															

NOTTINGHAM LSTF - KEY COMPONENT BID

APPENDIX I: RISK LOG

Ref	Description of risk	Likelihood Rating	Impact Rating	Risk Rating	Risk Owner	Mitigations / Counter Measure Actions	Residual Likelihood rating	Residual Impact Rating	Residual Risk Rating	Status
1	Securing partner contributions	3	4	**12**	LSTF Project Board	Maintain partnership dialogue with key agencies	3	3	**9**	Live
2	Difficulty recruiting volunteer peer support network	4	3	**12**	LSTF Project Board	Establish links with 'Changemakers' health programme	3	4	**6**	Live
3	Lack of support from community for proposed measures	3	4	**12**	LSTF Project Board	Ensure delivery model allows for communities to develop and prioritise measures important to them	2	3	**6**	Live
4	Capacity of the third sector given other grant cuts	3	4	**12**	LSTF Project Board	Establish procurement processes that will establish future year certainty	2	2	**4**	Live
5	Accuracy of scheme estimates could result in allocations being exceeded	3	4	**12**	Project Steering Group	Programme/project management Stage funding of projects and identify further funding sources	2	3	**6**	Live
6	Unforeseen impact of implementing the WPL upon worksmart and business travel support workstream	3	3	**9**	WPL Project Manager	Close management of the scheme and appropriate resources allocated to ensure project delivered	2	2	**4**	Live
7	Delay in realising benefits due to dependence upon delivery of associated major schemes e.g. NET Phase 2, Station Hub	3	3	**9**	LSTF Project Board	Ensure close management of major schemes in accordance to Council project management practices	2	2	**4**	Live
8	Negative political/media/ public reaction to programme measures	2	3	**6**	Portfolio Holder	Monitor via LSTF meetings Develop a communications plan Use established media relations Continue investment in marketing/communications	2	2	**4**	Live
9	Capacity to deliver if Local Sustainable Transport submission/major schemes all successful	2	2	**4**	Director of Development	Contingency plans to increase staff resources linked to funding	1	1	**1**	Live