



Movement

National and Regional Context

- 5.1** National policies and objectives to promote sustainable transport are contained in the Transport White Paper 'A New Deal for Transport - Better for Everyone' (1998). This has been supplemented by a series of daughter documents on specific topics and subsequent other policy statements.
- 5.2** The Government is committed to integrating transport and land use policies in order to reduce the need to travel, promoting the use of public transport and only increasing highway capacity when all alternatives have been considered. This approach was the context for a series of Multi-Modal Studies (MMSs) sponsored by the Government's Regional Offices which sought to identify to what extent the congestion problems on motorways and trunk road corridors could be solved by improvements to public transport, traffic management and measures to change travel behaviour, without redress to additional highway capacity. MMSs affecting Nottinghamshire are listed below:
- M1 (Junctions 21 to 30);
 - A453 (M1 Junction 24 to Nottingham Ring Road);
 - West to East Midlands; and
 - A52 Clifton Bridge to Bingham.
- 5.3** In the Plan Area pressure is growing on transport infrastructure as travel demand increases. The main north-south road routes are increasingly congested, whilst additional investment is required in rail and other forms of public transport. Poor east-west links remain a serious constraint to economic regeneration. Regional Planning Guidance for the East Midlands (RPG8) incorporating the Regional Transport Strategy (RTS) sets out, for the first time, Regional and Sub-Area Transport Investment priorities, many of which are derived from the results of the Multi-Modal Studies. The revised RTS, in line with Government policy, bases its Core Strategy on:
- reducing the need to travel and traffic growth;
 - promoting a 'step change' in the level of public transport; and
 - only developing additional highway capacity when all other measures have been exhausted.

Local Transport Plans

- 5.4** The policies and investment priorities in the RTS provide the context for the review of the local transport authorities' Local Transport Plans (LTPs). The current LTPs cover the period 2001-2006 and the second round of LTPs will be submitted to Government in July 2005 covering the period 2006-2011.
- 5.5** There are two LTPs which cover the Plan Area: the Greater Nottingham (GN) LTP (Nottingham City, Broxtowe, Gedling, Rushcliffe and the Hucknall part of Ashfield) and the North Nottinghamshire (NN) LTP (Bassetlaw, Mansfield, Newark and Sherwood and the remainder of Ashfield). Each LTP sets out transport objectives and targets consistent with those set at national and regional level. The GN LTP is prepared jointly by Nottingham City Council and Nottinghamshire County Council while the NN LTP is the sole responsibility of the County Council.

Integration of Transport and Land Use Planning

- 5.6** 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 on how local authorities should integrate transport and land use planning and the role of land use planning in reducing the need to travel and ways of encouraging the use of means of transport other than the car which have less environmental impact.
- 5.7** A significant number of car journeys have the potential to be undertaken by alternative means, for example many are for short journeys of less than two miles. In encouraging alternative means of travel behavioural change measures have a significant role provided there is reasonable transport choice. This is the promotion of 'soft measures' such as workplace and school travel plans, quality public transport partnerships, travel awareness programmes, educational programmes, teleworking and personalised travel plans. PPG13 states that travel plans should be submitted alongside planning applications which are likely to have significant transport implications (see Policy 5/7).
- 5.8** Local authorities, public and local bodies and service providers should work together to implement a strategy for behavioural change as set out in the LTPs.
- 5.9** Soft measures alone are unlikely to curb traffic volumes to acceptable levels. Where congestion or the impact of traffic is most severe it is necessary to also consider the implementation of complementary fiscal measures.
- 5.10** Within the boundary of the City of Nottingham it is proposed to introduce a workplace parking levy. The reasons for this are:
- it can raise revenues to support public transport operating costs to new developments which will need to be made accessible by public transport;
 - the Government requires a local financial contribution to be made to the development by local authorities of further tram lines as part of Transport 2010;

- only relying on more roads is not a viable option because of land and environmental constraints, public acceptability and the resultant traffic growth generated on other parts of the highway network. Modes that are more efficient and sustainable in the movement of people need to be given priority in order to achieve greater mobility for people and foster economic growth within urban areas;
- it is now widely recognised that 'carrots' alone will not be sufficient to reduce car use in line with national objectives on air quality and traffic/casualty reduction. Charging would not only encourage more sustainable travel choice but also raise revenue to support public transport alternatives; and
- significant travel demands in Nottingham are generated from beyond the City boundary. The levy will help influence travel choice of non-city residents and secure revenue to support public transport improvements in these areas.

5.11 Local planning authorities should have regard to the land use implications of the introduction of parking levies and/or road user charging within urban areas and environmentally sensitive areas experiencing high levels of traffic or traffic growth when preparing local plans, development briefs or masterplans, or in the consideration of planning applications. Development proposals should be considered with respect to:

- reducing the need to travel;
- discouraging unnecessary car use;
- supporting the use of public transport; and
- encouraging cycling and walking for short journeys.

Public Transport Accessibility

5.12 RPG8 recommends national and regional bodies should work with local authorities to develop a consistent regional methodology for determining public transport accessibility criteria for inclusion in development plans and LTPs. In particular, future LTPs will need to focus strongly on multi-modal accessibility planning comprising accessibility and resource audits and formulation of action plans to address deficiencies.

5.13 The two Transport Authorities in the Plan Area (the County and City Councils) and the Local Planning Authorities will work together to ensure that significant developments, as defined in PPG 13, meet regionally and locally determined public transport accessibility criteria and thresholds to be set out in the second round of LTPs.

POLICY 5/1 INTEGRATING PUBLIC TRANSPORT

Necessary land will be safeguarded in order to secure the implementation of the following:

- a) development of a hierarchy of public transport interchange facilities;
- b) encouragement of development around public transport interchange facilities;
- c) development of a network of park and ride sites in Greater Nottingham, served by bus, heavy rail or light rail;
- d) multi-modal schemes where there is an important role for public transport; and
- e) provision of bus lanes and other bus priority measures.

Major schemes of this nature in the Plan Area are:

- i) Nottingham City Centre Major Scheme;
- ii) Gedling Major Integrated Transport Scheme;
- iii) A6514 Nottingham Ring Road Major Scheme;
- iv) Nottingham Station Interchange;
- v) Mansfield Public Transport Interchange.

5.14 Many journeys made by public transport involve more than one service or mode. The developments of multi-modal through ticketing and smartcard initiatives are therefore important in the promotion of increased public transport use. The integration of traditional public transport with services to support health, education and social care can also increase opportunities to travel by non-car modes, particularly in rural areas and in tackling social exclusion. Policy 5/1 lists five major schemes in the Plan Area where the proposals include a multi-modal approach emphasising the role of public transport. Further details of the schemes, their status and implementation timetable are given in Appendix 2.

5.15 The development of public transport interchanges helps to ensure a smooth transfer between services and modes. Public transport interchanges can also act as sustainable locations for new development. New development of a significant scale should include provision for new public transport interchanges where such facilities are not already present. There are schemes in the LTPs to build new bus stations and improve existing ones. A high priority for the next round of LTPs will be major new public transport interchanges at Nottingham Station and in Mansfield (see Appendix 2).

5.16 High quality park and ride facilities associated with efficient public transport services have proven to be successful in attracting car users onto public transport for at least part of their journey. They improve the accessibility of urban centres and contribute to reducing traffic on congested radial routes. Both the M1 and A453 Multi-Modal Studies recommended further development of park and ride facilities on the outskirts of Nottingham as a means to reduce traffic flows into the City Centre and relieve strategic transport corridors. Park and ride is also identified as an essential element in the development of the Nottingham Express Transit system.

Bus

- 5.17** Local bus services have a crucial role in enabling access to jobs, education and training, healthcare, shops, community facilities and leisure opportunities. The Government's Social Exclusion Unit identifies them as having a particularly important role in combating social exclusion. Implementation of Policy 5/1 above will assist in this regard. Bus services remain the predominant public transport mode for moving people within urban areas and in providing linkages from surrounding settlements to these areas. Elsewhere buses are often the only mainstream form of public transport, albeit supported by Community Transport.
- 5.18** Within parts of the Plan Area considerable progress has been made in recent years by the two Transport Authorities working in partnership with service providers (through the Greater Nottingham Bus Quality Partnership Steering Group) to improve the quality and quantity of bus services. It is proposed to continue with this and to spread its benefits through modal shift to all parts of the Plan Area.
- 5.19** Growth of the bus market through modal shift is predominantly focused on the development of the commercial network. Where services are socially necessary but are commercially unviable revenue support is provided within funding limits. Where conventional services are not appropriate the development of innovative transport alternatives, including demand responsive services, is being explored.
- 5.20** A considerable barrier to promoting increased bus usage is service unreliability caused principally by traffic congestion. It is proposed, therefore to build on existing bus facilities by introducing a further comprehensive programme of bus priority measures including roadspace reallocation and priority through junctions. This will have the combined effect of improving bus service reliability and attraction whilst reducing capacity for general traffic, further encouraging modal shift to public transport.
- 5.21** In some circumstances guided bus solutions are also being investigated. The segregation offered by this intermediate mode enables a high level of priority to be achieved, promotes a high quality image and has the added advantage of being self-enforcing.
- 5.22** The two Councils have prepared local bus information strategies. A particularly important aspect of encouraging greater bus use is the provision of public transport information including electronic and real-time systems. Better information increases the public's awareness and increases confidence in the services that are provided.
- 5.23** The County and City Councils, service providers and others will work in partnership to increase the level of bus use through:
- improving the quality of bus services through the bus quality partnership approach;
 - meeting local needs through the provision of revenue support for socially necessary services;
 - developing locally sensitive and innovative transport solutions where traditional services are not appropriate;

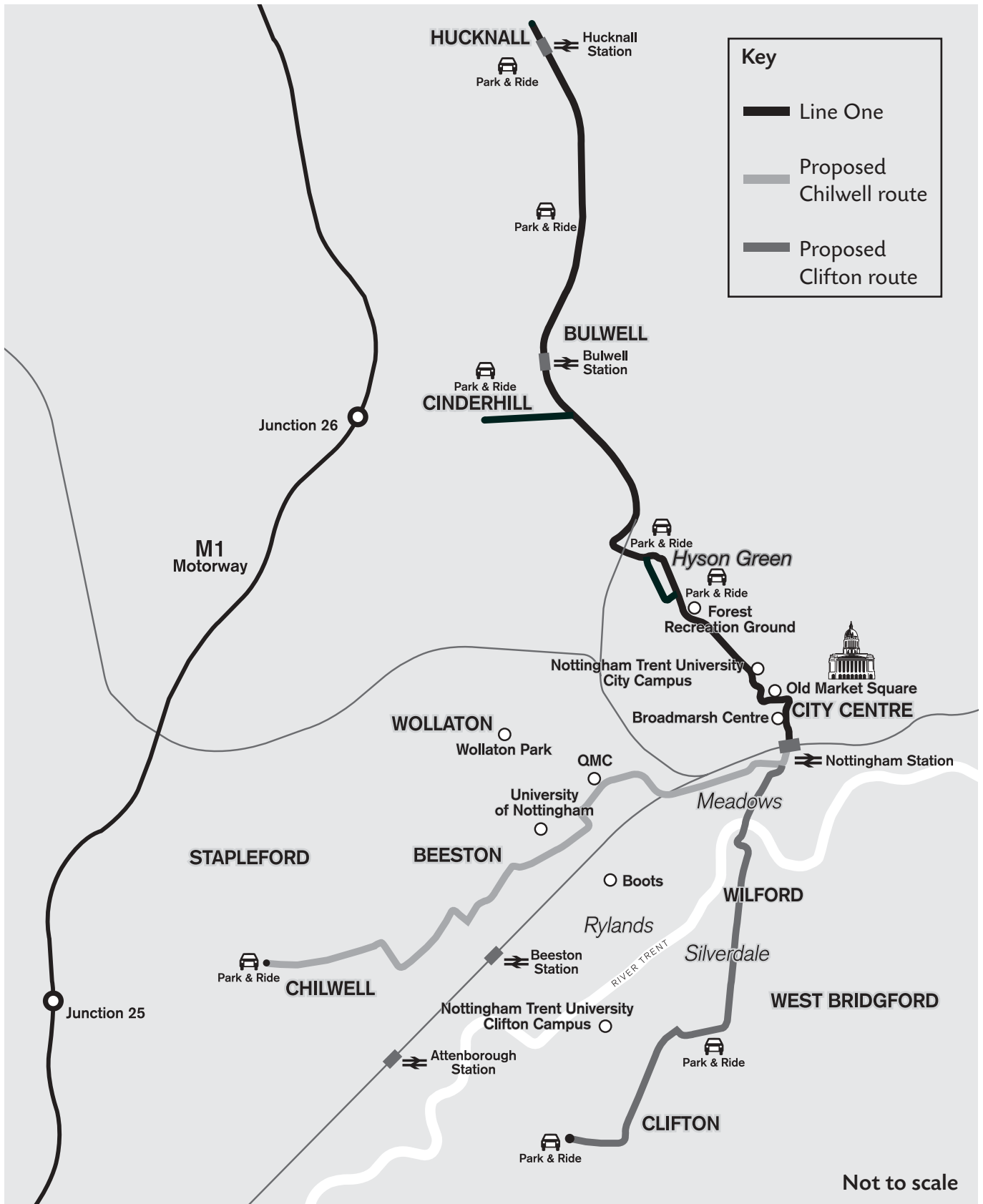
- reallocating road space to prioritise bus movements including development of guided bus sections if appropriate;
- improving the quality and availability of travel information and better marketing of public transport.

POLICY 5/2 LIGHT RAIL

Provision will be made and land protected for the development of a network of the Nottingham Express Transit system and associated infrastructure in Greater Nottingham, involving Phase 2 lines to Clifton and Chilwell (as shown on the Key Diagram) and other longer term lines.

- 5.24** Light rail systems have the capability to move large numbers of people into and within large urban centres. Being a modern, fast and reliable form of transport it offers an attractive alternative to the car for many journeys. Such systems also have considerable environmental benefits in being non-polluting at the point of use. Line One of Nottingham Express Transit (NET) and the proposed extensions will also give a major boost to the economy of the Plan Area. NET will provide the necessary step change in public transport services that will be required to meet the forecast growth in jobs in the South Nottinghamshire Sub-Area. NET will therefore increase access to job opportunities by improving transport choice in the Sub-Area and parts of other Sub-Areas, in particular for those dependant on public transport.
- 5.25** Line One of the NET is due to commence operations in late 2003/early 2004 and is expected to carry 11 million passengers and reduce car journeys by 2 million per year.
- 5.26** Phase Two of the system to Clifton via Wilford and to Chilwell via Queen's Medical Centre and Beeston is undergoing detailed appraisal and procurement processes leading to consideration of a Transport and Works Act Order application in 2004 (see Figure 2). The feasibility of other longer term new routes or extensions to existing routes is also being assessed. Extensions to the system may include associated park and ride sites, interchanges, depots and other ancillary facilities. Appendix 2 lists the schemes and provides further detail as to status and the likely implementation timetable.

Figure 2: Nottingham Express Transit-Line One and Proposed Phase Two Routes



POLICY 5/3 PASSENGER HEAVY RAIL

Provision will be made and necessary land safeguarded for the following identified national, regional and local rail investment priorities:

- a) East Coast Main Line improvements (following the Strategic Rail Authority's Route Utilisation Study);
- b) Midland Main Line improvements (following the Route Utilisation Study);
- c) Nottingham Station capacity improvements;
- d) East Midlands Parkway;
- e) improved rail passenger services and infrastructure improvements to major centres including London, Birmingham, Leeds, Manchester and Sheffield;
- f) development of the South Nottinghamshire Rail Network;
- g) expansion of Robin Hood Line services.

5.27 Heavy rail is particularly suitable for inter-urban regional/sub-regional journeys and for local journeys from suburban/rural fringe areas to the city centre. But in the Greater Nottingham LTP area, heavy rail accounts for only a very small proportion of trips. The 2001 Census indicated that fewer than 2% of commuting trips to the city centre were by heavy rail – a significantly lower proportion than in other major conurbation areas where, typically, corresponding figures are between 10 and 20%. This reflects a relative dearth of routes, stations and services to accommodate travel needs within the area and a lack of investment over many years to upgrade rail facilities. Furthermore, Greater Nottingham's regional rail links are poor with the possible exception of the London corridor.

5.28 In the early 1990s the Local Authorities in conjunction with British Rail formulated the Greater Nottingham Area Rail Development Strategy (later re-titled the South Nottinghamshire Rail Network (SNRN)). This proposed cross-conurbation shuttle service will use existing routes via Nottingham Station together with a number of new stations. The strategy has made little progress to implementation as a consequence of a number of factors including infrastructure and funding constraints.

5.29 The County and City Councils, together with Derbyshire County Council commissioned a review of the SNRN in early 2003. The review concluded that there was a strong case for the implementation of some of the features of the SNRN along with certain regional service improvements in the short to medium term but that the implementation of the full scheme was unlikely to be affordable or deliverable in that timescale. In addition there needed to be a programme of complementary measures undertaken to enhance the attraction and use of heavy rail in the area, for example, station improvements (including Nottingham Station Masterplan) and integrated ticketing.

- 5.30** The County and City Councils intend to progress the revised strategy with the Strategic Rail Authority (SRA) and the rail bodies and other interested parties. They are aware of the SRA's concerns evidenced in the Strategic Plan and the Capacity Utilisation Policy of the need for value for money with regard to any improvement schemes. It is also recognised that development projects must be affordable and deliverable within resourcing constraints and the criteria laid down by the SRA for evaluation.
- 5.31** The County and City Councils consider that there is opportunity, given appropriate investment, for rail to play a more important role in the future as a mode in the Greater Nottingham LTP area than at present even though at least in the short/medium term the scope for improvements may well be limited by infrastructure as well as funding constraints. But greater utilisation of the rail network will confer wider social, economic and environmental benefits to the whole area. Accordingly, it is vitally important that land which may be required for rail development in the future is safeguarded.
- 5.32** The County Council in partnership with other bodies successfully implemented the restoration of rail services between Nottingham and Worksop i.e. the 'Robin Hood Line' (RHL) which was a major achievement and set pioneering standards for an inter-urban railway. The integration of NET Line One will enhance the investment made in the RHL. Policy 5/3 sets out future priorities for heavy rail. The various heavy rail schemes set out in Policy 5/3 are set out in more detail in Appendices 1 and 2 where further information is provided regarding status and the implementation timetable.

POLICY 5/4 MEASURES TO ASSIST CYCLISTS, PEDESTRIANS AND PEOPLE WITH RESTRICTED MOBILITY

Development will 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. Such measures will include developing new, and enhancing existing, cycle and pedestrian networks and provision of appropriate cycle and pedestrian facilities.

Walking

- 5.33** Local authorities are seeking to encourage more people to make trips on foot, particularly for those journeys over shorter distances. There is significant potential to enhance the role of walking with other sustainable transport modes. The promotion of walking has significant benefits including health benefits in the form of exercise, emissions benefits through reduced car use and more informal surveillance and associated improvements for community safety.

- 5.34** The County and City Councils as Transport Authorities can make use of a range of measures and infrastructure to improve pedestrian safety and convenience including crossing facilities on road links and junctions, improved lighting and surveillance, upgrading of footway maintenance and drainage. Area-wide treatment is also effective through town centre pedestrianisation schemes and safer routes to school programmes.
- 5.35** The authorities also attach considerable importance to the special needs of people with restricted mobility (including those with prams) and will give close attention to those needs when undertaking traffic management, highway construction, public transport and other projects. Travel for those with restricted mobility can be assisted by such measures as door-to-door transport, provision of low-floor buses and trains and raised kerbs at stops, the planning of street furniture, tactile pavement surfaces, specialised crossing facilities and concessionary fares.

Cycling

- 5.36** The County and City Councils place great importance on developing the role of cycling within an integrated transport system. Strategies for cycling designed to build on recent achievements have been produced by both the County and City Councils, in close consultation with interested groups and individuals. The County Council produced its Cycling Strategy in November 1997, which is currently being revised. The City Council published an integrated Walking and Cycling Strategy in March 1999. The strategies aim to reorder priorities, promoting cycling through better integration of engineering measures with those of education, encouragement and enforcement.
- 5.37** Increasing the modal share of cycling is fully supported by both Councils. Realistic increases in the number of trips made by cycle will be sought at the local level. Cycle network development is aimed particularly at offering greater opportunity for journeys to work to be made by cycle. This can be further enhanced by improved cycle routes to transport interchanges such as railway stations, combined with secure parking facilities. The LTPs contain local targets to increase cycling to work journeys by 30% between 1991 and 2011.
- 5.38** Whilst striving to achieve more cycling the authorities are also aiming to maintain a downward trend in the number of cycle related casualties in the Plan area. Increases in cycling will be achieved within the context of improving the safety and convenience of cycling across the whole highway network. Road safety considerations are paramount and complementary local safety schemes will be developed.
- 5.39** Significant increases in both pedestrian and cycle trips can be generated through well targeted quality promotion and publicity. Both authorities will seek to improve communications in this respect through promotion not only of the networks but for specific schemes.

POLICY 5/5 LINEAR ROUTES

Where appropriate disused railway lines, canals and other linear features will be retained for new transport links.

- 5.40** Disused railways, canals and other linear features offer opportunities for new transport links and leisure routes. Former railway lines in particular may be appropriate as new transport links for heavy and light rail, for buses or new roads. Alternatively such routes may be suitable for recreational purposes for pedestrians, cyclists and horse riders, as set out in Policy 6/3 'Recreational Routes'.

POLICY 5/6 THE MOVEMENT OF FREIGHT

Local Authorities will:

- a) safeguard land where the potential exists for the development of facilities to provide, and increase the capacity of, sustainable forms of freight movement - by rail or water - where such works would not compromise wider regeneration objectives;
- b) encourage the development of inter-modal freight terminals at appropriate locations;
- c) ensure provision is made, where appropriate, for the carriage of materials by pipeline or conveyor where it would reduce environmental or congestion problems;
- d) work to progress the following freight investment priorities subject to full and detailed appraisal:-
 - i) Major Inter-modal Freight Terminal at Toton; and
 - ii) Inland River Trent Port in the Nottingham area.

- 5.41** The Government's agenda is to address the growing dominance of road haulage in the distribution of freight. A Regional State of Freight Study was commissioned in 2002, with Government support, and provides a detailed overview of the current scale of freight activity in the East Midlands, including the Plan Area. The study identified opportunities for modal shift away from road-based movements although recognises that this will continue to be the predominant mode. It confirmed that rail is the most viable alternative to road for most freight movements with some potential for the transportation of bulk materials by river. It also proposed an investigation of an appropriate site for the development of a major inter-modal freight terminal in the 'Three Cities' Sub-Area. The two Authorities support the inclusion of Toton Sidings in such an investigation. Appendix 2 lists the two freight schemes set out in Policy 5/6 and provides more detail on status and the implementation timetable.

POLICY 5/7 TRAFFIC REDUCTION AND PARKING FOR NEW DEVELOPMENT

Development proposals will make provision for traffic reduction measures and minimise the need for, and provision of, off-street parking. Local plans will specify the principles for these reduction measures for relevant sites.

All developments having significant implications, as defined by PPG13 or local guidance, will prepare and submit Transport Assessments and Travel Plans.

Reducing Traffic Growth

- 5.42** Parts of the Plan Area suffer from high levels of traffic and congestion. Action on traffic growth is necessary to reduce the adverse effects on economic activity, health, safety (including casualty reduction) and the environment. The greatest opportunities for controlling traffic growth exist in the most built-up areas however all parts of the Plan Area have a role in reducing traffic growth.
- 5.43** Draft RPG includes a target for reducing traffic growth at the Regional level and specific targets are included in the two LTPs.
- 5.44** Within the Greater Nottingham LTP area, the anticipated profile of traffic volumes will be that to 2006 growth will be slowed due to the implementation of traffic reduction measures, over the following ten years growth will level off and thereafter absolute reductions achieved to the target reduction level.
- 5.45** In other parts of the Plan Area, traffic is expected to continue to grow in line with predictions for the first half of the Plan period (up to 2011) because the impact of public transport improvements on reducing traffic will be far less and because of starting from a much lower base. It is expected to be the second half of the Plan period (2011-2021) before the effects of travel awareness/education, new public transport infrastructure and services and parking/land-use policies become significant and contribute to a reduction in traffic growth.
- 5.46** The Plan is supportive of this approach and can help to achieve the targets for traffic reduction by providing a framework for sustainable development which promotes the measures outlined above. Development proposals should be considered with respect to their contribution to securing traffic reduction targets.

Parking Strategy

- 5.47** Parking strategy has a particularly important role in managing the demand for travel and the overall integration of land use and transport. A consistent approach to determining restraint based parking provision for new development across the Region is a central element of the Regional Transport Strategy. For the City of Nottingham the standards, consistent with the strategy, are set out in the Nottingham Local Plan.

The County Council provides guidance on parking provision and is currently producing revised guidance as supplementary planning guidance to be incorporated in the recently adopted or emerging District local plan reviews.

- 5.48** Within the Greater Nottingham LTP area, the local parking strategy comprises the following key elements:
- City Centre public car park pricing controls to limit commuter parking, using planning legislation;
 - proposed workplace parking levy within the boundary of the City of Nottingham;
 - charges for on-street parking in the City Centre;
 - a large scale Park and Ride operation, to be considerably extended when NET Line One starts running;
 - decriminalised on-street parking enforcement within the City of Nottingham;
 - active transport demand/parking management pursued not only by the County and City Councils but also by partner organisations such as hospitals and other employers;
 - employer based Integrated Parking Management Demonstration Projects;
 - a programme of on-street parking restraint in residential areas (Residents' Parking Zones).
- 5.49** In the remainder of the Plan Area, District Councils are encouraged to adopt charging structures in their car parks to discourage commuter parking, and to facilitate the preparation of Travel Plans with major employers. The feasibility of introducing decriminalisation of parking offences is being examined.
- 5.50** New development will provide appropriate off-street parking consistent with guidance on maximum parking provision and the local parking strategy contained within the LTPs.
- 5.51** Transport Assessments should illustrate accessibility by all modes, based on a desirable walking distance of 400m to an appropriate bus service, or 800m to an appropriate tram/train service, and consideration of the potential for walking up to 2km and cycling up to 8km. The Transport Assessments should give details of proposed measures to improve access by public transport, walking and cycling and to mitigate transport impacts. Travel Plans help to reduce the impact of travel on the environment and should be tailored to the specific circumstances of the development.
- 5.52** A material impact is generally regarded as a 10% increase in traffic using any link, or a 5% increase where the capacity of the network is or is close to being exceeded, or a lower figure if the Highway Authority considers that there are exceptional circumstances. The impact should be assessed for development-related and background traffic at the opening year, and appropriate mitigation measures determined on a 'no worse basis'. Where such measures are not consistent with the transport policy for the area, the Highway Authority may require the substitution of other suitable measures or a contribution to integrated transport measures for the area in line with Policy 1/3 in the Strategy chapter.

POLICY 5/8 THE HIERARCHY OF ROADS

For the purposes of land use and transport planning the hierarchy of roads is as follows:

- Category 1 Main Roads (Strategic Road Network)
- Category 2 Major Secondary Roads
- Category 3 Other Secondary Roads
- Category 4 Local Roads.

Direct access for development onto main roads (i.e. Category 1) with a speed limit of more than 40mph will not be permitted.

- 5.53** The function of Category 1 roads is to carry traffic through the Plan Area between main towns both within the area and in surrounding counties, and between the main centres within Greater Nottingham. Category 1 roads make up the Strategic Road Network (SRN).
- 5.54** For the Plan Area the function of Category 2 roads is to carry traffic between and within the main towns in the Plan Area, and to facilitate connections to the SRN. These two categories form the main road network and facilitate the movement of longer distance traffic and goods vehicles. Traffic is specifically directed to such routes.
- 5.55** Category 3 roads are the remaining district distributor roads. Their function is similar to Category 2 roads, but traffic is not specifically directed to use them.
- 5.56** Category 4 roads are local distributor roads and access roads in both urban and rural areas. Their function is to carry traffic around local areas and to provide access to residential, commercial, industrial and recreational areas.
- 5.57** The purpose of this hierarchy is to influence traffic to take the most suitable routes and consequently to minimise intrusion in the areas through which it passes. It is also used as a basis upon which road safety, maintenance and traffic management priorities are set. However, it does not clearly represent the many functions of roads and the emphasis is on the movement of vehicles. In line with emerging Central Government guidance, the LTP gave a commitment to review the hierarchy and consider a system of categorising roads that more closely reflects their respective function, changes the emphasis to more vulnerable road users, and provides a clear framework for setting speed limits. Initial thoughts have already been set out in the LTPs and from this the County and City Councils intend to develop a suitable hierarchy and undertake wide consultation accordingly.
- 5.58** The top two categories of roads are shown diagrammatically on the Key Diagram.

- 5.59** Research shows that the formation of new accesses is liable to lead to greater risk of accidents, particularly where speeds are likely to be higher. This can be minimised by limiting access to the main road via well-designed junctions of the main road with secondary roads. Where the speed limit is 40 mph or lower a less restrictive approach will be taken depending on the characteristics of the main road, the standard of the access junction and the scale of the development, but in all cases safety considerations will be paramount.

POLICY 5/9 REGIONAL TRUNK ROAD INVESTMENT PRIORITIES

Land will be safeguarded to progress the following trunk road investment priorities:

- a) M1 (J21-30) Improvement;
- b) A1 (Junction Improvements);
- c) A46 (Newark-Widmerpool) Improvement;
- d) A453 (M1-Nottingham) Improvement;
- e) A46/A1 Winthorpe Junction Improvement; and
- f) A46 Newark Relief Road Improvements;

subject to full and detailed appraisal, and ensuring that:-

- i) any additional trunk road schemes are consistent with regional and local transport objectives; and
- ii) all new highway capacity is managed effectively to reduce congestion and improve safety.

- 5.60** National and regional transport policies seek to reduce the need to travel, promote the use of public transport and to only increase highway capacity when all alternatives have been considered. The series of Multi-Modal Studies undertaken at regional and sub-regional level have focused on the extent to which improvements to public transport, policies to manage the demand for travel and behavioural change activities could address the congestion problems of the motorway and trunk road network without further road building. The Studies concluded that there will still be a need to develop additional highway capacity in the period up to 2021 in order to meet unavoidable travel demand, to support sustainable development objectives, particularly in areas identified for growth or regeneration and to address the immediate problems of congestion and safety, in line with national and regional targets.

- 5.61** The Highways Agency has responsibility for the National Motorway and Trunk Road network in the Plan Area. It is obliged to consult the Regional Planning Body on all proposed investments of £5 million or more and to seek its guidance in identifying future investment priorities. The current Regional investment priorities are listed in Policy 5/9 and set out in more detail in Appendix 1.

POLICY 5/10 LOCAL AUTHORITY ROAD SCHEMES

Land will be safeguarded for the following local authority major road-based schemes:

- a) A6096 Ilkeston/Awsworth Link;
- b) A617 Pleasley Bypass Extension;
- c) A6211 Gedling Relief Road;
- d) A6211 Arno Vale Road Link Road;
- e) new crossing over River Trent to east of West Bridgford;*
- f) A1133 Collingham Bypass;
- g) A617 Kelham Bypass;
- h) Nottingham City Centre Major Scheme;
- i) Gedling Major Integrated Transport Scheme;
- j) A6514 Nottingham Ring Road Major Scheme.

* subject to consideration of the recommendations of the findings of the A52 Multi-Modal Study.

5.62 Although transport strategy now focuses on alternative modes of transport to the car, there is still a need 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. 'Major' local road schemes are defined as costing £5 million or more. The schemes listed in Policy 5/10 are also set out in Appendix 2 which provides further detail as to status and the implementation timetable.

5.63 With the exception of the Nottingham City Centre Major Scheme and the A6514 Nottingham Ring Road Major Scheme and the A612 Gedling Major Integrated Transport Scheme which have been developed through the Greater Nottingham LTP, and the A6096 Ilkeston/Awsworth Link promoted through the Derbyshire LTP, these schemes have been brought forward from the 1996 Structure Plan. It should be noted that a combination of the A612 Gedling Major Integrated Transport Scheme and the A6211 Gedling Relief Road replace the scheme formerly known as the Gedling Bypass. The position of the A6211 Arno Vale Road Link Road scheme depends on the outcome of the A52 Nottingham - Bingham Multi-Modal Study (MMS) currently in progress. If the A52 MMS does not positively support the Link Road, it is proposed to abandon the scheme because it would create additional road capacity not compatible with a modern transport strategy. Integrated Transport Schemes are listed in Policy 5/1 and in Appendix 2.

5.64 The following schemes listed in the 1996 Structure Plan are either now completed or under construction:

- A6002 NWOLR (Coventry Lane);
- A617 Rainworth Bypass;
- Mansfield Ashfield Regeneration Route (A617) (This scheme replaces the Mansfield Western Bypass and the Mansfield Southern Bypass schemes).

- 5.65** The status of the following schemes listed in the 1996 Structure Plan has now changed:
- A612 Southwell Bypass – the scale of this scheme was reduced following a review, and the reduced scheme is no longer major and therefore does not require specific mention in the Plan;⁶
 - A612 Colwick Loop Road/Daleside Road – scheme reduced in scale to a series of minor improvements;
 - A60 Woodhouse Road/Leeming Lane Improvement – scheme split into a series of bus priority measures;
 - Hucknall Inner Relief Road – scheme no longer falls into the category of major, but is under investigation as part of the Hucknall Mobility Management Action Area;
 - A620 Clarborough and Welham Bypass – because of serious maintenance problems on the diversion route for high lorries, the Welham section of the bypass has been brought forward as a cost-effective solution, to be constructed as part of the LTP's Integrated Transport Measures programme. The Clarborough section of the bypass does not fall into the category of major.
- 5.66** The three schemes previously identified in the 1996 Structure Plan but now no longer major schemes - A620 Welham Bypass, A612 Southwell Bypass and A620 Clarborough Bypass - will be considered for the LTP's Integrated Transport Measures programme. Three new schemes, also not major schemes, are proposed for investigation - Blyth Bypass, Darlton Bypass and Dunham Bypass.
- 5.67** Retained in the list of major road schemes in Policy 5/10 and detailed in Appendix 2 is the proposal for a new crossing over the River Trent. The previous Structure Plan identified land for this crossing at Colwick. Since this time however the City Council has become jointly responsible for the delivery of the scheme and has declared that it does not currently support the scheme at its existing location. The scheme is not included in the Greater Nottingham LTP and has been omitted from the emerging Nottingham Local Plan.
- 5.68** The proposal was considered in the M1 MMS and is now under more detailed examination as part of the A52 MMS (see paragraph 5.2). The final report of the A52 MMS consultants is expected late in 2003. It will recommend whether the route should be constructed and if so, where the location of the link should be. The County and City Councils will give close consideration to the consultants' recommendations regarding a further Trent Crossing and the A52 east and may make alterations to the Plan accordingly.

POLICY 5/11 ACCESS TO EAST MIDLANDS AND FINNINGLEY AIRPORTS

Improvements to public transport links between East Midlands and Finningley Airports and their surrounding main centres of population, including provision for fixed public transport links in the longer term, will be undertaken and encouraged.

⁶ Subject to consideration of the recommendations of the A52 Multi-Modal Study.

- 5.69** East Midlands Airport is currently the main Regional Airport located just beyond the Plan Area and has an important role both in terms of passenger and freight activity. The airport is growing rapidly and has considerable growth potential. Expansion of the airport has been identified as important in supporting the economic growth potential of the region. In addition to providing air transport services, with over 5,000 people employed, the airport is also an increasingly important regional employer.
- 5.70** Growth of the air transport industry is the subject of national consultation which is expected to culminate in the publication of an Aviation White Paper. This will provide the national context for future UK airport development including East Midlands Airport.
- 5.71** Poor public transport links have been identified as a key constraint to development of the airport both in terms of passenger access and for potential employees. The proposed East Midlands Parkway Station should provide more opportunities for public transport access. The development of a fixed public transport link from the airport to the Parkway Station and possibly extended into Nottingham in the longer term will be investigated.
- 5.72** Development of a new international airport at Finningley near Doncaster, just outside the Plan Area, has recently been approved and is likely to have a significant impact particularly on the north of the Plan Area in terms of travel opportunities, surface access requirements and economic regeneration.
- 5.73** Proposals for facilities to increase business or leisure use of airfields elsewhere in the Plan Area ought to have regard for safety, environmental and traffic considerations.

APPENDIX 1 - National and Regional Transport Investment Priorities

Investment Priority	Status	Timetable for Implementation
East Coast Main Line improvement (following SRA's Route Utilisation Study)	Under Investigation	2001-2011
Midland Main Line improvement (following SRA's Route Utilisation Study)	Under Investigation	2001-2011
East Midlands Parkway	Committed	2001-2006
Improved rail passenger services and infrastructure improvements to London, Birmingham, Manchester, Leeds and Sheffield	Under Investigation	2001-2011
M1 (J21-30) Improvement	Under Appraisal	2006-2016
A1 (Junction Improvements)	Committed	2001-2011
A46 (Newark-Widmerpool) Improvement	Committed	2006-2011
A453 (M1-Nottingham) Improvement	Under Appraisal	2001-2011
A46/A1 Winthorpe Junction Improvement	Under Investigation	2006-2011
A46 Newark Bypass Improvements	Proposed for Investigation	2006-2016

Notes

Committed:

Funding agreed in principle, although detailed design and statutory procedures may be outstanding.

Under Appraisal:

Multi-Modal Schemes/Road Based Schemes endorsed in principle by Ministers, but not yet committed.

Under Investigation:

Schemes arising from Multi-Modal Studies/Road Based Studies or other formal processes, but which have yet to be endorsed or committed.

Proposed for Investigation:

Other schemes necessary to deliver the transport strategy, but which have yet to be defined.

APPENDIX 2 - Local Transport Investment Priorities

Investment Priority	Status	Timetable for Implementation
NET Phase 2: Clifton via Wilford and Chilwell via QMC and Beeston	Under Appraisal	2006-2011
NET: Other longer term routes	Under Investigation	2011-2021
Development of South Notts Rail Network	Under Investigation	2006-2011
Nottingham Station Masterplan	Under Investigation	2001-2011
Expansion of Robin Hood Line Services	Proposed for Investigation	2001-2006
Nottingham City Centre Major Scheme	Committed	2001-2006
A612 Gedling Major Integrated Transport Scheme	Committed	2001-2006
A6096 Ilkeston/Awsworth Link	Committed	2001-2006
A6514 Nottingham Ring Road Major Scheme	Under Appraisal	2001-2011
A617 Pleasley Bypass Extension	Under Appraisal	2006-2011
Mansfield Public Transport Interchange	Proposed for Investigation	2006-2011
A6211 Gedling Relief Road	Proposed for Investigation	2006-2016
A6211 Arno Vale Road Link Road	Proposed for Investigation	2006-2016
New Crossing Over River Trent	Proposed for Investigation	2006-2016
A1133 Collingham Bypass	Proposed for Investigation	2006-2016
A617 Kelham Bypass	Proposed for Investigation	2006-2016
Development of a major inter-modal freight terminal at Toton	Proposed for Investigation	2006-2011

Investment Priority	Status	Timetable for Implementation
Development of an inland port on the River Trent in the Nottingham area	Under investigation	2006-2011

Notes

Committed:

Funding agreed in principle, although detailed design and statutory procedures may be outstanding.

Under Appraisal:

Multi-Modal Schemes/Road Based Schemes endorsed in principle by Ministers, but not yet committed.

Under Investigation:

Schemes arising from Multi-Modal Studies/Road Based Studies or other formal processes, but which have yet to be endorsed or committed.

Proposed for Investigation:

Other schemes necessary to deliver the transport strategy, but which have yet to be defined.

