

2.0 Strategic Context

2.1 Overview

2.1.1 The integrated package of improvement proposals for Hucknall town centre including, pedestrianisation, bus priority, improved cycle accessibility and greater tram/rail interchange, scored highly against regional objectives in the Regional Funding Allocation process. The scheme was included in the preferred package for funding within five years and is now the County Council's top priority major scheme in the Greater Nottingham Plan area.

2.1.2 An assessment of how this integrated package of proposals fits with national, regional and local objectives has been made against the following key documents:

- National Planning Policy Guidance Notes and Statements
- Regional Planning Guidance for the East Midlands
- Nottingham and Nottinghamshire Joint Structure Plan
- Second Local Transport Plan for Greater Nottingham
- Nottinghamshire's Community Strategy "All Together Better"
- Ashfield District Council – Local Plan Review/Local Development Framework
- Ashfield District Council Community Strategy

2.2 National Policy

2.2.1 Planning Policy Statement 1 (PPS1): Delivering Sustainable Development, published 2005, sets out the Government's overarching planning policies of sustainable development through the planning system covered by the subsequent Planning Policy Statements. The main emphasis is placed on ensuring: sustainable development through social progress which recognises the needs of everyone; effective protection of the environment; prudent use of natural resources and the maintenance of high and stable levels of economic growth and employment. Sustainable economic regeneration of the declining town of Hucknall is the primary objective which underpins the entire Hucknall Town Centre Improvement Scheme.

2.2.2 Planning Policy Statement 6 (PPS6): Planning for Town Centres published in 2005 sets out the Government's key objectives to promote the vitality and viability of town centres by: "planning for the growth and development of existing centres; promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all". PPS6 advocates the promotion of high quality and inclusive design to improve the quality of the public realm and open spaces. The proposed Hucknall Town Centre Improvement Scheme aims to provide a sense of place and a focus for the community whilst ensuring that the town centre provides an attractive, accessible, prosperous and safe environment for businesses, shoppers and residents.

2.2.3 The location of development has a significant determinant on the demand for travel and the choice of transport mode. Planning Policy Guidance Note 13 'Transport' (PPG13) advises local authorities on how closer integration of land use planning and transport may be achieved. The objectives of PPG13 require that local authorities

ensure that “consideration of development allocations and local transport investment and priorities are closely linked”. PPG 13 places a strong emphasis on the role of land planning in delivering an integrated transport strategy. The Hucknall Town Centre Improvement Scheme has been devised to support and contribute to the delivery of national planning policy principally by making it easier to access services by public transport, walking and cycling and reducing the need to travel by car, allowing people to make sustainable transport choices at this locality.

2.2.4 Specifically, the Hucknall Town Centre Improvement Scheme gives priority to people over ease of traffic movement by pedestrianising part of the High Street and provides more space and facilities for both pedestrians and cyclists. The needs of disabled people, elderly pedestrians and public transport users have been taken into account as part of the initial scheme design and will continue to be considered as part of the detailed design process (see para. 2.4.9).

2.3 Regional Spatial Strategy for the East Midlands March 2005 (RSS8)

2.3.1 The East Midlands Regional Spatial Strategy (RSS8) which provides the planning framework for the region’s development to 2021 was published in March 2005 by the ODPM. The East Midlands is divided into 5 sub-areas and Hucknall lies in the ‘Three Cities Sub Area’. The Three Cities Sub-area contains the three largest cities of the region — the Principal Urban Areas of Derby, Leicester and Nottingham. Hucknall forms a sub-regional centre and is closely related to Nottingham.

2.3.2 The core strategy defined by the RSS8 and the Regional Transport Strategy (RTS) contained within it, identifies a need to reduce traffic growth in addition to promoting a ‘step change’ in the level of public transport, making best use of existing networks and critically, only developing additional highway capacity when all other measures have been exhausted.

2.3.3 An assessment of the scheme proposals against the policies and objectives contained within RSS8 is contained in table 2.3 below.

Table 2.3: Assessment against Regional Spatial Strategy (RSS8) Policies & Objectives

RSS8 Objective	Scheme Impact
<i>Policy 1 – Regional Core Objectives</i>	
<p>1. <i>to address social exclusion, through the regeneration of disadvantaged areas and reducing regional inequalities in the distribution of employment, housing health and other community facilities</i></p>	<ul style="list-style-type: none"> The improved transport infrastructure would improve accessibility to employment and local services for the community of Hucknall. Improvements to this declining sub-regional centre will assist in its economic regeneration and make the town a more attractive business proposition for investment.

<p>2. <i>to protect and where possible enhance the quality of the environment in urban and rural areas so as to make them safe and attractive places to live and work</i></p> <p>5. <i>to improve accessibility to jobs, homes and services across the region by developing integrated transport, ensuring improvement of opportunities for walking, cycling and the use of high quality public transport</i></p>	<ul style="list-style-type: none"> Improvements to the visual appearance of the town centre through high quality paving, seating and landscaping will provide quality of life benefits for the local community and make Hucknall a more attractive place to live and work. Removal of traffic from the town centre and associated noise and fumes will provide a safer, more pleasant experience for pedestrians and shoppers. By reducing the dominance of the private vehicle greater priority will be offered to pedestrians in the heart of the town. Transport choice will be significantly increased with the addition of new and enhanced walk routes around the town centre. Designated cycle routes will be added where none currently exist to improve opportunities for sustainable alternative modes of transport other than the private car. As a result the town will experience closer links to the tram and rail station. The introduction of a two way bus link will allow buses to traverse the town more easily and thereby improve the level of service offered. The bus link will form the hub of the proposals with a proposed canopied structure to raise the profile of public transport in the town and allow prospective bus passengers to shelter comfortably in a modern interchange.
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Policy 4 – Promoting Better Design

<p><i>Promoting:</i></p> <ul style="list-style-type: none"> <i>access from new development to local facilities on foot, by cycle or by public transport</i> <i>highway and parking design that improves safety and the quality of public space</i> 	<ul style="list-style-type: none"> By improving access to and within the town centre of Hucknall there is a greater likelihood of residents from new developments in the surrounding Hucknall area visiting and shopping in the town centre on foot or by cycle. Detailed design of the proposals will ensure that safety features are incorporated. A toucan crossing is included to assist with crossing the proposed new relief road close to its mid-point and the new traffic signalled junction at the junction of Station
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<ul style="list-style-type: none"> • <i>design which helps reduce crime, supports community safety and vitality, and benefits the quality of the lives of local people</i> 	<p>Road/Linby Road will facilitate safer crossing when accessing the tram/rail station and Tesco superstore.</p> <ul style="list-style-type: none"> • CCTV cameras already exist along the High Street. Pedestrian circulation will provide additional surveillance of the proposed pedestrianised area. Improved lighting will be located in the pedestrianised area to enhance safety. Further CCTV cameras are to be provided.
<p>Sub-regional Priorities</p>	
<p>Policy 16 – A Sub-Regional Spatial Strategy for the Three Cities Sub Area</p>	
<p><i>Promoting:</i></p> <ul style="list-style-type: none"> • <i>the use of public transport for both local and inter-urban movements</i> • <i>an improvement to the quality of the environment, including the provision of semi-natural green space in urban areas</i> 	<ul style="list-style-type: none"> • Construction of the new inner relief road and bus link will allow public transport services to benefit from reduced travel times and improved service reliability due to not being delayed by congestion and illegally parked vehicles along the main shopping section of the High Street. • Additional landscaping features within the town centre and adjacent to the new road will maintain and enhance the landscape character of the District and improve the visual appearance of the town.
<p>Regional Priorities for the Economy and for Regeneration</p>	
<p>Policy 21 – Regional Priority Areas for Regeneration</p>	
<p><i>Assist the regeneration of areas with the greatest identified need.</i></p> <p><i>These include:</i></p> <ul style="list-style-type: none"> • <i>The region’s Principal Urban areas and Sub-Regional Centres that exhibit very high and concentrated levels of deprivation</i> 	<p>Hucknall has two wards defined as being in the 10% most deprived super output areas based on the 2004 Indices of Deprivation. Hucknall town centre is situated between these two wards and is run down with many vacant shop units evident and poor quality shops due to lack of investment. The pattern of decline needs to be urgently arrested by improvements that rejuvenate the town, encourage investment and act as a catalyst for change.</p>

Policy 23 – Regional Priorities for Town Centres and Retail Development	
<ul style="list-style-type: none"> To promote the viability and vitality of existing town centres 	<ul style="list-style-type: none"> The introduction of pedestrianisation, improved transport choice & environmental improvements will assist in preventing shoppers from migrating to nearby towns and encourage them to shop more locally.
Regional Transport Strategy	
Policy 42 – Core Strategy and Regional Transport Objectives	
<p>Support the Core Strategy of the RTS by:</p> <ul style="list-style-type: none"> Support sustainable development in the region's Principal Urban Areas and Sub-Regional Centres Promote accessibility Support the region's regeneration priorities outlined in Policy 21 Improve safety across the region and reduce congestion Promote opportunities for modal shift away from the private car and road based freight transport across the region 	<p>The Hucknall Town Centre Improvement Scheme supports sustainable development in line with the Core Strategy of the RTS in that it:</p> <ul style="list-style-type: none"> Makes best use of the existing network in the Sub-Regional Centre of Hucknall and develops a short section of new road to accommodate displaced traffic from the town centre in addition to traffic generated as a result of 3,000 new houses and 7 ha of industrial development close to the town centre. Accessibility is improved by inclusion of cycle routes and new and enhanced walk routes within the scheme design. See Policy 21 above. Traffic is removed from the town centre, hence pedestrian safety is increased. Reduces the need to travel, especially by car by improving transport choice throughout the town centre to encourage a modal shift.

Policy 44 – Regional Traffic Growth Reduction	
<ul style="list-style-type: none"> • <i>Encourage cycling and walking for short journeys</i> 	<ul style="list-style-type: none"> • The proposals introduce new cycle routes to Hucknall town centre where none currently exist and walk routes are enhanced throughout the town. Linkages by both walking and cycling between the Market Place, town centre and rail/tram station are significantly improved as a result.
Policy 51 – Regional Priorities for Integrating Public Transport	
<p><i>Development plans, future Local development frameworks and Local Transport Plans should:</i></p> <ul style="list-style-type: none"> • <i>Promote safe and convenient access on foot and by cycle to public transport services</i> 	<ul style="list-style-type: none"> • The Local Transport Plan 2, Ashfield District Council Local Plan Review and future Local Development Framework all promote improved accessibility on foot and by cycle to public transport services (see paras 2.5 & 2.7 regarding how the scheme fulfills these objectives in line with development plans/ future framework and LTP2).

2.3.4 The new Draft East Midlands Regional Plan due for publication in 2008 names the Hucknall Town Centre Improvement Scheme as an investment priority to meet with the objectives of both the Regional Transport Strategy and the Three Cities Sub-Area. Similarly, the scheme meets the draft regional transport objectives as listed below:

- Supporting sustainable development
- Promoting Accessibility
- Supporting the Region's regeneration priorities
- Improving safety across the Region and reducing congestion
- Reducing the need for travel and promoting opportunities for modal shift away from the private car

2.4 Nottingham and Nottinghamshire Joint Structure Plan

2.4.1 The Nottingham and Nottinghamshire Joint Structure Plan (JSP) replaced the previous County Structure Plan when it was formally adopted in February 2006 and is valid until early 2008 (est. Feb. 2008) when it will be superseded by the Regional Spatial Strategy. Until that time the JSP sets out the strategic land use policies to guide the scale and location of development in the City of Nottingham and Nottinghamshire County areas.

2.4.2 The JSP establishes the scale and broad location of housing and employment land, the protection and enhancement of the environment, transport, recreation and tourism, and shopping. A key aim is to promote sustainable development, and it

seeks to do this by integrating social, economic and environmental factors in development proposals and encouraging development that works positively towards all three factors.

- 2.4.3 A key aspect of the vision of the JSP is to integrate land use and transport as indicated by PPG13, so that the need for travel is reduced whilst accessibility to employment, homes, services, facilities and other resources is improved by enhanced sustainable transport choices. Three JSP policies have been highlighted for their particular relevance to the Hucknall Town Centre Improvement scheme: Policy 1/1 Sustainable Development; Policy 5/1 Integrating Public Transport and Policy 5/4 Measures to assist pedestrians/cyclists and people with restricted mobility.
- 2.4.4 *JSP Policy 1/1 Sustainable Development* - requires provision to be made for a scale of economic development necessary to meet the needs of the County's population and that respects and enables the protection and enhancement of the environment. Sustainable development of transport is described in Policy 1/1 as an integrated transport network to support new development whilst reducing the need to travel, especially by private car. The Hucknall Town Centre Improvement Scheme fulfills the objectives of Policy 1/1 as it promotes transport choice within Hucknall and accommodates future traffic growth generated by new housing and industrial development in the area.
- 2.4.5 *JSP Policy 5/1 Integrating Public Transport* – “necessary land will be safeguarded in order to secure the implementation of the following: ...d) multi-modal schemes where there is an important role for public transport and e) provision of bus lanes and other bus priority measures”.
- 2.4.6 A considerable barrier to promoting increased bus usage is service unreliability caused by traffic congestion. The proposed scheme fully supports this objective by pedestrianising part of the High Street in Hucknall and re-routing bus services via a new inner relief road and designated two-way bus link. The relief road allows the bus services to travel in free flowing traffic, hence improving reliability of timetables. A bus interchange point will also be provided on the ‘bus only’ link road which links the new road to the existing High Street. In creating both an attractive and sheltered feature of the bus interchange it is anticipated that more local people will be influenced to use the bus facilities and services that are available within Hucknall.
- 2.4.7 *JSP Policy 5/4 Measures to assist pedestrians/cyclists and people with restricted mobility* – all new development is to incorporate measures to encourage improved accessibility for people with restricted mobility and a higher proportion of journeys to be made by cyclists and pedestrians, particularly for access to jobs, shopping, leisure, services and transport interchanges. The policy promotes the development of new cycle and pedestrian networks and provision of appropriate cycle and pedestrian facilities, in addition to the enhancement of existing facilities and ongoing management and maintenance of existing or new facilities.
- 2.4.8 The proposed scheme has the potential to enhance the role of walking and cycling in Hucknall through the provision and enhancement of walking/cycling routes and facilities. The promotion of walking and cycling provides associated health benefits in the form of exercise and emissions benefits through reduced car use. The scheme

also demonstrates support of policy 5/4 in its consideration of the special needs of people with restricted mobility (including those with prams and pushchairs) and will give close attention to those needs when undertaking traffic management and highway construction operations.

- 2.4.9 A Nottinghamshire County Council Service Diversity Review (SDR) was completed based on age, disability and mobility, gender, race, religion and sexual orientation. Feedback received from the public consultation was used to assist in developing the SDR, particularly when assessing the impact of the scheme on people with restricted mobility. This ensures that those persons who may be affected by the proposals have been given due consideration as part of the preliminary design to date. Further updates to the SDR will continue as the scheme develops toward detailed design. A copy of the SDR is included in Appendix I.
- 2.4.10 The Joint Structure Plan provides a transport strategy which includes for new highway infrastructure to deal with road safety issues, resolve localised congestion problems, assist provision of integrated transport measures, support sustainable development; particularly in areas identified for growth or regeneration, and to meet travel demand that cannot be met by other means.

2.5 Second Local Transport Plan Objectives

- 2.5.1 The second Greater Nottingham Local Transport Plan is a five year strategy for the development of integrated transport measures. The structure and content of the second Local Transport Plan (LTP2) has been shaped by the themes developed by the Government in collaboration with the Local Government Association leading to the objectives of:
- Congestion - reducing levels of congestion
 - Accessibility - improving access to jobs and services, particularly to those most in need and improving public transport
 - Improving air quality - tackling air pollution
 - Safety - increasing road safety
- 2.5.2 In addition to the four shared Government objectives, three local area objectives also underpin the plan and comprise:
- Regeneration – renewal of economic activity
 - Quality of Life - influencing of social, economic and environmental factors
 - Making best use of existing assets – effective use and maintenance of the existing highway network
- 2.5.3 An assessment of the scheme against the LTP2 objectives is given in table 2.5 and an extract of the Local Transport Plan for Greater Nottingham 2006/7 to 2010/11 has been included in Appendix A.

Table 2.5: Scheme Assessment against LTP2 Objectives

LTP2 Objective	Scheme Impact
Government Objective 1 – CONGESTION	
<ul style="list-style-type: none"> To better manage and where possible reduce the problems of congestion. 	<p>Removal of through traffic (approx. 15,000 vehicles daily) would significantly improve the environment in the town centre.</p> <p>The scheme would reduce journey times and junction delays and thereby reduce the problems associated with congestion. Journey time reliability would be improved for all travellers.</p> <p>Promoting transport choice to encourage motorists to leave the car at home through:</p> <ul style="list-style-type: none"> Improved cycling and walking facilities and networks, such as routes between the tram/rail station and town centre Making cycling, walking and public transport journeys safer and more attractive Improving bus punctuality and reliability, thereby enhancing the status of public transport Improving the interchanges between bus and rail as well as bus and tram
Government Objective 2 – ACCESSIBILITY	
<ul style="list-style-type: none"> To improve accessibility and social inclusion. 	<p>The scheme will reduce social exclusion by providing improved accessibility for those without access to a car. This will be achieved by providing improvements to the quality of the local bus services, as well as improvements to cycling and walking facilities/network. Public transport services will benefit from improved reliability as a consequence of introducing the new relief road and bus link.</p>
Government Objective 3 – SAFETY	
<ul style="list-style-type: none"> Improve road safety 	<p>Road safety in the town centre is an issue as there have been 23 injury accidents along the High Street since 2002, of which 10 involved pedestrians, 2 involved cyclists and 2 involved motor cyclists. This emphasises the plight of vulnerable road users in this location and the scheme aims to address this issue.</p>

	<p>Removal of cars from the main shopping area of High Street and the introduction of pedestrianisation at this location will reduce the likelihood of accidents occurring due to pedestrian/car conflict in the busy shopping area.</p> <p>The existing roundabout at the junction of the proposed new road/Station Road and Linby Road will be replaced with a traffic signalled junction. This will improve crossing facilities as there are currently none in existence. The inclusion of a toucan crossing point on the proposed new road will allow both pedestrians and cyclists to cross the new road safely.</p> <p>An Analysis of the effect of the proposed road scheme on road accidents using COBA v11 R7 was undertaken. A worst case scenario predicted an overall net increase in accidents, the majority of which are classified as 'slight' (see para. 15.2 for further details).</p> <p>Close monitoring of accidents will be undertaken to assess whether any complementary traffic management measures are proved necessary.</p>
<p>Government Objective 4 – AIR QUALITY</p>	
<ul style="list-style-type: none"> • Improving air quality and protection of the environment 	<p>The scheme seeks to reduce traffic congestion and delay by encouraging people not to use private cars and promoting transport choice (see <i>Government Objective 1- Congestion</i>), which has the added benefit of improving air quality. The introduction of the proposed new relief road would allow traffic to flow more freely with a resultant overall reduction in air borne pollutants. Air quality will improve in the town centre as a result of removal of traffic and pedestrianisation (see para 15.1.10 for further details).</p> <p>The scheme would have a detrimental environmental impact on the natural environment, but this would be mitigated by extensive landscaping and planting adjacent to the new road.</p>
<p>Local Objective 1 – REGENERATION</p>	
<ul style="list-style-type: none"> • Support regeneration and neighbourhood renewal 	<p>Areas of Hucknall are in urgent need of renewal and regeneration. The High Street retail and business core is generally run down with many vacant or low quality retail units.</p>

	<p>The scheme aims to promote the urgent renewal and regeneration of Hucknall town centre and create an attractive and prosperous retail centre. The scheme will also assist with accommodating new development in and around the town, creating job and employment opportunities.</p> <p>In addition to town centre benefits the new road will have a positive effect on the environment along the route of the proposed new road. It is anticipated that the road will promote investment in properties along the route which will contribute to improved community cohesion and local identity.</p>
Local Objective 2 – QUALITY OF LIFE	
<ul style="list-style-type: none"> Enhance the quality of life of the residents of Nottinghamshire 	<p>In addition to regenerating the area, the scheme aims to improve the quality of the environment in the town centre and enhance the public realm within Hucknall. By promoting non-car use and encouraging walking and cycling it is also anticipated that the scheme will encourage more physical exercise and promote a healthier lifestyle.</p>
Local Objective 3 – MAKING BEST USE OF EXISTING ASSETS	
<ul style="list-style-type: none"> Making best use of existing highway assets 	<p>The scheme will improve the highway infrastructure and make best use of the existing highway network in Hucknall town centre. The proposed scheme will provide improved access to proposed housing and industrial development land in the area, some of which is brownfield land on the former Hucknall Colliery site.</p> <p>Management of the existing road network through efficient maintenance strategy and effective coordination of roadworks and incident management will also minimise congestion and disruption, reducing traffic delays overall.</p>

2.5.4 The provision of the Hucknall Town Centre Improvement Scheme is the County Council's top priority major scheme in the second Greater Nottingham Second LTP.

2.5.5 The County Council's work to complement the town centre improvement scheme has focussed on improving access to the town centre in advance of the proposed pedestrianisation. The public consultation event (held in 2000) suggested a number of issues of concern, and these have been worked on in recent years:

- Better / safer pedestrian routes: improvements have been made along Watnall Road – the main radial route into the town from the west – linking to the large

Ruffs residential estate. Works include improvements to junctions to ease crossing of side roads along the road and the provision of a new pedestrian crossing on the A611 Hucknall Bypass which has reduced the severance caused by that road.

- Better bus facilities: improvements have been made to 31 bus stops in Hucknall, ensuring that they all have new high quality flag poles, timetable cases and raised kerbs.
- Better access to the railway station: the re-development of the former colliery site enabled the construction of a new distributor road, funded by developers. This route has replaced the former station access which was off a small residential side road. The new road has shared use cycle routes along both sides and allows better public transport access to the station. Improvements have also been made to the rail/tram station cycle parking facilities, along with the installation of CCTV.
- Better / safer cycle routes: new routes have been constructed along the main radial roads into the town centre, Annesley Road, Nottingham Road and Watnall Road. The latter route has been extended to the A611 Hucknall Bypass to connect with the existing toucan crossing. Work is underway to extend the route further west connecting to the Ruffs housing estate and the Rolls Royce site – a large source of employment in the town.

2.6 Nottinghamshire's Community Strategy

2.6.1 The LTP2 has a major part to play in delivering elements of the vision contained within the County Council's Community Strategy for 2005-09 'All Together Better'. This landmark strategy was adopted in September 2005 by the Nottinghamshire Partnership, which includes over 70 of the key organisations that have an influence over peoples' lives in the County. This includes the County Council, the Police, District/Borough Councils, Local Strategic Partnerships, the voluntary and community sector, primary care trusts and Nottinghamshire Fire and Rescue.

2.6.2 'All Together Better', in defining its shared vision for the future of Nottinghamshire, sets out five key priorities for action as:

- **Safer and Stronger:** making Nottinghamshire safer, building a strong sense of community and enriching lives
- **Healthier:** improving health and wellbeing
- **Learning and Earning:** helping everyone to reach their potential
- **Cleaner and Greener:** protecting and improving the environment
- **Travel and Access:** traveling easily and safely and being able to access all the services that people need

Travel and Access feature prominently as a priority in their own right, reflecting the importance that partners place on achieving an efficient and effective transport network which provides people with the accessibility they need.

2.6.3 Transport has a key and vital role to play in delivering all five priorities in the overall vision set out in the Nottinghamshire Community Strategy. The specific transport vision will underpin the LTP and establish sustainable communities in Nottinghamshire by achieving:

- A County that has excellent links with the national and international transport network;
- A first class public transport system that is accessible to all;
- Vibrant towns and villages that are sustainable, safe, accessible and attractive to the local community and business investment;
- Sustainable environmental and land use policies that improve the quality of town centres and encourage cycling and walking;
- A safe, well maintained and efficiently managed road network that supports community needs and business competitiveness.

2.6.4 The development of this transport vision, and the objectives that follow, has partly been underpinned by analysis of the priorities of local communities, as expressed in local community strategies and ‘All Together Better’. These in turn have been based on wide consultation with local communities and stakeholders, as well as specific LTP-related consultation. There has also been a significant amount of technical research and modelling that has been used alongside the views of local communities to shape the vision, objectives and delivery programmes.

2.6.5 The means by which the LTP2 will contribute to the delivery of the County Council’s Community Strategy is shown in table 2.6a.

Table 2.6a: LTP Contribution to Delivery of the County Council’s Community Strategy

Community Strategy Priority	LTP Contribution
<p>Safer and Stronger: making Nottinghamshire safer, building a strong sense of community and enriching lives</p>	<p>Improving road safety is a key priority for the LTP, with a dedicated road safety programme and associated core targets.</p> <p>Tackling transport related crime and reducing fear of crime, through measures such as lighting and CCTV, are also part of the LTP proposals.</p> <p>The LTP and related land use planning documents emphasise the need for facilities and service to be located close to people, partly to generate more cohesive communities.</p> <p>The LTP and the related Building Better Communities programme both focus on improving local environmental quality and neighbourhood renewal.</p>

<p>Healthier: improving health and wellbeing</p>	<p>The LTP stresses the role that transport can play in promoting exercise, and promotes cycling and walking scheme. The Rights of Way Improvement Plan has been prepared in association with the LTP.</p> <p>A core objective within the LTP is to improve air quality, and this is subject to a specific target within the Plan. The LTP places a high priority on accessibility, including access to health services.</p>
<p>Learning and Earning: helping everyone to reach their potential</p>	<p>The LTP has accessibility as a key objective, including access to education, training and job opportunities. The County Council commits high levels of revenue expenditure to public bus services and school transport.</p> <p>The LTP seeks to create a positive environment for business investment, and in particular to assist business competitiveness by improving access to local, regional and national and international markets.</p>
<p>Cleaner and greener: protecting and improving the environment</p>	<p>The LTP has measures to improve poor air quality and local environmental quality, and as part of this to tackle noise hotspots.</p> <p>At a global scale, the LTP has adopted a target for reducing growth in traffic levels and the subsequent emissions of greenhouse gases.</p> <p>The strategic environmental assessment of the LTP has demonstrated its broadly positive impact on the environment.</p>
<p>Travel and access: traveling easily and safely and being able to access all the services people need</p>	<p>Effective traffic management, improved transport choice, improved public transport services, effective maintenance of public transport infrastructure, better information and measures such as travel plans in businesses and schools are all components of the LTP which meet specific commitments within the Community Strategy 'All Together Better'.</p> <p>Accessibility lies at the heart of the LTP, and the document is based on a rigorous process of accessibility planning involving key partners.</p> <p>Commitments to improve public transport infrastructure through the LTP are complemented by historically high levels of County Council investment in revenue support for local bus services, education transport, and fare subsidy through the concessionary travel scheme.</p>

2.6.6 The proposed scheme introduces integrated transport measures to Hucknall town centre and contributes to many of Nottingham and Nottinghamshire's Community Strategy objectives, 'Travel and Access' being a key priority. The scheme aims to specifically tackle the lack of transport choice that currently exists in Hucknall through the enhancement of walk routes in and around the town centre which provides

additional benefits of being both 'Healthier' and 'Cleaner and Greener'. Similarly, the improvement of facilities for cyclists will also promote exercise and improve air quality.

- 2.6.7 Public transport services will experience increased service reliability as a result of being re-routed via the new inner relief road and designated bus link with a reduced likelihood of congestion and obstructions along the new route which runs parallel to the town centre.
- 2.6.8 In making Nottinghamshire 'Safer and Stronger' and 'Cleaner and Greener' the introduction of a pedestrianised section to the main High Street shopping area will allow both shoppers and pedestrians alike to move safely around the Hucknall town centre area without the potential hazard of pedestrian/car conflict and poor air quality caused by traffic emissions. Crossing the existing trafficked section of High Street will become easier due to reduced traffic flows. CCTV cameras have already been installed along the High Street and these will be better supported through improved lighting to reduce the fear of crime. The proposed improvements to Hucknall town centre also involve changing an existing roundabout into a traffic signalled junction close to the busy Tesco supermarket. The existing crossing facilities at this locality are poor and the addition of formal crossing points will assist shoppers, particularly those who are mobility impaired or with pushchairs, to cross at this busy junction.
- 2.6.9 The Accessibility Vision for Greater Nottingham sets out a strategy for delivering improved accessibility to Greater Nottingham as part of the objectives of both the Community Strategy and Local Transport Plan. The overall vision is to integrate the delivery and development of high quality core services and transport networks to create a sustainable, accessible and healthy living environment within Greater Nottingham. The strategy focuses on how authorities aim to improve accessibility by improving the interface between key communities (origins), key location and services (destinations) and transport and communication networks (networks). As part of this strategy a Local Accessibility Action Plan (LAAP) has been developed for Hucknall to ensure that the improvement scheme is aligned to deliver the 5 strategic objectives which encompass accessibility to the following key locations and services:
- Employment
 - Health
 - Education
 - Food and Essential Services
 - Leisure, Culture and Tourism.
- 2.6.10 Overarching environmental improvements to Hucknall town centre combined with high quality, safe and accessible transport choices for everyone aims to create a positive environment for business investment also supporting the 'Learning and Earning' objective of the Nottingham and Nottinghamshire's Community Strategy.
- 2.6.11 On a local level, Ashfield District Council's Community Strategy has the following as its vision statement: ***"By 2021, our District will be dynamic, sustainable, safe and inclusive - a place we can be proud of, created by confident thriving communities and a culture of enterprise and skills"***.

The three main aims of the Ashfield District Community Strategy are:

- ❖ Economic aim - to help create **Enterprising Communities**
- ❖ Social aim - to help create **Confident Communities**
- ❖ Environmental aim -to help create **Green and Sustainable Communities**

The priorities within the Ashfield district are as detailed in the LTP2 and shown in table 2.6b.

Table 2.6b: Ashfield Community Strategy Priorities

Ashfield Community Strategy Priorities	LTP Response
<ul style="list-style-type: none"> • Addressing health inequalities • Reducing crime and disorder and the fear of crime and disorder • Increasing accountability and community involvement • Create a learning culture • Well maintained and affordable housing • Attracting new industries • Protecting the environment and working for sustainable regeneration 	<p>The LTP seeks to address access to health, education and employment difficulties. There is also a commitment in the LTP to tackle crime on public transport, to assisting in economic and local regeneration, and to improve the environment.</p>

2.7 Ashfield District Council - Local Plan Review and Local Development Framework

- 2.7.1 The Ashfield District Council Local Plan Review was adopted in November 2002 and sets out a framework of policies to guide and encourage development in Ashfield District up to the year 2011, whilst safeguarding and enhancing the environment. The policies and proposals contained within the Local Plan Review are based on the broad principles for development as set out in the Nottingham and Nottinghamshire Joint Structure Plan.
- 2.7.2 The Local Plan Review is currently being revised for incorporation into the Local Development Framework (LDF), the Core Strategy of which is expected to be completed by 2009. The LDF will guide future development in the Ashfield district up to 2021 and consists of the Statutory Development Plan Documents (DPDs) which comprise the Core Strategy, Site Specific Allocations and Policies, Generic Development Control Policies and Proposals Maps. These provide the main set of planning policies and proposals replacing those in the Ashfield Local Plan Review.
- 2.7.3 Until such time as all DPDs are completed and adopted, 'saved' policies from the Ashfield Local Plan Review will continue to form part of the policy context for planning decisions. It is the basis of these 'saved' policies which underpins the future key strategic planning document "Shaping the Future of Ashfield – Core Strategy". The Core Strategy provides the main means of giving 'spatial expression' to the Ashfield Partnership's Sustainable Community and Neighbourhood Renewal Strategy 2006-21.

2.7.4 In the interim period prior to the LDF being formally adopted approximately 75% of the Local Plan Review Policies are ‘saved’ and remain relevant for both now and the future core strategy for Ashfield District, in particular the ‘saved’ transport policies are listed in Table 2.7 when considering the Hucknall Town Centre Improvement Scheme.

Table 2.7 Extract from Ashfield Local Plan Review, Relevant ‘Saved’ Policies

Transport Policy	Scheme Assessment against Ashfield Local Plan Review
<p>TR3 - Pedestrians & People with Limited Mobility</p>	<p>The scheme creates an enhanced pedestrian environment with improved access to housing, shopping and community facilities.</p> <p>Nottinghamshire County Council has carried out a Service Diversity Review to ensure that all groups have been considered during the development of preliminary design work. Further reviews will be carried out throughout the detailed design stages to ensure that requirements of mobility impaired persons, including the elderly and those using prams and pushchairs are considered (see para. 2.4.9).</p>
<p>TR4 - A Pedestrian Priority Scheme will be implemented for the following area: High Street from Station Road to the Market Place and Baker Street from its junction with High Street to Ogle Street</p>	<p>The preferred option provides a pedestrian priority scheme along High Street between the Market Place at the Baker Street/South Junction and the High Street and Watnall Road Junction. Removal of traffic from this area will create an enhanced experience for pedestrians and shoppers, free from traffic noise, fumes and road safety problems.</p> <p>Access restrictions will apply during weekdays and on Saturdays between 10am and 4pm, where only cyclists and pedestrians will be permitted to enter the pedestrianised area. (Times to be confirmed as part of detailed design phase).</p> <p>Due to the nature of existing servicing arrangements for shops on the High Street and the need to ensure access to Watnall Road has meant that a proportion of traffic will remain on the eastern section stretching between Watnall Road and Station Road junctions.</p>

	Enhanced walk routes linking the High Street with the new inner relief road, tram/rail station and supermarket will also be introduced as part of the proposed scheme.
TR5 - Land required for the following County Council Highway Scheme will be safeguarded: Hucknall Inner Relief Road	The Hucknall Inner Relief Road was identified in the Ashfield Local Plan Review as safeguarded for construction within the plan period to 2011. Nottinghamshire County Council has purchased £1.82m of land along the alignment of the proposed inner relief road to date.
TR6 - Developer Contributions to Transport Improvements: Hucknall Inner Relief Road Improvements to Public Transport Infrastructure including: <ul style="list-style-type: none"> • Bus Priority Measures • Bus Stop Facilities • Associated highway infrastructure Improvements to the cycling network Improvements to the pedestrian facilities	Nottinghamshire County Council has involved Ashfield District Council in developing scheme alternatives to date. Ashfield District Council has informally agreed 'in principle' to contribute £1m of developer contributions to support the design and implementation of the improvement measures, pending a formal decision by their newly formed Cabinet anticipated towards the end of 2007.

2.7.5 The published Ashfield Local Plan Review stated that the proposed inner relief road “would further the strategic aim of enhancing the status and function of Hucknall as a District Centre.” A mobility management study carried out by Nottinghamshire County Council in 2000 revealed that 95% of 795 responses supported a general strategy to improve walking, cycling and public transport and 82% supported pedestrianisation of the High Street.

2.7.6 The Local Plan Review also considers the District’s accessibility to the rest of the County and beyond, which has an important bearing on the area’s economy, particularly its potential to attract new industrial and commercial investment.

2.7.7 Ashfield District Council recently commissioned retail consultants to supplement its future Core Strategy and to consider current and potential supply and demand for retail development in the District. The new report “Reviving the Heart of Hucknall” is due for publication in Autumn 2007. The report follows on from a previous survey and analysis on the future of Hucknall which was undertaken in 2003 by Ashfield District Council with the support of EMDA. The 2003 report “Hucknall: Design for the Future” identified the following key issues in relation to the town centre:

- Viewed as a declining town with limited variety of retail provision and in need of visual improvement
- Perceived as having a lack of attractive amenities in terms of the public domain

- Concerns about 'long stay' parking for people working in the town centre
- Perception of a high level of crime, particularly at weekends
- The arrival of the Tesco superstore, whilst welcome, raised concerns about the future of the more central areas of the town centre

2.7.8 In combination with the private house building programme that Hucknall is experiencing, the integrated transport proposals are viewed positively by the report stating that the proposals "...will give impetus to changing the town centre....and make it a more attractive retail experience". The report stressed the need to identify funding to ensure that the pedestrianised area, when completed, delivers a high quality townscape. Figure 5 shows the allocation of future development within the Hucknall area.

2.8 Strategic Objective Conclusions

2.8.1 The proposed scheme aims to provide a high quality improvement in Hucknall town centre by creating a better standard of environment for pedestrian and shoppers with greater transport choice in the vicinity of the town centre and offering improved accessibility to all. The scheme will act as a catalyst for the redevelopment and regeneration of Hucknall and will provide social and economic benefits while minimising the impact on the environment and is supported specifically by regional and local planning policy.

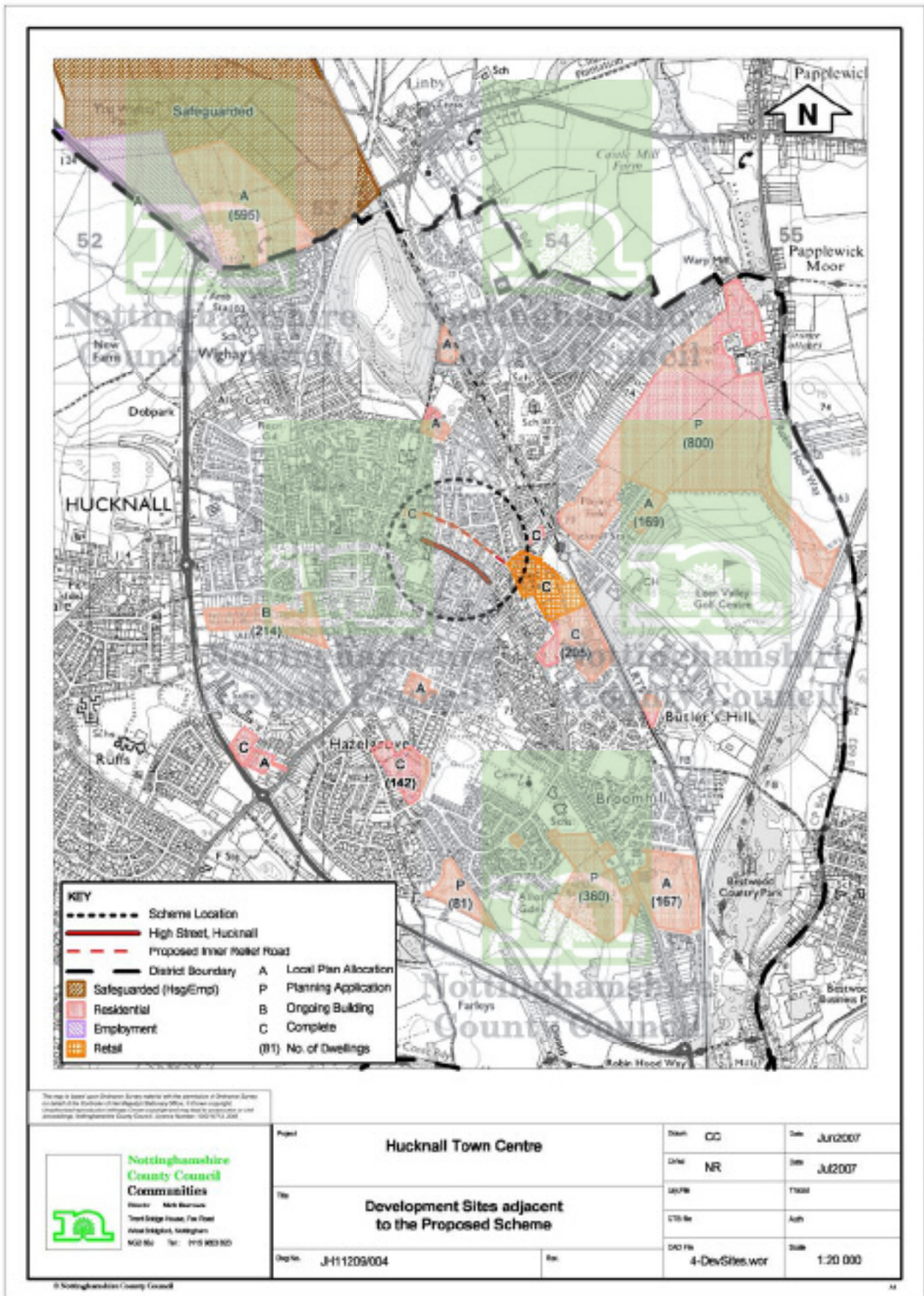


Figure 5 – Development sites adjacent to the proposed scheme