

# Nottingham LSTF: 'What Worked'?



## Transport Practitioners Meeting

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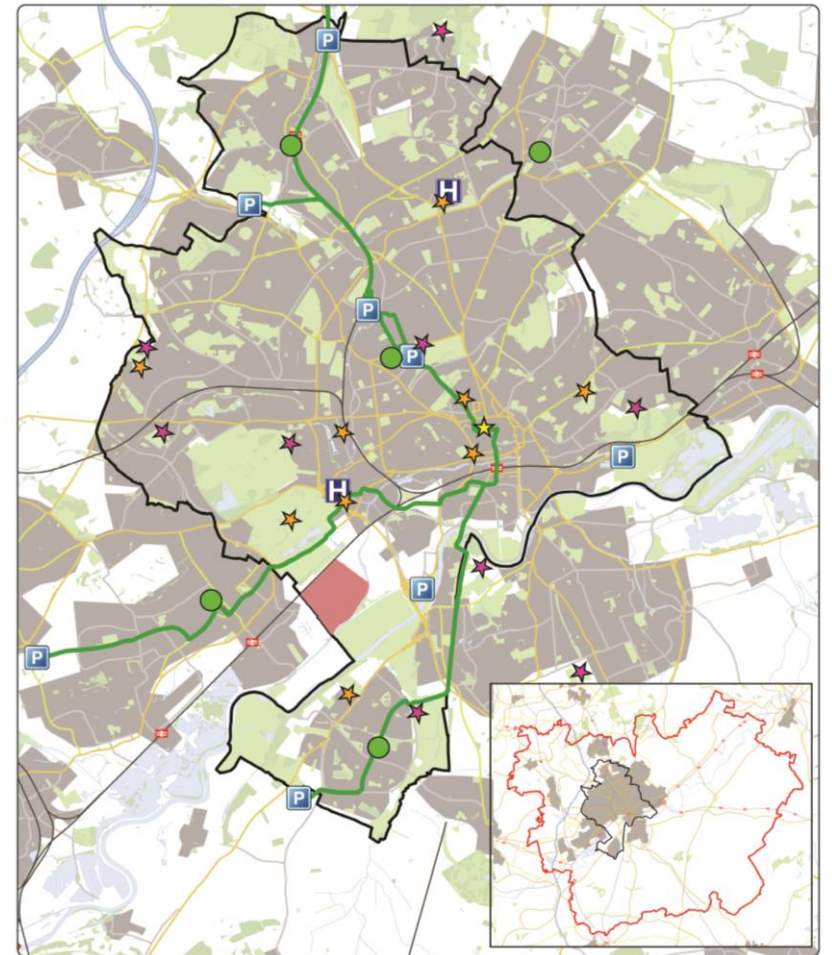
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30<sup>th</sup> June 2016  
Nottingham



# Local Sustainable Transport Fund

- Nottingham Urban Area focus
- 750,000 people targeted
- £16m of funding from DfT
- 250,000 direct beneficiaries
- >20 discrete projects
- Part of £750m of investment in local sustainable travel



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# 4 key objectives for Nottingham

## Growth

- Increase economic competitiveness
- Create capacity for growth
- Encourage commuters to use the city's integrated multi-modal sustainable transport network
- Attract more inward investment

## Carbon & Air Quality

- Continue positive local trends
- Adapt to climate change
- Make low carbon travel options a realistic and attractive choice
- Prepare for changing weather patterns

## Accessibility

- Linking people to jobs
- Reducing barriers to accessing training and opportunities
- Addressing jobseeker low travel horizons and affordability barriers

## Health

- Create social, cultural and physical environments to support uptake of active travel options
- Reduce negative impacts of local transport networks on people



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# Headline outcome targets

- Increase sustainable travel modal share by 10% from 2011/12 levels by 2014/15.
- No increase in traffic levels contributing to a reduction in carbon emissions from transport by 10% over three years by 2014/15
- Increase in the number of people supported to employment and training by 2014/15.
- Double levels of cycling in key intervention areas from baseline levels by 2014/15.



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# Three key building blocks



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# 1) Enhance infrastructure



“I found Citycard Cycles made a huge difference... I had not enjoyed Nottingham at all without the bicycles, and instead I found the city rather enjoyable with them.”

**Male HE international student**



## 2) Remove barriers to travel

“It’s widened my search area, so I have more opportunities.”

**Focus group participant from jobseeker Kangaroo trial**



### 3) Promote smarter choices



*“In November 2012 I was 17 stone 10 pounds and asked for some guidance regarding cycling, explaining that I felt it would help me in my quest to lose weight. A year on and I am now 12 stone 10 pounds and more confident than I’ve ever felt before. I also save £120 a month on petrol. Without support I feel my attempt to lose weight and get cycling would only have been a short-term fad.”*

**Community Hub beneficiary,  
Basford**



# Advert break!



# Key impacts

## Health

- 1.4m extra cycle trips
- 1.6m extra walk trips
- -28 serious road incident casualties
- 87,000 people cycling more
- 63,000 people walking more
- £10m of health-economic benefits

## Carbon & Air Quality

- 2.18m fewer car trips
- 28.4m fewer car Km travelled
- 23,500 fewer tonnes of CO<sub>2e</sub> emitted
- £1.37m value of CO<sub>2e</sub> reduction
- £0.031m of air quality benefits
- £0.32m of fuel savings to local fleet

## Economic growth & accessibility

- 919 people returned to work
- 618 FTE posts filled
- 0.8m extra PT trips by jobseekers
- 14.5 FTE posts created by LSTF
- 509 volunteer hours by 78 people
- £9m of monetised growth benefit

**£25m of benefits  
estimated between 2011-2015**

**£64m total benefits  
projected to 2025**

# Performance against targets

Target	Extent achieved?	Supporting data
Increase sustainable travel modal share by 10% from 2010 levels by 2014/15	✓	<ul style="list-style-type: none"> <li>Public transport mode share increased by 1.85% in Nottingham City.</li> <li>Non-motorised trip mode-share not captured by cordon counts.</li> </ul>
No increase in traffic levels contributing to a reduction in carbon emissions from transport by 10% over three years by 2014/15	✓ ✓	<ul style="list-style-type: none"> <li>Traffic levels fell by 2.5 % in Greater Nottingham.</li> <li>Traffic levels fell by 5.4% in Nottingham City.</li> <li>2.5% reduction in carbon emissions from transport across Greater Nottingham as a whole.</li> <li>21% reduction in total carbon emissions per capita in Nottingham City.</li> </ul>
Increase in the number of people supported to employment and training by 2014/15	✓ ✓ ✓	<ul style="list-style-type: none"> <li>5% increase in the number of people employed in Greater Nottingham (9% in Nottingham City).</li> <li>10% reduction in Jobseeker Allowance claimants in Greater Nottingham (&gt; 10,000).</li> <li>14.5 FTE posts created through LSTF delivery.</li> <li>919 jobseekers supported into 618 FTE positions (569 FT + 250 PT).</li> </ul>
Double levels of cycling in key intervention areas from baseline levels by 2014/15	✓ ✓	<ul style="list-style-type: none"> <li>Cycle mode share increased by an estimated 50% in key intervention areas, based on most robust before and after monitoring datasets.</li> <li>Exceeds the local average (~30%) and national average (~20%) over the same time period.</li> </ul>

Headline BCR =  
3.8 – 4.8

# Value for money?

Highest Impact	Lower Impact	Unsure of Impact
20 mph speed limit areas £27.4m of benefits	Citycard cycle hire £0.5m of benefits	Bikeability Bikelt
Jobseeker Kangaroo £12.3m of benefits	1 month free pass jobseekers £0.4m benefits	Cycling for All Cycle infrastructure spend
Smarter Travel Hubs PTP £7.6m of benefits	Workplace challenge £0.2m benefits	Lifecycle Robin Hood Smartcard
16-19 Kangaroo £4.2m of benefits	City Car Club £0.1m benefits	Small scale infrastructure Workplace engagement
Robin Hood Smartcard* £4.2m of benefits	Benefits from some projects were hard to quantify due to: <ul style="list-style-type: none"> <li>• Younger beneficiaries (HEAT not valid for under 16s)</li> <li>• Lack of longer-term behaviour change data</li> <li>• Small numbers of beneficiaries</li> <li>• Short intervention periods</li> <li>• Impacts cannot be unpicked from other initiatives</li> </ul>	
Ucycle £2.1m of benefits		
Ecostars £1.9m of benefits		
Electric Buses £1.4m of benefits		
Citycard Cycle Hubs £1.0m of benefits		
Cycle Live Events £0.9m of benefits		



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# Thank you for your time

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