

# Local Transport Plan for Greater Nottingham

2006/7 – 2010/11

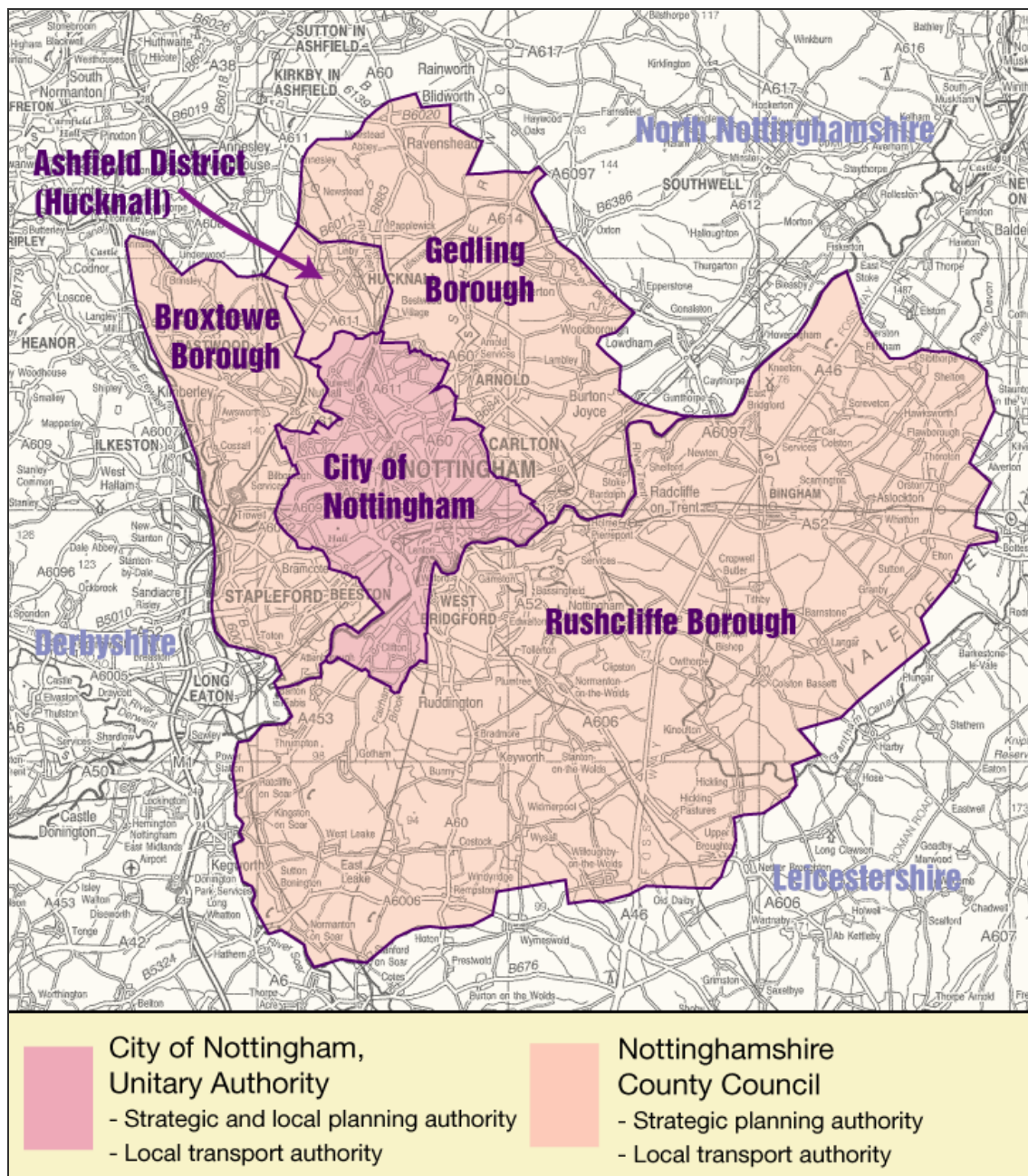
## Provisional Plan Executive Summary

October 2005

## Introduction

1. The Greater Nottingham Local Transport Plan (the Plan) is the second to have been produced jointly between Nottingham City Council and Nottinghamshire County Council (the Authorities). It covers the five-year period from April 2006 to March 2011 and replaces the first Local Transport Plan for Greater Nottingham produced in July 2000 and that expires at the end of March 2006.
2. The main function of the Plan is to set out the local transport strategy and priority areas for investment over the next five years.
3. The Plan area includes the City of Nottingham, the boroughs of Broxtowe, Gedling, Rushcliffe and the Hucknall part of Ashfield.

## Greater Nottingham Plan Area



4. The objectives of the Plan are formed around the Government's 'Shared Priority for Transport' which is based upon the themes of improving access to jobs and services, improving public transport, tackling congestion, reducing air pollution and improving road safety. In addition, three locally important objectives are included relating to supporting regeneration, improving quality of life and the need for efficient maintenance.

### Plan Objectives

Objective	Interpretation
A: Better manage and where possible reduce the problems of <b>congestion</b>	This means maximising the efficiency of existing transport networks, reducing traffic growth and encouraging the use of alternatives to the car particularly for journeys to work, school and higher education. Also helping to maintain a strong economy by improving business competitiveness.
B: Improve <b>accessibility</b> and social inclusion	This means achieving sustainable access to work, learning, healthcare, food shops and other essential services with the greatest focus being given to those most in need. Improving access to leisure and tourism is also of growing local economic importance. It also means planning the location and delivery of services to make best use of existing transport provision.
C: Improve <b>road safety</b>	This means improving road safety, particularly for children, other vulnerable road users and those living in areas of disadvantage.
D: Better <b>air quality</b> and protection of the environment	Central to this objective is improving air quality through reducing vehicle emissions and addressing air pollution hotspots but also reducing global warming and conserving the environment.
E: Support <b>regeneration</b> and neighbourhood renewal	This means supporting development in identified Regeneration Zones, improving the public realm and rejuvenating run-down neighbourhoods.
F: Enhance people's <b>quality of life</b>	This includes relieving communities of the adverse effects of transport such as noise, severance and visual intrusion. It also includes addressing community safety and reducing the threat of crime.
G: More efficient and effective <b>maintenance</b>	This means maintaining existing transport assets in a cost effective and efficient manner.

### The Wider Context

5. The Government's White Paper 'The Future of Transport: a network for 2030' sets the context for the Plan at the national level. The Plan has also been informed by the relevant regional and sub-regional strategies. At the local level linkages are made with to Development Plans and Development Frameworks, particularly relating to housing requirements, employment opportunities, the vision for the City Centre, regeneration zones, maintaining vibrant district centres, and protecting the rural character of rural areas while ensuring accessibility to them. The Councils have looked very carefully at how the Plan can help to support the wider agenda in Greater Nottingham, through its effects on planning, housing, economic development, education, the environment, community, health and social services, leisure and tourism.

## Strategy Development

6. The transport strategy for Greater Nottingham is well established, with the main thrust revolving around improving access to the City Centre and surrounding district centres through providing greater transport choice, in particular by public transport supported by demand management techniques to constrain traffic growth. This has been through various measures such as Bus Quality Partnerships, travel plans, implementation of the Nottingham Express Transit tram system, provision of park & ride sites and a complimentary parking strategy. The Plan has also focused on reducing road casualty numbers through participation in the safety camera partnership, traffic calming and other road safety initiatives.
7. Over the first Plan period the joint Plan was consistently highly rated for its achievements against its targets (as reported in the Annual Progress Reports), the Authorities were awarded Centre of Excellence Status for their work on Integrated Transport Planning and have recently been re-designated as Centres of Excellence for Transport Delivery. The continuation of the same broad strategy is therefore considered the appropriate way forward for the next five years.

### Key proposals

	Policy Issues	Measures
<b>Congestion</b>	<p>The DfT have determined that levels of congestion should be measured by 'people' delay not just 'vehicle' delay. Accordingly this requires that attention is given to both the reliability and speed of public transport services as well as reducing delays to traffic.</p> <p>The strategy also considers:</p> <ul style="list-style-type: none"> <li>• Improving transport choices,</li> <li>• Making better use of the existing network,</li> <li>• Parking controls,</li> <li>• Land use planning, and</li> <li>• Promoting public transport growth through demand management and integration.</li> </ul>	<ul style="list-style-type: none"> <li>•NET Phase 2</li> <li>•Partnership to deliver high quality bus services</li> <li>•Integration of services, ticketing and information with consideration of intervention mechanisms</li> <li>•Upgrading of the Ring Road</li> <li>•Gamston park &amp; ride</li> <li>•Smarter travel choices measures including work and school travel plans and building on the pioneering 'Big Wheel' marketing campaign</li> <li>•Comprehensive parking strategy including possible workplace parking levy within City boundary</li> <li>•Traffic Manager to oversee network management including traffic control, incident response and road works coordination</li> <li>•Local authority bus lane enforcement and other moving traffic offences</li> <li>•Highway direction signing and car park electronic signing</li> <li>•Upgrading of walking and cycling networks</li> <li>•Working with regional partners to deliver key strategic projects, particularly A453 and rail links</li> </ul>

	Policy Issues	Measures
Accessibility	<p>Accessibility Planning is a new analytical technique. All local transport authorities have been required to use it and produce a Framework Accessibility Strategy and Local Accessibility Action Plans. It combines the study of existing transport links between geographical areas or groups of people and essential services (jobs, training, education, health, food and leisure) based on existing information on transport services with close partnership working with service providers to identify and prioritise particular access needs. In many cases this may be through non-transport solutions such as the location of services and use of electronic access. The results could have a major impact on how the Councils plan the delivery of their own services.</p> <p>Priorities for action identified include:</p> <ul style="list-style-type: none"> <li>• Improving the coverage of transport provision across the Plan area,</li> <li>• Tackling physical accessibility,</li> <li>• Increasing the affordability of transport,</li> <li>• Improving access to information, and</li> <li>• Addressing safety and perceived safety issues which may impede an individual's access to services.</li> </ul>	<ul style="list-style-type: none"> <li>• Working with service providers to improve the provision of services in accessible locations</li> <li>• Integrated transport and land use planning utilising accessibility mapping and planning agreements to secure transport improvements</li> <li>• Development of a fully low floor public transport network (bus &amp; tram)</li> <li>• Continued support for socially necessary bus services (within available budgets) and development of more demand responsive services</li> <li>• Further development of 'Link' bus network including high frequency Ring Road service serving two main hospitals, university services and local feeders.</li> <li>• Reduce financial barriers through multi-operator and smartcard travelcards, rebranding and increasing the availability of concessionary fares and other discount tickets targeted at those on the lowest incomes</li> <li>• Coordinated printed and electronic information including real time</li> <li>• Community transport and taxis</li> </ul>

	<b>Policy Issues</b>	<b>Measures</b>
<b>Safety</b>	<p>The most recent trends in road accidents and casualties in some parts of the Plan Area imply that there may need to be greater emphasis on speed management and the need to address the higher incidence of accidents within areas of high deprivation within the urban area if the ambitious targets set are to be met.</p> <p>Other key areas include:</p> <ul style="list-style-type: none"> <li>• Meeting child casualty reduction targets,</li> <li>• Improving the safety of road users in rural areas,</li> <li>• Tackling work related accidents,</li> <li>• Reversing the trend in motorcycle related accidents,</li> <li>• Addressing the safety of vulnerable road users on school journeys.</li> </ul>	<ul style="list-style-type: none"> <li>• Camera Safety Partnership</li> <li>• Physical speed management measures including route treatments and traffic calming</li> <li>• Neighbourhood Road Safety Initiative</li> <li>• Safer routes to schools linked to travel plans</li> <li>• 20 mph zones outside schools and in residential areas</li> <li>• Working with developers to include home zone type features in new developments</li> <li>• Safety audits</li> <li>• Safety education and awareness</li> <li>• Driver improvement programmes</li> <li>• Development of 'Shiny side up' &amp; 'Bare bones' partnerships targeted at reducing motorcycle casualties</li> </ul>
<b>Air Quality and Environment</b>	<p>There are two existing declared traffic related Air Quality Management Areas within the City boundary in the City Centre and in the vicinity of the QMC where pollution levels are anticipated to exceed national standards. Rushcliffe Borough Council have also recently declared air quality management areas in the West Bridgford area on the southern approaches to Trent Bridge and between the A60 junction and the City boundary on the Ring Road.</p> <p>Through seeking to reduce the rate of growth in traffic, this will also help to reduce the growth in carbon dioxide levels generated in the Plan area helping to address climate change impacts.</p>	<ul style="list-style-type: none"> <li>• Reducing the need to travel through coordinated land use and transport planning</li> <li>• Promotion of cleaner alternatives to the car ie walking, cycling and public transport</li> <li>• Promoting 'Smarter Travel Choices'</li> <li>• Education and awareness raising measures including 'Big Wheel'</li> <li>• Active traffic management to prevent high pollution levels in sensitive areas</li> <li>• Promote procurement and use of cleaner vehicles</li> <li>• Enforcing emission standards</li> <li>• Local authority enforcement of Clear Zone and other traffic restricted areas</li> <li>• Implementation of mitigation measures which minimize the adverse effects of transport schemes</li> </ul>

	Policy Issues	Measures
<b>Regeneration</b>	<p>The role of transport provision in the physical regeneration process is multi – faceted but can be summarised as contributing towards opening up areas for development, creating an environment for investment, and neighbourhood renewal.</p> <p>Areas subject to regeneration proposals over the Plan period include the Eastside, Waterside and Southside zones adjacent to the City Centre, the Trent River Park corridor, and isolated rural areas, in particular former coal mining communities.</p> <p>The County has also set up a five year capital programme to provide funding for its ‘Building Better Communities’ initiative which concentrates on physical improvements, with a particular focus on areas of deprivation, to create desirable, attractive places to live - many of them are to be linked to transport improvements.</p>	<ul style="list-style-type: none"> <li>• Eastside transport proposals including reconfiguration of north-south City centre traffic route and extension of bus loop</li> <li>• Waterside transport proposals including straightening Cattle Market Road, Lady Bay Bridge and approaches upgrading of pedestrian and cycle routes, and upgrading of riverside and canal links</li> <li>• Southside transport measures centred around Station Masterplan and associated ‘Linking up the Meadows’ transport proposals</li> <li>• Network of primary pedestrian routes through areas of regeneration</li> <li>• Local and district centre improvement schemes including Hucknall and Arnold</li> <li>• Neighbourhood improvement schemes targeted at most deprived areas</li> </ul>
<b>Maintenance</b>	<p>The LTP recognises that well-maintained local transport assets – including roads, footpaths, byways, bridleways and cycle paths – are essential to the delivery of better transport outcomes. They encourage walking and cycling, and contribute to road safety outcomes. They promote the quality and comfort of bus services, improve journey ambience, minimise wear and tear to vehicles, and promote better environmental outcomes including emissions and noise. Well-maintained roads, footways, footpaths, streetlights and street furniture make a vitally important contribution to the quality and liveability of public spaces, and the quality of rural landscapes. The Councils are actively developing Highway Asset Management Plans to be extended to Transport Asset Management Plans (TAMPs) to help to understand the value and liability of their existing asset base and make the right strategic decisions.</p>	<ul style="list-style-type: none"> <li>• Integration of maintenance programmes with integrated transport schemes</li> <li>• Coordination with other corporate programmes such as housing and education</li> <li>• Joint working to secure cost effective procurement and efficiencies of scale</li> <li>• Innovative contractual and procurement arrangements</li> <li>• Better coordination of road works to minimise disruption through Traffic Network Management approach</li> </ul>

## Integrated delivery

8. Many local neighbourhood based initiatives that are being taken forward by the authorities are derived from Local Strategic Partnerships, Area Committees, Local Area Fora and other community based working groups. Within the County part of the Plan area the introduction of Mobility Management Action Areas (MMAA) represented a new, holistic and inclusive approach to local transport planning, where schemes covering the whole range of transport modes were developed together as a complementary package through widespread consultation with local communities.
9. In the second Plan this work is being expanded to embrace a wider economic, social and environmental context, as well as being linked to new accessibility planning techniques. The MMAA programme is therefore being taken forward (under the title of Local Accessibility and Transport Studies) as they have been the catalyst for much high-quality work and have achieved success in engaging local stakeholders and members of the public in the transport planning process.

## Implementation Programme

10. A proposed spending and delivery programme for the five-year period of the Plan has been assembled based upon indicative funding allocations set out by the Government. These 'planning guideline' spending budgets provide the parameters for the authorities capital investment in the provision of integrated transport measures and for maintenance. They will be subject to change following the production of the final planning guidelines in December 2005 and the programme included within the final Plan will be revised accordingly.
11. The authorities will utilise revenue resources to support the programmes of capital works. Opportunities will also be taken to lever in external funding through the Greater Nottingham Transport Partnership, (the Sub Regional Strategic Partnership), emda, Europe, developers, local businesses, and other sources.

## Provisional Resource Allocations

All figures £000s	2006/07	2007/08	2008/09	2009/10	2010/11
Bus priority schemes	750	1,300	700	950	1,350
PT interchanges	150	100	100	100	100
P&R schemes	0	0	750	1,000	600
Bus infrastructure schemes	1,335	1,335	1,400	1,140	1,200
Cycling schemes	500	500	650	800	885
Light rail schemes	400	400	400	400	400
Walking schemes	985	900	950	900	1,000
Travel plans	350	325	325	325	420
Safer routes to school	750	760	775	840	850
Local safety schemes	1,250	1,260	1,275	1,340	1,350
Traffic management schemes	1,330	1,030	1,100	1,075	1,185
Road crossings	235	235	240	240	270
New roads & local road schemes	750	815	900	1,080	1,110
Maintenance- roads & footways	6,460	6,608	6,960	7,335	7,731
Maintenance- Bridge strengthening	560	570	580	590	600
Structural maintenance	560	570	580	590	600
Other maintenance schemes	240	220	220	215	210
Other schemes	1,113	938	852	776	817
<b>TOTALS</b>	<b>17,718</b>	<b>17,866</b>	<b>18,757</b>	<b>19,696</b>	<b>20,678</b>

## 'Major' Schemes

12. Schemes costing more than £5million are defined as 'major' schemes and as such are subject to separate funding.
13. The **Turning Point** and **Gedling Transport Improvement Scheme** were approved through the first plan process and their construction will continue into the second plan period.
14. The **Ring Road Major Scheme** will provide junction improvements at a number of locations and support the introduction of a high frequency orbital bus service with improved interchange facilities to link with radial services, and improved conditions for cyclists and pedestrians.
15. The **Hucknall Town Centre Improvements Scheme** consists of an integrated package of proposals for Hucknall town centre to provide benefits across a wide range of transport objectives including relief of traffic from the town centre, improved bus priority, improved pedestrian and cycling accessibility and promote greater integration with the tram.

16. **Nottingham Express Transit (NET) Phase 2** comprises two additional routes, one to Chilwell via Beeston, the other to Clifton. The two lines offer substantial transport, congestion, regeneration, accessibility and air quality benefits. The project is currently awaiting Government approval.
17. The **Station Masterplan** is seeking to expand the capacity of Nottingham Station, improve interchange facilities including a possible new tram stop over the station associated with NET Phase 2 and act as a catalyst for development within the Southside Regeneration Zone.

### Major Scheme Projected Spend Profile

All figures £000s	Gross Cost	2006/07	2007/08	2008/09	2009/10	2010/11
Turning Point – City Centre Major	11,770	3,500	270			
A612 Gedling Transport Improvement Scheme	11,644	8,600	230	290		
Ring Road Major	15,500	150	300	6,925	8,125	
Hucknall Town Centre Improvements	8,000	100	150	150	6,500	1,100
NET Phase 2	Procurement subject to Private Finance Initiative scheme negotiations					
Station Masterplan	18,000	250	250	250	250	250

### Transport Innovation Fund

18. In the 'Future of Transport' White Paper the Government announced the establishment of a new Transport Innovation Fund to support innovative ways of tackling congestion. The two authorities have prepared a joint bid based around the following, included within the Plan:
- The development, assessment and implementation of a Workplace Parking Levy (WPL) within the City boundary,
  - Implementation of a comprehensive integrated multi operator smartcard system,
  - Scoping work to explore potential regulatory mechanisms to maximise the complementarity of existing and future bus and tram services, minimise the potential for wasteful competition and maximise the financial efficiency of investment,
  - Implementation of a supporting 'Smart Choices' travel demand management package, and
  - Comprehensive programme of before, during and after monitoring.

## Performance Indicators and Targets

19. The Department for Transport has set 20 key national indicators against which the authorities must show progress over the course of the Plan period. These mandatory indicators, together with 19 local indicators set by the authorities, are the measures against which the success of the LTP will be evaluated.

### Plan Performance Indicators and Targets

Indicator	Baseline Position & (year)	Target for 2010/11
<b>BV 96</b> Condition of principal roads - % where structural maintenance should be considered	City = 61% / County = 27% (2004/5)	City = 36% / County = 20% To be reviewed by March 2006
<b>BV 97a</b> Condition of non-principal roads – % where structural maintenance should be considered	City / County = To be established (2005/06)	Target will be set when 2005/6 baseline is known
<b>BV 97b</b> Condition of unclassified roads - % where structural maintenance should be considered	City = 16% / County = 11% (2003/4)	City = 10% / County = 15%
<b>BV 187</b> Condition of footways - % where structural maintenance should be considered	City = 24% / County = 27% (2003/4)	City = 17% / County = 20%
<b>BV 99x</b> Total number killed or seriously injured	LTP Area = 663 (1994/98 ave.) LTP Area = 453 (2004)	LTP Area = 317 - 52% cf 1994/98 average - 30% cf 2004
<b>BV 99y</b> Number of children killed or seriously injured	LTP Area = 118 (1994/98 ave.) LTP Area = 66 (2002/04 ave.)	LTP Area = 59 - 50% cf 94-98 average - 11% cf 2004
<b>BV 99z</b> Number of slight casualties	LTP Area = 2,332 (2004)	10% reduction potential to be assessed by March 2006.
<b>BV 102</b> Public transport passenger journeys (bus & tram)	73.6 million (2003/4)	82.0 million (+11%)
<b>LTP 1a</b> % of households within 30 minutes of a major centre by bus and/or tram	Baseline data being analysed for publication by March 2006	To be set by March 2006 linked to accessibility planning
<b>LTP 1b</b> % of working age population within 45 minutes of work by bus and/or tram	Baseline data being analysed for publication by March 2006	To be set by March 2006 linked to accessibility planning
<b>LTP 1c</b> % of households within 45 minutes of hospital by bus and/or tram	Baseline data being analysed for publication by March 2006	To be set by March 2006 linked to accessibility planning
<b>LTP 2</b> Volume of traffic on Local Authority managed roads	2,929 million vehicle kilometers per day (2003)	To be set by March 2006
<b>LTP 6</b> Volume of peak traffic into the urban centre	Monitoring to commence in October 2005.	No increase
<b>LTP 7a</b> Time lost per vehicle kilometre	Awaiting DfT technical guidance to enable baseline to be set	To be set for March 2006, after DfT guidance has been received
<b>LTP 7b</b> Time lost per person kilometre	Awaiting DfT technical guidance to enable baseline to be set	To be set for March 2006, after DfT guidance has been received
<b>LTP 8</b> Concentrations of local pollutants which cause an AQMA i.e. nitrogen dioxide.	Target concentrations of nitrogen dioxide will be set for each AQMA.	To be set by March 2006
<b>BV 104</b> Satisfaction with bus and tram services	76% (2003/04)	80%
<b>LTP 3</b> Cycling trips (annualised index at selected sites)	Annualised index = 100 (2003) (5,757 trips at 12 locations)	Annualised index = 105
<b>LTP 4</b> % journeys to school by non-car modes	69% (2003/04)	To be set by March 2006.
<b>LTP 5</b> Bus punctuality (no more than 1 minute early and five minutes late at timing points)	(2005/06) To be set for March 2006	Maintain at above 95% throughout LTP2 period
<b>L 1</b> Percentage of single occupant car journeys to work	All employers to be re-surveyed in October 2005.	To be set by March 2006
<b>L 2</b> Patronage of Park & Ride (Bus and NET Line One)	2004/05 baseline figure to be determined	To be set by March 2006
<b>L 3</b> Perception of safety when using the bus (journey, waiting and accessing stops)	88.5% (2004/05; first year of enhanced surveys)	To be set by March 2006
<b>L 4 (BV 103)</b> Satisfaction with public transport information	89% (2004/05; first year of enhanced surveys)	To be set by March 2006
<b>L 5</b> Patronage on supported LINK bus network	1,424,000 (2004/05; first year of Link services)	1,510,000 (+6%)
<b>L 6</b> % population doing 30 minutes per day physical exercise by walking and/or cycling	Based on 2005 survey	To be set by March 2006, but increase by at least 0.1 % pa
<b>L 7</b> Volume of carbon dioxide emitted by vehicles in Greater Nottingham	263,000 tonnes (2003/04)	To be set by March 2006

Indicator	Baseline Position & (year)	Target for 2010/11
L 8 Volume of oxides of nitrogen emitted by vehicles in Greater Nottingham	7,100 tonnes (2003/04)	To be set by March 2006
L 9 Pedestrian flow on primary pedestrian network (annualised index at selected sites)	Annualised index = 100 (2005/06)	Annualised index = 120
L 10 (BV 106) % residential development on brownfield land	86% (2004/05)	Maintain at above 85%
L 11 Rights of Way improvement plan indicator (Defined by March 2006)	To be determined by March 2006	To be set by March 2006
L 12 Percentage of rural settlements with gateway treatments	Precise definition to be set by December 2005	To be set by March 2006
L 13 % new non-residential development complying with RSS car-parking standards	2005/06 (As reported in the LDF Annual Monitoring Report)	At least 90%. Precise target to be confirmed by March 2006
L 14 % employees covered by a travel plan	16% (2003/04)	33%
L 15 % schools with an approved travel plan	0% (2003/04)	85%
L 16 Number of fully accessible bus routes	0 (2005/06)	5
L 17 (BV 165) % crossings with disabled facilities	82% (2003/04)	91%
L 18 Bus routes with a 10% journey time reduction	0 (2005/06)	5
L 19 Number of routes with real time displays at all main stops	0 (2005/06)	5

## Supporting documents

20. In addition to the main Plan the following supporting documents have been prepared and are available from the Authorities:
- **Strategic Environmental Assessment (SEA)** – A draft Greater Nottingham Environmental Report has been prepared.
  - **Accessibility Planning Strategy** – A Greater Nottingham Framework Accessibility Strategy has been produced. A Full Accessibility Strategy is in preparation.
  - **Bus Strategy** – Separate Authority Bus Strategies have been prepared at this stage. A combined Greater Nottingham Bus Strategy is now in preparation.
  - **Road Safety Strategy** – Separate strategies have been prepared.

## What next?

21. All responses to the consultation will be considered and used to inform the preparation of the final version of the Plan and associated documents for submission to the Department for Transport in March 2006.