

Chapter Four:

Links to the Local Transport Plan

Introduction

- 4.1. This chapter sets out how accessibility has been considered within the LTP2 and identifies how the Bus Strategy; the Walking and Cycling Strategies; the Rights of Way Improvement Plans; Smarter Choices Strategy; the Road Safety Strategies and School Travel Strategies will contribute to improving accessibility and will be supported by the accessibility planning process.

Core Objectives in the Local Transport Plan

- 4.2. The City and County Councils, as the local transport authorities, have a lead role to play in improving accessibility in Greater Nottingham through: planning, delivering and managing the local public transport, highways, cycle and footway networks; integrating accessibility objectives within the corporate and local vision for their area; and influencing policy and scheme delivery in non-transport sectors.
- 4.3. The LTP2 sets out to address the Government's shared transport priority of delivering accessibility, which means achieving sustainable access to work, learning, healthcare, food shops and other essential services with the greatest focus being given to those most in need. How the other shared priorities will support accessibility objectives is shown in Table 4.1.
- 4.4. The LTP2 is underpinned by a number of complementary strategies that will both contribute to improving accessibility and in turn be supported by the accessibility planning process.

Table 4.1: How accessibility links with the other shared priorities

Priority	Links with accessibility
Congestion	Measures that reduce congestion by reducing the need to travel and promoting alternative modes of public transport, cycling and walking will also increase accessibility by increasing the availability and quality of travel options and services for those without access to or those that choose not to use a car.
Safety	Measures to improve road safety contribute to accessibility by removing some of the barriers which stop people from accessing local services e.g. reducing vehicles speeds and improving conditions for vulnerable road users will reduce severance caused by busy roads.
Air Quality	Measures to improve air quality and reduce carbon dioxide emissions, by reducing the need to travel and promoting alternative modes to single occupancy car journeys, will also help to increase accessibility by increasing the availability and quality of alternative travel options.
Regeneration	Regeneration initiatives will provide opportunities to make significant changes to the transport network and improve the public realm. Within neighbourhoods regeneration will help to improve vibrant local centres with a good range of basic services thereby improving accessibility.
Quality of Life	Improving accessibility will improve quality of life for residents in the Plan area by ensuring that they can access core services which will improve life chances and creating safe, sustainable communities where people feel confident using public transport or walking and cycling to local destinations.
Maintenance	Ensuring transport infrastructure and the local street scene are well maintained will remove barriers to accessibility, particularly for pedestrians, the elderly, people with prams and people with disabilities. A clean and well-maintained environment will also reduce fear of crime.

Greater Nottingham Bus Strategy

- 4.5. The Authorities recognise the need to have a consistent approach to public transport across the Plan area. The City and County Councils' bus strategies have been combined to create a joint bus strategy for the whole Greater Nottingham area, which forms an integral part of LTP2. It creates a framework to guide the development of a detailed action plan for bus improvements over the next five years and identifies the priority areas for action. The action plan is already substantially in place, having been developed through the first LTP and for the City area builds on the Bus Accessibility Strategy first published in October 2003¹.

¹ Accessibility Planning for Bus Travel, Nottingham City Council, October 2003.

- 4.6. The Greater Nottingham Bus Strategy is intended to deliver improvements on all of the shared transport priorities, including an objective to maintain and extend the local bus network to maximise accessibility and choice. Accessibility and choice will be improved by maximising the coverage of the network in the following ways:
- Geography - serving as many local communities as possible, and travelling to places they want to go;
 - Time - operating from early in the morning to late in the evening;
 - Frequency - operating frequently enough to meet customer needs; and
 - Level of integration - ensuring service connectivity, both between different bus services and between buses and other modes including the tram and heavy rail
- 4.7. Public transport helps people without regular access to a car or those choosing not to use a car, access services and facilities. This will be achieved by developing and maintaining a public transport system that is high quality, comprehensive, integrated, safe, accessible, reliable and speedy. Consideration has also been given to the impact of other modes of transport particularly relating to integration with tram, rail and park and ride.
- 4.8. Developing productive working between the Authorities and with key partners, including the local operators, Greater Nottingham Transport Partnership, local businesses, colleges, universities and the two hospitals, is fundamental to achieving this vision.

Walking Strategy

- 4.9. Almost every journey includes a walking component and therefore ensuring good conditions for pedestrians is essential to improving overall accessibility. The Walking Strategy aims to encourage more people to walk, more safely and more often during the course of the next five years. The strategy reflects the strong links between improving conditions for pedestrians and accessibility, health, road safety and community safety.
- 4.10. The historic focus for investment in walking has been the City Centre. This takes a more area-based approach and looks at spreading the benefits given the surrounding residential areas and across the conurbation as a whole.
- 4.11. LTP2 adopts an approach which combines improving facilities for pedestrians with carefully targeted information about health² and proposes physical improvements ranging from individual crossing improvements to wholesale measures addressing entire routes. The provision of footways, crossing points and other facilities can all increase accessibility whilst tackling road safety issues. Maintenance of the public realm is also essential to make routes safer, more secure and more attractive. This approach will ensure that, where possible, more people can access jobs and services by walking.

² Walking and Cycling: an action plan; DfT, June 2004

- 4.12. To support the local accessibility audit stage, pedestrian audits will be undertaken on key routes, particularly links to bus stops and stations, routes in areas of deprivation that link to local facilities and routes with crime concerns.

Cycling Strategy

- 4.13. Cycling, along with walking, provides the most accessible form of transport particularly for those on low incomes. Cyclists have access to the highway network in addition to an extensive cycle network.
- 4.14. The vision for cycling is to encourage more people to cycle, more safely, more often and to improve access to jobs, schools and local services by cycling. The Authorities will continue their commitment to cycling by considering cycling in all significant transportation schemes and, where possible, taking the opportunity to improve conditions for cyclists. This will improve access to jobs, schools and local services by cycle.
- 4.15. LTP2 sets out a five year programme to improve cycling infrastructure focusing on the development of a strategic cycle route network involving both the upgrading of existing routes and the development of new ones.
- 4.16. In the wider conurbation cycling will contribute to increased accessibility through a range of measures, informed by cycle audits on key routes, to increase security, safety and attractiveness. Priority areas are likely to be cycle links to facilities and public transport interchanges and routes with casualty records and crime concerns. Increasing safety (or the perception of safety) can encourage cycling and walking trips, especially to local schools and facilities.
- 4.17. With regard to improving safety the LTP2 also sets out a programme of road safety schemes to reduce the number of accidents involving cyclists. Child cycle training in schools and adult cycle training through Ridewise will be developed over the Plan period across Greater Nottingham.
- 4.18. A cycle marketing strategy has been put together based around cycling and health benefits by the GNTP as part of the Big Wheel initiative. The Authorities will also continue to develop cycle maps and information and support events such as National Bike Week, the Guided Cycle Rides Programme and the Greater Nottingham Bike Ride.

Rights of Way Improvement Plans

- 4.19. Nottinghamshire County Council's Pilot Rights of Way Improvement Plan (ROWIP) sets out a series of policies designed to ensure that access to the network is maintained and, where possible, enhanced. Five key areas of work were identified, including:
- Ascertaining the needs and demands of different users;
 - Assessing the opportunities provided by local rights of way for exercise and other forms of recreation and enjoyment of the authority's area; and
 - Evaluating the accessibility of local rights of way for blind and partially sighted people and others with mobility problems.
- 4.20. It proposes a mechanism – referred to as the Countryside Accessibility Index – that can be used to identify areas of accessibility deprivation, which can be linked to quality of life issues such as health and fear of crime. The plan proposes to identify all key routes linking the urban fringe to countryside sites and provide new or improved easy access routes at these locations. It also aims to locate and map the relevant factors associated with poor accessibility and use this data to target resources.
- 4.21. In the City area a Rights of Way Forum was established in 2004 and the authority has produced a preliminary consultation document titled 'Draft Outline of Contents for the ROWIP'. Feedback from this will further help identify targets, actions and priorities and help set out the main contents of the Plan due for completion in November 2007. Responses will help with assessment and evaluation of the local rights of way network and set out a statement of Action for the Plan's first ten-year life cycle. Key issues to be addressed in the ROWIP include access to open space and the wider countryside, access to local recreational/leisure facilities/places of employment, access to local services, amenities and public transport nodes, and safety of vulnerable users such as the young, elderly and visually impaired. Using the Local Access Forum as an informative tool, the Authority is also collating information on the state of the existing local rights of way network and ways in which it may be improved. This includes ensuring all public routes are legally defined, accessible, properly maintained, signed and well publicised.

Smarter Choices

- 4.22. Smarter Choices are an integral part of the Greater Nottingham transport strategy. They can reduce congestion, give people genuine travel choices and contribute to improving accessibility and social inclusion.
- 4.23. The Smarter Choices approach focuses on influencing people's travel behaviour towards more sustainable options. This includes giving people better information about their existing travel options; marketing sustainable travel options more effectively; making improvements to the way services are organised; providing new transport services, which can be focused in a particular target market such as a

workplace or residential area; and providing new options that reduce the need to travel at all.

- 4.24. Many of the measures encompassed by Smarter Choices have already been implemented in Greater Nottingham including school and workplace travel planning; public transport information and marketing, such as NET, My Bus and TextTrip SMS service and travel awareness campaigns.
- 4.25. As part of workplace travel planning a pack, 'Keep the Wheels Turning', has been produced by the Big Wheel ³for the Greater Nottingham Partnership to help businesses plan better ways for staff, visitors and customers to travel to and from the premises. The pack explains how travel management can make a company more successful and contains information on tele-working, video conferencing, home-shopping, walking and cycling, public transport and individual travel plans.
- 4.26. The LTP2 also has a commitment to investigate the options and viability for car sharing and car clubs. All of these proposals will improve access to work for existing and prospective employees and offering increased travel choices will help employers to widen their recruitment pool.
- 4.27. Nottingham City Council and Nottinghamshire County Council together with such forums as the Greater Nottingham Transport Partnership and the Chamber of Commerce will continue to build on the extensive experience its has gathered since the mid 1990s and implement a Smarter Choices programme of measures that not only complements the "hard" infrastructure measures outlined in the LTP but also can demonstrate value for money and measured impact on a standalone basis.

Role of Voluntary and Community Transport

- 4.28. Voluntary and community transport schemes are particularly important in the rural parts of the Plan area and provide a key role in meeting the travel needs of people who may not be able to access and use conventional public transport services. Nottinghamshire County Council has recently drawn up a draft Community Transport Strategy to seek improvements to these services that it funds

School Travel Strategies

- 4.29. Both authorities have been proactive in the promotion of school travel plans for schools throughout the LTP1 period. All local authorities are now required to prepare a school travel strategy to show how they will deliver on the joint DfT/DfES Travelling to School Initiative launched in October 2003. A national milestone for all schools to have

³ A marketing campaign led by the Greater Nottingham Partnership to promote the objectives of the Greater Nottingham Local Transport on behalf of the two authorities.

a school travel plan in place by 2010 has been set⁴. Accordingly both authorities have now reviewed their school travel strategies.

- 4.30. The School Travel Plan Strategies will make a significant contribution to reducing congestion and improving accessibility to schools by encouraging and promoting sustainable travel options. The strategies set out how school travel plans, in combination with appropriate infrastructure improvements, will help to reduce congestion around schools and improve the school environment; improve road safety and reduce the number of children involved in road accidents; make a contribution to improving air quality; improve access to education; improve the health of school children; and increase travel awareness of pupils, parents and communities.
- 4.31. For the City Council the responsibility for development of school travel plans sits within the LEA ensuring strong links with school transport, school organisation and Building Schools for the Future initiatives. The team also works in partnership with the Safer Routes to School Officers in Road Safety and Traffic Management.

Road Safety Strategies

- 4.32. Road safety is an important factor in the development of safe and sustainable communities and contributes to improving accessibility. Research⁵ has shown that that children within areas of deprivation are considerably more likely to be involved in road traffic accidents compared with children from more affluent areas, thereby affecting their ability to access local services, such as schools, play areas and other community facilities, safely.
- 4.33. In 2003/04 the City Council submitted bids for the Neighbourhood Road Safety Initiative (NRSI) and the Safe City award. Usually road safety interventions are focused on problem sites with high accident levels and the levels of deprivation are only considered as a factor if two sites have an equal level of road safety problems. The NRSI has allowed a proactive approach to tackle the number of casualties in the most deprived areas of the City, particularly focusing on vulnerable road users, including child pedestrians. Seven of the most deprived wards in the City were selected based on the level of deprivation and child pedestrian casualty levels, as well as their geographical location. These consisted of a ring surrounding the City Centre, and include the wards of Forest, Radford, St Ann's, Lenton, Manvers, Bridge and Trent. Funding received from a NRSI award has been primarily spent on improving pedestrian facilities and instructing people on how to use them safely. Waiting times at pelican crossings have been reduced to discourage people from taking risks when crossing and links to the Primary Pedestrian Network have been improved.
- 4.34. In addition to this targeted programme, both authorities have an overall Road Safety Strategy that monitors casualty trends for all road user groups and identifies actions

4 Traveling to School, A Good Practice Guide, DfT, 2003.

5 Nottingham Road Safety Plan Consultation Draft 2006/07-2010/11, Nottingham City Council.

to achieve national and local casualty reduction targets. The strategies focus on improving safety for children, safer drivers, safer infrastructure, safer speeds, safer motorcycling, safety for pedestrians, cyclists and horse riders, improved enforcement and the promotion of safer road use.

Quality of Life

4.35. The LTP2 also contains a Quality of Life chapter, which sets out how transport interventions can have wider impacts on the quality of life for residents. It highlights the contribution the Plan will have on the following areas:

- **Quality of public spaces and the streetscape:** The LTP2 addresses several aspects of improving public spaces and the streetscape. The creation of a clear hierarchy of streets is important to create a pedestrian friendly urban environment, thus promoting accessibility. A consistent approach to paving, lighting and street furniture provision supports this approach. The Primary Pedestrian Routes (PPR) Strategy involves investment into a network of core routes from the City Centre to surrounding residential areas that will open up sites for development and establishing stronger, and more direct links to the City Centre.
- **Community Safety, Personal Security and Crime:** A lack of lighting, restricted sightlines and illegible street patterns can make people feel disorientated and intimidated in their environment. Housing estates and road layouts developed in the 1960s are a particular cause for concern in this respect with areas such as the Meadows and St Ann's being uninviting to pedestrians due to the unclear road hierarchy, street pattern and use of subways. Crime and fear of crime on public transport is also a major constraint in encouraging people to use more sustainable modes of transport. It is envisaged that introducing measures to enhance personal security would result in an overall 11.5% increase in journeys⁶. The creation of poor quality public spaces and traffic-dominated environments can result in people feeling unsafe and isolated as a result of insensitive investment in transport initiatives.
- **Healthy Communities:** Investment in transport will contribute towards people undertaking more physical exercise through focusing on both infrastructure and promotional and marketing material. LTP2 will continue to address the dominance of the car in provision of road space, with greater precedence being given to cyclists and pedestrians. The provision of safer walking and cycling routes will create more opportunities for people to exercise with new facilities providing the basis for a more active lifestyle and creation of safer communities. To complement the development of infrastructure it is envisaged that further promotional events will be held, funded by the LTP.

⁶ People's perceptions of personal security and their concerns about crime on public transport; DfT, April 2004

Accessibility planning within the Local Transport Plan programme

4.36. The matrix in Table 4.2 shows how the various elements of the LTP programme will contribute towards delivering on the five aspects of accessibility: geographical accessibility, physical accessibility, affordability; information and safety.

Table 4.2: Areas of investment and links with delivering accessibility

	Coverage of Transport Provision	Physical Accessibility	Affordability of Transport	Access to Information	Safety and Perceived Safety
Bus priority schemes:					
Whole route treatments		✓			
Eastside Transport Strategy	✓	✓			✓
PT interchanges:					
Upgrading of facilities	✓	✓			✓
Bus infrastructure schemes:					
Accessible route corridors		✓			
Respect for Transport					✓
Bus location and electronic information				✓	
Bus purchase	✓	✓			
Ticketing	✓		✓	✓	✓
Pedestrian and cycling schemes:					
Pedestrian routes	✓	✓	✓	✓	✓
Shared pedestrian / cycle network	✓	✓	✓	✓	✓
Cycle network	✓	✓	✓	✓	✓
Rights of Way	✓	✓	✓	✓	

	Coverage of Transport Provision	Physical Accessibility	Affordability of Transport	Access to Information	Safety and Perceived Safety
Smarter travel choices:					
Travel plans			✓	✓	
Other behaviour change measures			✓	✓	✓
Local safety schemes:					
Casualty reduction schemes					✓
Safer routes schemes		✓			✓
Road crossings:					
New crossing facilities		✓			✓
Access for disabled people		✓			✓
Other:					
Integrated town centre improvement schemes		✓			
Rural schemes	✓	✓			✓
Maintenance:					
Footway repairs		✓			✓