

Chapter Three:

Wider Context

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This chapter sets out the context within which the LTP has been produced. The beginning of the chapter reviews the relationship of strategies which impact on the Plan at national, regional and sub-regional level with further details included in Annex A in the form of a comprehensive strategy document review. The linkages with the development plan process and links with community strategies are also assessed along with how the LTP fits in with other local government processes.

The final sections of the Chapter explains how meeting the needs of longer distance travellers, who are treated separately in institutional and planning terms, are integrated into the Plan area strategy.

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3.1 National Context

The Government's White Paper, 'The Future of Transport: a network for 2030'¹ sets out the national context for transport. It builds upon the previous 10 Year Plan for Transport² and demonstrates a long-term framework for building a balanced approach to transport provision. The Paper promotes sustained investment over the long term, improvements in transport management, and so, better value for money, while emphasising the need to plan ahead. LTPs are recognised as being the mechanism for delivering national priorities at the local level.

3.2 Linkages with Regional Strategies

The Plan forms a consistent and complementary approach to the land use, transport and economic priorities contained within the relevant regional strategies and is an important tool in delivering the regional objectives and targets.

The **Midlands Way Strategy**³ focuses on the delivery of sustainable economic growth, increased productivity and employment, and developing sustainable communities over the next 20 years. It highlights the importance of the complementary development of Birmingham and Nottingham East Midlands Airports, and the role of sustainable development of City Regions in achieving these aims.

The **Integrated Regional Strategy (IRS)**⁴ produced by the East Midlands Regional Assembly, provides the context for the development of the Regional Economic Strategy, the Regional Spatial Strategy and the Regional Transport Strategy. It recognises transport as an important element in addressing the spatial challenges in the East Midlands.

Investment in the key elements of Greater Nottingham's strategic transport networks such as the redevelopment of Nottingham Station, extensions to the Nottingham Express Transit, improvements to the A453 and maintaining the SkyLink service to the airport are areas through which the Plan will impact upon the regional planning and transport agenda.

The **Regional Spatial Strategy (RSS)** for the East Midlands (RSS8)⁵ was published in March 2005 and takes a sequential approach to the location of development in the region until 2021. The RSS contains priorities for Greater Nottingham within the 'Three-Cities Sub-area', and promotes the integration of transport and land use planning within the conurbation and between the neighbouring cities of Derby and Leicester.

¹ The Future of Transport: a network for 2030; DfT, July 2004

² Transport 2010: The 10 year plan, DETR, July 2000

³ Smart Growth: The Midlands Way – a report for consultation; advantage West Midlands / emda, February 2005

⁴ England's East Midlands Integrated Regional Strategy: Our Sustainable Development Framework; January 2005, East Midlands Regional Assembly

⁵ Regional Spatial Strategy for the East Midlands (RSS8); ODPM, March 2005

The application of the sequential approach has seen 86% of new housing built on land previously developed within the Greater Nottingham area in 2004/5. This is in comparison to the Government target of 60%⁶. The location of major new retail developments have been in established centres contributing towards reducing the need to travel and the stabilising of traffic growth within the LTP area. This track record confirms the importance of sustainable development of the Cities within the region and this plan seeks to build upon this potential.

The **Regional Transport Strategy (RTS)** sets out the region's transport objectives and the priority areas for investment until 2021. It incorporates the recommendations put forward by the Multi-Modal Studies impacting upon the Greater Nottingham area and sets out a timescale for their implementation. The objectives of the RTS are centred on reducing the use of the car, improving public transport services and infrastructure, and addressing safety issues, as a means of meeting the region's regeneration and economic development priorities through sustainable urban growth.

In terms of emerging proposals for regional advice on prioritisation of transport schemes, the potential for more local input into investment decisions is welcomed subject to:

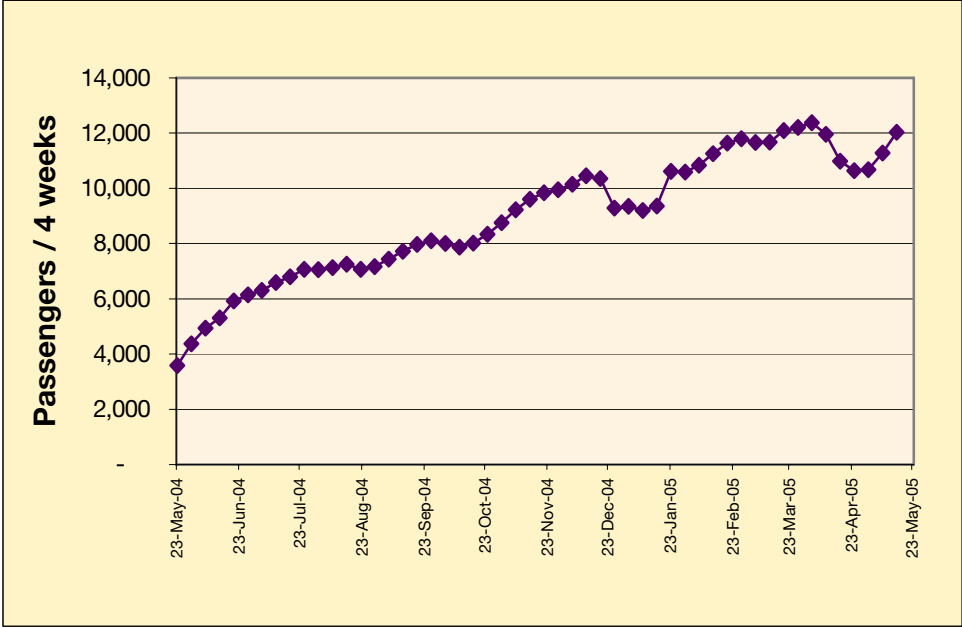
- The East Midlands receiving its 'fair share' of transport funding allocations,
- The special characteristics of heavy and light rail schemes are allowed for in the process,
- Any formula or criteria developed recognises the importance of cities and their regions in sustainable economic development terms, and the particular nature of most urban transport schemes to deliver such growth (i.e. generally public transport based as opposed to road widening and bypass schemes),
- Ensuring that structures established to prepare the regional advice are sufficiently representative and responsive and fully reflect the role of cities and their regions,
- The new process helps working at the Three Cities sub-region level,
- Track record of performance and delivery of major transport schemes is recognised, and
- The process should not delay or frustrate schemes well advanced in terms of preparation.

The vision of the **Regional Economic Strategy (RES)** for the East Midlands, 'Destination 2010'⁷, is to establish the region's economy within the top 20 in Europe. Developing links to Nottingham East Midlands Airport is an important element in improving accessibility to employment opportunities and markets and the RES sets out to secure improved surface access to meet forecast growth. The provision of the 'SkyLink' service from Nottingham City Centre to the airport in May 2004 is an important initiative in this respect and the plan partners will seek to retain and enhance the potential of this service. Patronage figures are highlighted in Figure 3.1.

⁶ PPG3 – Housing; DETR, 2000

⁷ Destination 2010; March 2003, emda.

Figure 3.1: Patronage of ‘SkyLink’ Service to Nottingham East Midlands Airport



The RES highlights the need to reduce transport poverty through public transport improvements. The LTP addresses this through the Framework Accessibility Strategy that accompanies this Plan, identifies areas with poor public transport provision, and promotes remedial measures. NET Line 1 has aided regeneration, tackled congestion, improved accessibility and brought economic benefits to the central and northern parts of the conurbation. The development of Phase 2 of the tram in the period of this LTP will seek to build on these benefits across the west and south of the conurbation.

The East Midlands Urban Action Plan⁸ highlights transport as one of five priority areas through which the economic success of the urban areas in the region can be improved. The focus of the Plan’s transport priorities is on the development of strategic links, with the delivery of the Multi-Modal Studies’ recommendations and improvements in capacity, facilities and links from Nottingham Station and NET Phase 2 given priority for delivery. These initiatives, to be taken forward in the LTP, will help the development of the conurbation by providing the infrastructure for economic growth.

The Regional Freight Strategy for the East Midlands⁹ is being developed by the East Midlands Regional Assembly with a vision to create a framework within the East Midlands that helps industry to develop more efficient and sustainable forms of distribution. The movement of freight in the region is an area in which transport provision can significantly influence economic success. A multi-partner study of the potential for a regional freight rail interchange at Toton sidings has been undertaken, and is due to report in the near future. The results of this study will be reflected in the Final LTP.

⁸ East Midlands Urban Action Plan 2005 Consultation Document; emda, February 2005

⁹ Towards a Regional Freight Strategy – consultative draft; East Midlands Regional Assembly, February 2005

3.3 Linkages with Sub-Regional Strategies

The sub-regional level of policy development is the most suitable at which to address transport issues in Nottingham and its hinterland due to the fact that the local authority boundaries are tightly drawn and do not reflect travel patterns within the sub-regional travel to work area. This is also consistent with emerging work on defining Nottingham's City Region.

Consequently the integration of the LTP with the development strategy for the Greater Nottingham sub-region is a vital factor in ensuring the complementary development of transport and land use planning. Close working with the Greater Nottingham Partnership (GNP) is a particular priority with the Greater Nottingham Transport Partnership acting as the GNP's Strategic Action Team for the theme for Transport.

Furthermore, the influence and importance of the Three Cities sub-region is growing as the cities of Nottingham, Derby and Leicester share many similar transport dilemmas, and policies in one city have direct and indirect implications for the others. The LTP has been produced in close collaboration with the neighbouring cities.

3.3.1 Three Cities Collaboration

The Three Cities of Derby, Leicester and Nottingham believe it essential to work together to maximise the potential for sustainable economic and population growth in the region. This joint working takes place at member and chief executive level via the Three Cities Collaborative Group and in transport terms via the Transport and Planning Group. This enables transport to support the delivery of this planned growth and also to influence the development of spatial planning and economic development strategies produced at the regional level, as a common Three Cities approach is agreed. A full time Three Cities co-ordinator has recently been appointed to enhance the effectiveness of the joint working.

Uniquely, all three cities also work closely with the three County Councils in the sub-region on joint LTPs, so that all the longer term strategies are effectively co-ordinated and coherent transport strategies for the sub-region are developed in partnership. Particular areas of effective cross-boundary co-ordination and sub-regional planning are:

Regional Planning: All three cities have contributed to developing the regional planning guidance to recognise the importance of the Three Cities sub-region to the economic vitality of the whole region, and facilitating the supporting transport measures. Close co-operation in responding to the Multi-Modal Studies, and in integrating their outcomes as comprehensively as possible into both RPG and the respective LTPs and the three cities have continued their longstanding co-ordination of parking standards, so as to minimise inappropriately located development across the region.

Regional Connectivity: Regional (and long distance) Rail Improvements - The East Midlands Rail Forum brings together representatives from Local Authorities, the rail industry, East Midlands Development Agency and the East Midlands Regional Assembly to provide a

forum for discussion on regional rail issues. Regional rail priorities and the need for lobbying and advocacy on behalf of the regions rail transport needs and infrastructure are identified and co-ordinated, and awareness of rail issues within the region is increased. We have been able to influence the Midland Mainline train service through the route utilisation study and the extension to the Central Trains franchise. We are currently influencing the restructuring of the replacement Central Trains franchise.

Nottingham East Midlands Airport: All six sub-regional transport authorities are represented on the airport access group, which has two sub-groups, including public transport and cycle access to the airport. The public transport group in particular has been active, providing advice to the Airport as to best ways to improve bus infrastructure and procure tendered bus services. The group has also been responsible for the planning of a strategic public transport report undertaken by consultants looking at surface access issues over the next 10-20 years. A particular success has been the Nottingham Skylink direct bus link to the airport and a Kickstart bid has been made to government to enable the expansion of this service and the development of similar links for Derby and Leicester.

StarTrak: The StarTrak real time bus information system was piloted in Leicester and Leicestershire in 2000. It uses satellite tracking to determine bus locations, which is then translated into displays at over 200 bus stops in the City and the County. The system also ties in with the Urban Traffic Management System (UTMC) based in Leicester thus enabling priority at traffic signals to be given for late running buses. The StarTrak system has been welcomed by the public and continues to expand – across the region. StarTrak has now been implemented on routes from East Midlands airport into Nottinghamshire, Derbyshire and also the cities of Nottingham and Derby. Both Nottingham and Derby have adopted StarTrak as the standard for real time bus information in both areas.

Road safety initiatives: There are a number of regional road safety initiatives/marketing campaigns. The ‘Shiny Side up’ Partnership is made up of local authorities across the East Midlands, all with the shared aim of reducing motorcycle casualty rates. Recent initiatives have included good practice sharing and the ‘to die for’ and ‘think bike’ road side campaigns. This has contributed to a reduction in casualties in all three City regions.

Indicators and Targets: The three cities have worked together to develop and adopt indicators wherever appropriate that are consistent in definition and methodology. There is also cooperation between councils and shire authorities in procuring a combined sub-regional personal travel survey every two years. This enables trends to be determined and comparisons made between similar areas in the sub-region.

Three Cities Banding: The three cities are investigating the benefits of promotion and branding on a sub-regional basis and have set up a joint web site www.threethinking.org.uk.

Parking and Park and Ride Charges: The three cities will discuss, exchange ideas and research on charges for parking and park and ride services so as to share and learn and to enable common regimes to be established wherever possible to minimise confusion to customers, particularly those that travel around the three cities.

Three Cities Sub-Area Land-Use and Transport Model: The three cities with the three counties are collaborating with the Highways Agency, emda, EMRA and NEMA on the development of a sub-regional transport and land use interactive model.

Demand Restraint: All three cities' joint LTPs have similar transport strategies that recognise the importance of developing robust car restraint measures alongside transport improvements that manage traffic and encourage increased use of sustainable modes of travel. Although the wording may vary, all three cities' strategies recognise the role that congestion charging or other pricing mechanisms could play in delivering a step change in the quality of transport infrastructure and in achieving effective car restraint. The authorities are therefore willing to work with DfT to consider developing complementary schemes that form part of a regional or national commitment to traffic restraint. This commitment will require appropriate levels of development funding to ensure that high quality transport infrastructure is in place ahead of any such scheme being introduced.

Issues for Future Collaboration Include:

- Regional connectivity including: promotion of an inter-urban coach network,
- Review of parking standards based on the output of the East Midlands Parking Survey,
- Ensuring a consistent shared policy and approach on workplace parking provision (output of the East Midlands Parking Survey),
- Consistency on freight issues, including the location of lorry parks, freight on rail and freight access to bus lanes,
- Signing consistency – including real time driver information,
- Consistency of liaison with the Highway Agency over motorway and trunk road improvements,
- Promotion of water based transport,
- Consistency of concessionary fares schemes,
- Developer contributions, in particular to develop shared approaches on standardisation of contributions to transport infrastructure, possibly through regional tariffs,
- Co-ordination on the location and quality of cycling infrastructure,
- Position statement on travel behaviour measures, including travel plans, and
- Devolved decision making – regional funding.

3.3.2 The Development Strategy for Greater Nottingham

The Development Strategy for Greater Nottingham¹⁰ covers the same area as the LTP and is produced by the Greater Nottingham Partnership, the Sub-Regional Strategic Partnership (SSP). It sets out the economic vision and necessary actions to ensure the local community benefits from a growing and successful economy. The document seeks to build on Nottingham's inclusion in the Core Cities group and potential to be the driver of the region's growth by raising the competitiveness of the conurbation through a number of areas, including improved connectivity.

¹⁰ The Development Strategy for Greater Nottingham; Greater Nottingham Partnership, May 2004

The strategy identifies priorities for investment in transport as part of improving connectivity. The implementation of the Multi-Modal Studies recommendations, the upgrading of the A453 link to the M1, the development of extensions to NET, the creation of a new transport hub at Nottingham Station and improving surface access links to Nottingham East Midlands Airport are highlighted as important components to improve connections to markets in the period of the strategy up until 2010.

Greater Nottingham Partnership Business Plan

The Greater Nottingham Transport Partnership (GNTP) acts as the Transport Strategy Action Team (SAT) for the GNP within the sub-region and its role is set out in the Greater Nottingham Partnership Business Plan¹¹. It considers the main transport issues from the point of view of both the public and private sectors and takes into account environmental and health considerations. The priorities of the SAT are set out in Table 3.2. The GNP also runs the Big Wheel marketing initiative on behalf of the Plan partners.

3.3.3 Experience Nottinghamshire Tourism Strategy

Experience Nottinghamshire is the lead organisation for the development of the tourism industry in Greater Nottingham. Following its formation in May 2004 a business plan¹² was produced to set out the future of tourism until 2008/09.

The strategy seeks to increase the number of visitors to the area and as such the Plan envisages a need to cater for an increasing number of trips from further afield and the provision of information for localised trips for those unfamiliar with the area. In addition, links from Nottingham East Midlands Airport are important in developing the attraction of the conurbation for visitors together with the provision of improved facilities at Nottingham Station.

As part of developing the attractiveness of Nottingham as a tourist destination, it is envisaged that a 'Nottinghamshire Card' will be introduced allowing visitors to access tourist destinations and benefit from various discounts. The card will have the potential to embrace public transport and car parking options following its implementation, to allow for an integrated approach between tourism and sustainable transport provision in the conurbation.

3.4 Links with Development Plans

The Government's Planning Policy Statement, 'Local Development Frameworks'¹³, produced in November 2004, emphasises the need for the integration of transport and spatial planning in the development and delivery of Local Development Frameworks (LDF's),

¹¹ Greater Nottingham Partnership Business Plan 2005-2008; Greater Nottingham Partnership, January 2004

¹² Transitional business plan for a countywide destination management partnership and associated application for East Midlands Tourism start-up funding; Experience Nottinghamshire, 2004.

¹³ Creating Local Development Frameworks: a companion guide to PPS12; ODPM, November 2004

which are replacing structure and local plans as the land use/transport planning policy context for local authority areas. Integration of planning and transport planning within the City Council, together with a good track record of effective planning in partnership with the County and district councils, has led to strong local performance in this field.

3.4.1 Nottinghamshire and Nottingham Joint Structure Plan

The Nottinghamshire and Nottingham Joint Structure Plan (JSP)¹⁴ sets out the strategic land use policies to guide the scale and location of development in the City of Nottingham and Nottinghamshire County areas. The current Plan was adopted in 1996. A revised deposit draft is due to be adopted in late 2005 that will be valid for 3 years. The Examination in Public was satisfactorily concluded in 2004. When the JSP is adopted it will form part of the development plan for the administrative areas of the two councils and provide a framework for more detailed planning and for the determination of planning applications.

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. For example, the provision of public transport infrastructure not only reduces the burden on natural resources but also encourages social inclusion and can help bring about further growth in the local economy. A resolution of the preferred location for a future river crossing in the vicinity of Radcliffe has also been secured through the JSP.

3.4.2 Local Plans and Local Development Frameworks

The Local Plans for the Boroughs of Broxtowe, Gedling and Rushcliffe, the District of Ashfield and the City of Nottingham are all complementary to the vision and objectives of the LTP. Policies within the documents ensure close integration of transport and land use planning to retain the position of Greater Nottingham as a compact city with high levels of public transport use, requiring all new major development is well connected to the public transport network. The current status of the Plans are set out in Table 3.1.

Table 3.1: Status of Local Plans within the Plan Area

Local Plan	Status
Ashfield	Adopted November 2002
Broxtowe	Adopted September 2004
Gedling	Revised Plan to be adopted Autumn 2005
Nottingham	Revised Plan to be adopted Autumn 2005
Rushcliffe	Revised Plan due to be adopted Summer 2006

¹⁴ Nottinghamshire and Nottingham Joint Structure Plan Deposit Draft; Nottingham City Council & Nottinghamshire County Council, November 2003

Due to the changes in the planning system however, the local planning authorities are required to produce Local Development Frameworks (LDFs) to replace the existing Local Plans, by 2008. Policies in the LDFs will be complemented where appropriate by supplementary planning documents with former supplementary planning guidance and interim transport planning statements on maximum car parking levels, and developer contributions to integrated transport measures, to be retained in the transitional period between plans as statements to support planning and transport objectives.

In the development of the new planning system particular attention will be given to the following to meet LTP2 objectives:

- Formation of development control policies that support sustainable development,
- Location of development that reduces the need to travel and is accessible by public transport,
- Securing transport improvements and funding through planning agreements,
- Safeguarding of land for transport schemes, and
- Integrated Transport Assessments for major development proposals.

3.5 Links with Community Strategies

The linkages between transport, regeneration and community strategies are recognised as being an important component of the LTP. The development of strategies tackling these issues takes place within a complicated multi-layered framework.

One City Partnership Nottingham (OCPN)

One City Partnership Nottingham is the Local Strategic Partnership (LSP) for the City Council part of the LTP area. The OCPN focuses on local communities and contains representatives from the public, private and voluntary sectors in addressing the issues of educational achievement amongst black pupils, employability, teenage pregnancies and drug fuelled crime. The transport remit for the OCPN has largely been transferred to the GNP, which operates at a more effective level in influencing travel patterns (see section 3.3.2). The emerging Community Plan will however ensure that local neighbourhood issues including the impacts of traffic and accessibility to jobs, training and services are appropriately handled through the work of its partners. The LSP is focussing on improving the evidence base to prioritise its work and accessibility planning will be a major area of potential to assist this process.

All Together Better – Nottinghamshire’s Community Strategy

Nottinghamshire’s Community Strategy ‘All Together Better’ was published in its draft form for consultation in May 2005, and is due to be adopted in its final form later in 2005. This strategy is drawn in part from the local Community Strategies drawn up by individual district LSPs in the County area. All of these seek improvements in transport and accessibility.

The County Council is a proactive member of all LSP partnerships in Nottinghamshire and has also invited LSP input into major strategies and policy decisions. LSPs have led on

several Mobility Management Action Area schemes - transport studies that focus on market towns and district centres - as well as acting as key consultation bodies.

Presentations of the current and proposed transport strategy have been given at meetings of all the LSPs. The presentations have outlined the LTP process, reported on the progress made to date (as provided in the APRs) and provided the opportunity for working groups to be developed in each area. This has offered the opportunity to input into strategy development, prioritisation of localised requirements, annual programme development for the forthcoming financial years and also to be kept informed of ongoing progress.

The Government sees LSPs as the main mechanism for co-ordination in the delivery of better services. The County Council looks forward to further developing these partnerships to help deliver key strategies and services, such as the LTP and Accessibility Planning.

3.6 Strategic Document Review

A review of documents influencing and influenced by the LTP is contained in Annex A, summarising the content of European, national, regional, sub-regional and local documents and their relationship with the Plan.

3.7 Local Government Context

The LTP has been developed in consideration of the wider role it plays in contributing towards other corporate strategies and priorities. In taking this approach the programme of measures set out in the Plan be more effective and responsive to people's needs and helping to address social exclusion.

3.7.1 Comprehensive Performance Assessment

Transport comprises part of the environmental block of the Comprehensive Performance Assessment, the process by which Local Authorities services are compared nationally. Nottingham City Council's delivery of services is rated as 'fair' overall and Nottinghamshire County Council's as 'excellent'. However both authorities perform strongly in the transport aspect of the scoring criteria.

Transport is assessed through a series of Best Value Performance Indicators based on the condition of roads, the number of bus passenger journeys, satisfaction with information and bus service, and the number of new pedestrian crossings. The scoring of the Annual Progress Report of the LTP is also taken into consideration.

3.7.2 Gershon Review

The Plan partners are committed to providing effective transport services, networks and infrastructure and have strong track records in delivery. The authorities are continually

seeking to ensure value for money through close scrutiny of procurement, partnering and shared implementation opportunities. For example, innovative partnering for example with Nottingham City Transport has resulted in the transfer of all front office concessionary fares administration, with significant customer benefit and financial savings.

The authorities are working with the regional Centre of Excellence to develop such approaches further and feed into their respective Annual Efficiency Statements.

3.7.3 Centre of Excellence

Both Councils were together awarded Centre of Excellence status for Improved Transport Choices in Towns and Cities in 2005 relating to LTP1. This award recognised the achievements of the authorities in planning sustainable transport within Greater Nottingham and in delivering successful outcomes. Nottingham is the only Core City to receive this accolade and both authorities are committed to networking and promoting good practice through a wide range of dissemination activities.

3.7.4 LGA Pathfinder Initiative

The City Council is one of ten local authorities nationally to be given Pathfinder Authority Status for transport by the Local Government Association. The Council was selected specifically under the theme of 'improving public transport'. The aim of the initiative is to develop and implement innovative practice, identify freedoms and flexibilities within the current legislative framework, share good practice, provide feedback to government on delivery and raise the profile of transport.

Two demonstration projects are underway. The first project is looking at how to achieve better partnership working between the DfT, Traffic Commissioner, local bus operators, local authorities and the LGA/IDEA to increase the growth in public transport use. A second project is attempting to evaluate the market potential of a competitively priced multi-operator integrated day ticket. A total of £10,000 has been secured from the LGA as a contribution to the project.

3.7.5 Beacon Status

The County Council was awarded Beacon Council status in 2002/3 for Better Access and Mobility, and in 2005/6 for Sustainable Energy. In both cases the award reflected in part the work that the County Council has delivered in Greater Nottingham in relation to transport projects. The City Council received Beacon Council status in 2002/3 for Town Centre Regeneration.

3.7.6 Gearing Up

In response to its CPA assessment the City Council is implementing a comprehensive re-focussing and re-organisation exercise ('Gearing Up') to raise its corporate performance and

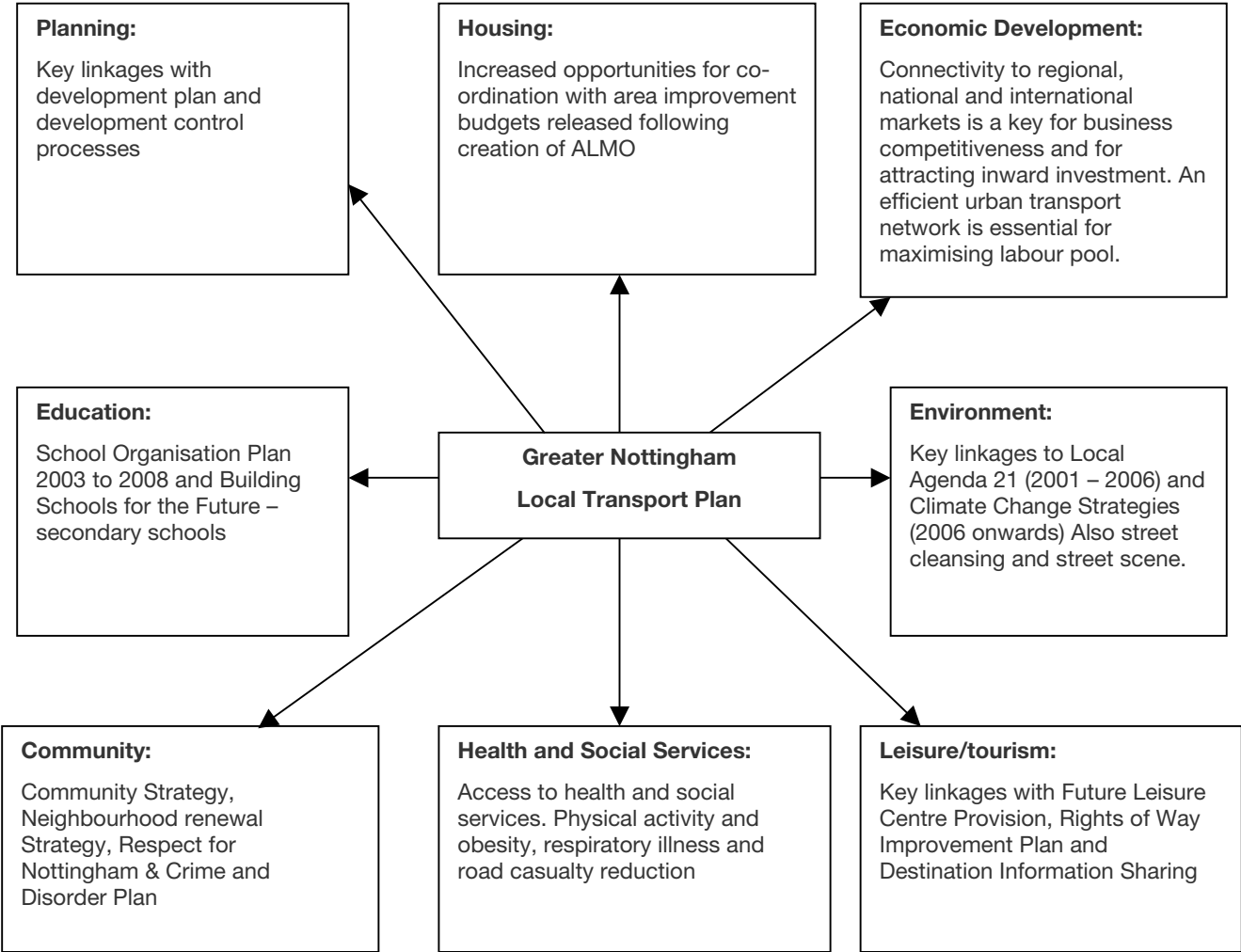
delivery. Whilst transport is a relatively high performing area it is an important component of the 'zones' of City Development and Neighbourhood focus, ensuring that the capacity of the city for growth is facilitated and enhanced through transport investment, but not at the expense of the quality of life in the neighbourhoods.

3.8 Corporate Linkages

This section sets out the relationship between the LTP and other corporate priorities. Figure 3.2 highlights the key linkages with corporate policies and Table 3.2 assesses the contribution of LTP2 towards other corporate documents.

Particular emphasis on securing corporate endorsement and ownership of the policies and programmes in the LTP has been made in the City. The authority's Corporate Resources and Investment Group (CRAIG) has agreed the framework and scope of the plan and has committed to seek to maximise the impact of investment through co-ordination of the development of the main spending programmes for transport, education and housing. In addition the group has endorsed the accessibility planning framework and process.

Figure 3.2: Relationship with other Corporate Policies



3.8.1 Planning

The close relationship between the LTP and the development plan process is detailed in section 3.4. The actual delivery of development plans on the ground is achieved through effective working with Development Control officers both within the City and in within the County area with the Local Planning authorities. The Joint Structure Plan (JSP) provides policy support for demand management measures, such as parking restrictions on new development.

3.8.2 Housing

Nottingham City Homes took over the management of the City's 31,000 council homes as an Arms Length Management Organisation (ALMO) on 1st April 2005. It is a £110 million a year business employing around 1,500 staff and is the largest landlord service in the East Midlands. The move could signal the injection of £165 million from the Government towards the cost of modernising the council housing stock over the next few years.

As well as co-ordinating capital spending plans, the main interaction between housing and transport lies in the amount and location of new residential development, which are defined in the Joint Structure Plan and District Local Plans. As set out above these have a strong policy commitment to sustainable development patterns which reduce the need to travel, and enable settlements to be served by public transport links. Conversely the accessibility planning process has placed major emphasis on understanding the travel needs of communities, and the mapping process used in this process reflects housing concentrations. It is also sensitive to the social nature of housing, highlighting areas of high unemployment, lower income and car ownership, and therefore higher reliance on public transport.

In planning for sustainable and balanced communities the location and design of development promotes public transport use, through planning of street layouts and ensuring effective provision is made for pedestrian access to nearby bus routes.

3.8.3 Economic Development

Economic development and transport policy are integrated at the local level partly through the allocation of land for industrial and commercial development in land use plans, and partly through the planning of transport infrastructure and services to provide access to jobs and markets. The policies within the Structure Plan and local plans seek to balance the need to locate businesses near their potential workforce and/or public transport links, and with good access to the national road network.

Transport provision within the LTP has also been designed to support economic regeneration, both in the City Centre and in the surrounding district centres and settlements. The accessibility planning process has also placed priority on providing access to jobs and training. Recent initiatives such as discounted Skylink ticketing has encouraged job seekers to access jobs at NEMA, a relatively inaccessible location for those without access to a car.

3.8.4 Education

Educational based journeys are a significant generator of travel demand and contribute towards high traffic flows, particularly at peak times. The approach of the Nottingham Local Education Authority (LEA) is to increase the attractiveness of the City's schools for City pupils, and reduce the number wishing to attend those further afield.¹⁵

This policy may reduce the length of school journeys. However there is a growing trend towards specialised schools in Nottingham and this has the potential to contribute towards the negative impacts of parental choice on school journey length and mode of travel.

The two key areas of change and investment in schools in Nottingham during the course of LTP2 are the Primary Schools Organisation programme and the 'Building Schools for the Future' initiative. These areas of investment in education determine the priority areas for transport funding in terms of school accessibility and safety schemes, such as safer routes to school and the development of school travel plans.

Education and transport objectives are integrated through the accessibility planning process. This has focused on the level and cost of transport provision, and has also considered policies on educational choice, religious denomination, school/college specialisation and special need. The LTP (and more specifically County Council revenue funding for educational transport and fares subsidy) seeks to balance the objectives of promoting educational choice and access, and reducing the need to travel, promoting efficient use of public transport, and encouraging non-car modes of travel.

The County Council's own Building Schools for the Future programme, though largely focused on existing sites, is also taking account of accessibility issues.

The LTP places renewed emphasis on the delivery of School Travel Plans to minimise the adverse impacts of travel to education on congestion, and reduce accidents related to school journeys.

3.8.5 Environment

A requirement of the LTP is to include a Strategic Environmental Assessment (SEA). This considers in detail the links with current environmental policies and the impacts of the Plan. The SEA will be undertaken on a consultation draft of this plan with findings fed into the Finalised Plan.

Nottinghamshire has developed a Climate Change Strategy which seeks an average CO₂ saving of 1% a year from all sectors, including transport. This has been translated into LTP objectives, and the plan contains CO₂ emissions as a specific indicator.

¹⁵ School Organisation Plan 2003 – 2008; Nottingham City Council

Local air quality management strategies are being developed where levels of pollution are above the relevant thresholds. These are integrated into the LTP where Air Quality Management Areas (AQMAS) have been designated which are primarily caused by traffic pollution. Traffic-related AQMAS have been designated in the City area and in Rushcliffe, and the LTP contains proposals to reduce pollution in these areas.

3.8.6 Community

Transport policy set out in the LTP contributes significantly to maintaining vibrant and cohesive communities. The emphasis on locating people and the services they need close to each other, the support for transport modes which allow social interaction (public transport, cycling and walking), and the priority in both the LTP and the County Council's Building Better Communities programme on improving the public realm and town and village centres all promote local community cohesion.

The role that transport has in reducing crime and the fear of crime has been recognised in the Plan through the support it provides for tackling crime on transport, the creation of a safer environment and moving traffic offences. This includes the introduction of CCTV on school transport and other services, a programme to upgrade bus stops and include lighting where possible, and a wider programme to ensure street lighting is appropriate to the surroundings. See Chapter 10: Quality of Life.

3.8.7 Health and Social Services

Access to healthcare and social services are closely linked to transport provision. Improving access to such facilities has a significant impact upon the quality of life and general wellbeing of the population.

The Greater Nottingham LIFTCo formed in June 2004 is a 25-year partnership to improve primary health and social care services and will have a significant impact on the local community in re-building facilities, providing new services, and encouraging wider social regeneration. It will invest £45 million in redeveloping primary health care, social care and local authority premises in partnership with local public sector organisations.

The Healthy Living Centres (HLCs) initiative aims to develop a network of centres across the UK, accessible to the most disadvantaged 20% of the population. HLCs will offer a range of services, focusing on wider health factors and reflecting the needs of local communities with five envisaged to be provided in Greater Nottingham.

The LTP has also been developed with the aim of contributing to the delivery of the "Choosing Health" White Paper¹⁶, which highlights the role of exercise in tackling obesity. Moreover, although reducing accidents does not feature strongly in the White Paper, there is an emphasis in the LTP on reducing road accidents amongst disadvantaged communities, which supports the local and national priority to tackle health inequality (see section 10.3).

¹⁶ "Choosing Health" White Paper; Dept. for Health, November 2004

Integration between social services policy and the LTP has been pursued through the accessibility planning process, which has considered the needs, in particular, of the elderly, and those with physical and learning disabilities. This has been supported through the financial assistance provided for the community transport sector, the operation of dial-a-ride services, and through the priority within the LTP given to introducing low floor buses and raised kerbs at bus stops.

3.8.8 Leisure / Tourism

The City Council’s Leisure Centre Review involves the development of fewer, better quality leisure centres which match customer expectations and better promote sport, active lifestyles, health and well-being. The capital cost of the programme of works put forward by the City Council will total around £18.5 million and provide a ‘fit for purpose’ stock for at least 20 years and accessibility planning will help inform service planning decisions in this exercise.

Destination Information Sharing brings together the Destination Management System run by Experience Nottinghamshire (which provides details on hotels, events, places of interest etc), the TripTimes journey planner run by the Public Transport Team in the City Council, providing details on bus services, and the NOMAD GIS based site (which provides map destination based information).

This forms a mechanism for providing map based event and entertainment information via the Internet. A total of £150,000 of funding has been received through the emda e-innovations fund to help develop the project that should be up and running by December 2005.

Table 3.2 highlights the links between the LTP and key corporate policy documents.

Table 3.2: Review of Key Corporate Policy Documents

Strategy	Key Content	Contribution of LTP2
Nottingham City Corporate Plan 2002 - 2005	<ul style="list-style-type: none"> • The priorities of the plan are to create: • A great city to live in • A great city to learn in • A great city to work in • A great city which everyone can enjoy 	The LTP takes forward the ‘broad-brush’ corporate objectives contained in the City-wide plan.
Nottinghamshire County Council Strategic Plan 2001 – 2005: ‘Building a Future’	<ul style="list-style-type: none"> • The vision of the County is to be: • Safe • Healthy • Prosperous • Attractive • The strategy aims to ensure: • Opportunities for everyone • Fair access to opportunities • Support for people to live a full and active life 	The LTP will provide the basis for increasing the accessibility of jobs and services to meet the aspects of the Plan.

Strategy	Key Content	Contribution of LTP2
<p>Changing our City: Changing Ourselves – Nottingham’s Local Agenda 21 Plan (2001 – 2006)</p> <p>(Nottingham City Council; July 2001)</p>	<p>Sets out a framework for a more sustainable City with the target of reducing carbon dioxide emissions by 20% by 2010, from 1990 levels.</p> <p>Identifies transport as a priority area through which to achieve this and promotes improvements in public transport provision, more people walking and cycling and reducing the need to travel as areas that need to be addressed.</p>	<p>Sustainability is central to the LTP and reflects the priorities contained within the Local Agenda 21 plan.</p> <p>The LTP not only contributes to the ‘getting around’ issue but also the healthy living aspect of sustainable communities in terms of encouraging more walking and cycling and creating a better urban environment.</p>
<p>Building Schools for the Future; Nottingham (BSF)</p>	<p>BSF sets out a programme of investment in secondary school provision totalling £135 million. It includes the potential closure of some schools, the development of new academies and the refurbishment of others.</p>	<p>Access to schools is considered in detail in the LTP through the accessibility planning process and the school travel plan and safer routes to school initiatives.</p>
<p>School Organisation Plan 2003 – 2008</p> <p>(Nottingham City Council)</p>	<p>Addresses the provision of primary, secondary and special needs education in the City.</p> <p>Highlights a need to reduce surplus places by 2008 in primary schools by over 20%</p>	<p>The LTP provides tools through which ease of access to education provision can be derived and puts forward initiatives in areas where it is a problem.</p>
<p>Respect for Nottingham Strategy</p> <p>(Nottingham City Council)</p>	<p>The Respect for Nottingham Strategy is concerned with improving the quality of life for residents in the City and reducing the incidents of anti-social behaviour</p> <p>A Respect for Transport initiative forms part of this and sets out to make public transport feel safer.</p>	<p>The LTP will contribute to making public transport feel safer through programmes to provide lighting and CCTV at bus stops, the provision of information and security patrols for example.</p>
<p>Nottingham Crime and Disorder Reduction Strategy 2002 - 2005</p> <p>(Nottingham City Council)</p>	<p>Produced in response to the Crime and Disorder Act 1998 which places a duty on local authorities to consider every policy, strategy, plan, activity and budget to see how they can contribute to the reduction of crime and disorder.</p>	<p>The LTP will contribute to the crime reduction priorities within the City. The promotion of walking, for example, creates natural surveillance and activity on the street, reducing the fear of crime.</p>

3.9 Meeting the Needs of Longer Distance Travellers

This section considers how the needs of longer distance travellers relate to the plan.

3.9.1 Multi-Modal Studies

A national programme of multi-modal studies sponsored by the Government's Regional Offices was undertaken to determine to what extent the congestion problems on motorways and trunk roads could be solved by improvements to public transport, traffic management and measures to change travel behaviour. Four Multi-Modal Studies have been undertaken in the region all impacting on the Greater Nottingham area, these are:

- M1 in the East Midlands (J21 – 30)
- A453 (M1 to Nottingham)
- West to East Midlands
- A52 Nottingham to Bingham

The key recommendations of the M1 and A453 studies have been incorporated into the Regional Transport Strategy and the authorities will continue to work with regional partners to deliver the measures recommended by these studies.

Linked to the recommendations within the M1 and A453 studies, which both supported the extension of the NET system, ministers confirmed funding for costs relating to Phase 2 development in April 2003 following a successful joint bid from the two authorities. This funding assisted in funding the preparatory costs of developing the scheme.

Included in the 2004/05 LTP settlement was a specific allocation for the implementation of small scale local pedestrian, cycle and bus infrastructure and to influence travel behaviour change through travel plans within Clifton and Silverdale in response to a supplementary bid relating to measures recommended through the A453 Multi-Modal Study. These were identified as 'quick wins' capable of delivering positive early results. The first phase of works have been implemented providing accessibility improvements for local trips and journeys to schools by means other than the car and thus reducing the amount of local traffic using the trunk road. A further bid was submitted in July 2004 to further expand these local improvements, but regrettably this bid was not supported.

The views of the Secretary of State on the West to East Midlands and A52 studies are still awaited and thus the recommendations are not yet incorporated into the Regional Transport Strategy.

Included in the recommendations for the A52 Multi-Modal Study was the inclusion of a new Trent Crossing. Since the publication of the study findings, linked to development plan progression and further detailed environmental and highway junction arrangement investigations by the County Council, the authorities have abandoned the safeguarding of

the original route for a new Trent Crossing at Gamston and replaced it with a safeguarded corridor at Radcliffe on Trent which accords with the A52 Multi-Modal Study recommendation. This has been incorporated into the modifications stage of the Nottinghamshire and Nottingham Joint Structure Plan. This scheme is however identified as a longer term proposal with implementation well beyond the timescale of this LTP.

3.9.2 Trunk Roads

In the preparation of this Plan the authorities have consulted with the Highways Agency both to consider the impact of Highways Agency proposals on the plan area and to enable the Highways Agency to consider the impact of LTP proposals for trunk road users. The key issues arising from the consultation impacting on the plan are as follows.

Transport Regional Report

In addition to the Multi-Modal Studies the Highways Agency have undertaken a series of Route Management Strategies to guide the Agency's actions and expenditure for key routes. Of relevance to the plan area has been the work undertaken on the A46 Route Management Strategy. The Highways Agency are however replacing the Route Management Strategies produced in the past to instead develop a Transport Regional Report (the East Midlands is the pilot for this). This will highlight where on the trunk road network the main congestion problems and safety issues are and assist in forming a framework for developing a programme of measures. The authorities will take account of the outcomes from these reports in the implementation of this plan.

Schemes in the Targeted Programme of Improvements

On 1st December 2004 the DfT announced that the Highways Agency's Targeted Programme of Improvements was being split into national and regional schemes. One scheme in the programme is designated as being of national importance falls partly within the Plan area, notably the M1 widening between junctions 21 and 30.

This scheme is being taken forward in two phases. Phase 1 comprises improvements on the most congested sections of the motorway within the existing highway boundary enabling early congestion relief. Implementation is due to commence in 2006 for completion by 2010. Phase 2 will involve works requiring additional land. This will need to be taken through a Statutory Orders process. Implementation is unlikely to commence until 2010 for completion by 2015.

Two further schemes have been designated as regional schemes:

- A453 widening M1 J24 to A52 Nottingham, and
- A46 Newark to Widmerpool improvement.

Despite being categorised as 'regional schemes to be progressed for future construction beyond 2008' both schemes are currently considered to be sufficiently advanced as not to be the subject of future regional prioritisation. The business sector in particular identifies

these schemes as being of high importance to business competitiveness and both authorities will continue to work closely with the Highways Agency to ensure the expedient delivery of these schemes. Any further delays to the implementation programme would be considered to be extremely detrimental to the economic development of the conurbation and the surrounding area.

Notwithstanding the above, it remains the case that the road highway improvements form only part of the solution within these corridors and supporting measures including public transport improvements, restraint measures, behaviour change and small scale local measures, (particularly in relation to the M1 and A453 Multi-Modal Study recommendations), must be progressed in tandem with the highway capacity improvements in order to fully capture the benefits of the trunk road investment and avoid the additional capacity simply being filled up again by induced traffic.

Detrunking

The A6514 Nottingham Ring Road between the A52 Derby Road and A60 Mansfield Road is the last remaining section of non-core trunk road within the plan area. Negotiations on the transfer of the road to the City Council have now been concluded with the transfer of responsibility due to take place at the beginning of the 2006/07 financial year.

Roads Information Framework

The Roads Information Framework is a joint initiative involving the Highways Agency, Department for Transport and local authorities. It is intended to improve the data that is collected on the highway network and how this information is used. The aims of the project are to:

- Utilise existing information to improve efficiency of operational management and improve performance,
- Improve the quality and availability of data relating to congestion and safety, and
- Provide better means of analysing data to inform strategic decision making.

The City Council is participating in the project through sharing information that is currently collected. This includes both the provision of traffic data and the survey methods that are used to collect and record it. The project will also identify any improvements that can be made in data collection that will help to raise the operational performance of the network. The framework opens up greater opportunities for sharing information between different agencies, thereby facilitating intelligence based network management across the whole East Midlands region.

At the local level the better co-ordination and sharing of information relating to the traffic management for special events has been identified by the Highways Agency as an area where improvement is required. This is an area of work which falls under the responsibilities of the newly appointed local authority Traffic Managers. Over the period of the Plan the authorities will co-operate with the Highways Agency in improving local information co-ordination with the specific intention of managing the network more efficiently. This will be one of the key factors used to reduce congestion.

3.9.3 Passenger Rail

The Strategic Rail Authority's 'Everyone's Railway: The Wider Case for Rail'¹⁷, sets out the important role of rail services in supporting the economies of city centres, through providing access to and from commuter and visitor catchments and for business travel. The value of rail links to city competitiveness is also recognized in the 'Future of Rail White Paper'¹⁸. The local authorities share this view and have built strong links with the local business community, particularly through the Greater Nottingham Transport Partnership, to help identify opportunities for where the conurbation's rail connections can be improved.

Despite a general growth in rail passengers the levels of railway use in Nottingham remains low, particularly for commuting where only 1% of commuters use rail. Inter-regional connectivity is also poor. Nottingham has the lowest level of inter-regional rail connectivity of any core city in England. Nottingham is only connected to four of the other seven core cities by a direct through train service.

Rail links between Nottingham and London continue to be a cause of concern to both the local authorities and the business community. Whilst new trains have been introduced on the Midland Main Line (MML) Services between Nottingham and London and record levels of punctuality achieved, this has been at the expense of journey times which have increased over the past ten years. In addition relative journey times between Nottingham and London compare unfavourably with those between other core cities and the capital. This is important as rail accessibility to and from London is the most important external link for the business community, and hence for economic activity. The completion of the Channel Tunnel Rail Link in 2007 which includes a new international Station at London St Pancras which will accommodate MML trains increases the pressure to ensure that rail journeys between Nottingham and London are improved.

During the first LTP period, the authorities worked proactively with rail industry partners to improve rail services and infrastructure within the Plan area. A Rail Quality Partnership delivered some important local service and infrastructure improvements. For example:

- Integration of NET Line One at Nottingham, Bulwell and Hucknall,
- Upgrading of the booking hall at Nottingham Station including installation of electronic train information boards and improvements to signing and provision of public transport information,
- Provision of 20 secure cycle lockers within the car park at Nottingham Station,
- Upgrading of Bulwell station including a state of the art audio announcement system,
- Design work underway with Central Trains for the installation of a staircase to platform 6 from the concourse at Nottingham Station, and for the refurbishment of Beeston Station,
- Revenue support for a peak frequency enhancement on the Robin Hood Line service between Nottingham and Mansfield.

¹⁷ 'Everyone's Railway: The Wider Case for Rail', SRA, September 2003

¹⁸ 'Future of Rail White Paper'; DfT, July 2004

As is recognised in the railways White Paper railways have suffered from historic under-investment but the requirement for rail to control its costs and live within the amount of public funding available has never been greater. The local authorities recognise the period of transition which the rail industry is undergoing and the need for their rail aspirations to be realistic and deliverable.

Lobbying

The authorities are working in the widest possible partnership, in particular with the business community, the train operator and other local authorities to lobby for rail improvements concentrating on the Midland Main Line corridor. A coordinated voice will help to ensure that growth demands in the south do not absorb any available spare route capacity to the detriment of Greater Nottingham and the East Midlands. Rail lobbying is identified as a particular area for collaborative working within the Three Cities Action Plan (see section 3.3.1).

The authorities identify the following as key Plan area rail issues in need of progression.

Franchise Renewal

The existing Central Trains franchise expires in Spring 2006 and Midland Main Line franchise in Spring 2008. The Government is committed to a re-mapping of franchise areas but as yet it is unclear as to how stakeholders will be involved in this process or when this will be completed. It is therefore likely that Central Trains will remain in existence until at least early 2007. The local authorities will press for key rail improvements, particularly the Nottingham Station upgrade proposals being developed as part of the Nottingham Station Masterplan, to be written in as franchise requirements.

There is also a possibility that the management of some key stations including Nottingham could be transferred to Midland Main Line outside the re-franchising process. The local authorities would support this transfer being made at the earliest opportunity. Nottingham Station is Midland Main Line's most important station after St Pancras and the transfer would provide greater train operator commitment and interest in maintaining and enhancing facilities.

It is proposed that a Rail Quality Partnership approach to enhancing Beeston Station is also explored as part of the Central Trains network refranchising. The County Council will make representations for the relevant franchise specification to include improvements to infrastructure at the Station. The complete package may include a refurbished building, new car park, environmental improvements, better walking and cycling links to and from the town centre, better information including bus information at the station and train information at the bus station, as well as improved local information at the Station.

The DfT is currently considering changes to the Virgin Cross-Country franchise, including potentially substantial changes to the routes and places served. The authorities will explore whether this might offer opportunities to include Nottingham in the new service, thereby

improving Nottingham's connectivity with the other core cities of Birmingham and Bristol, and with the whole south-west region.

Midland Main Line Route Utilisation Strategy (RUS)

The RUS examined how train services could be improved along the MML corridor through making best use of available capacity and timetabling adjustments rather than significant infrastructure enhancements.

Little progress has been made in implementing ideas within the RUS. For example providing more evenly spaced services between Nottingham and Leicester and between Nottingham and Derby. These changes would provide a significantly improved service for passengers but at no extra cost. More even service spacing would also improve the services from Beeston to Nottingham, Derby and Loughborough, and between Nottingham and Long Eaton, improving access for these key commuter flows for which rail's journey times make it the best alternative to the car and hence the most effective means of reducing traffic flows and congestion.

A key proposal identified in the RUS, and strongly supported by the authorities, was the introduction of a new hourly Nottingham to Sheffield and Leeds service. The new service was to be an addition to the current hourly Nottingham to Sheffield service. The RUS acknowledged that the new service had a good business case since Nottingham to Leeds is a key inter-regional corridor, paralleling the M1, and provides links to the whole Yorkshire region.

South Nottinghamshire Rail Network Development

The comprehensive South Nottinghamshire rail network proposals as included in the first LTP are no longer considered to be economically viable in the new railway regime. The A52 Multi-Modal Study did however consider that extending Robin Hood Line Services, incorporating a Parkway type facility in the vicinity of the A52/A46 intersection at Bingham, to be desirable despite its relatively weak economic case. The local authorities will continue to explore how a station could be provided to serve an extended Robin Hood Line service.

Although new stations are not currently a rail industry priority, the authorities will also seek future opportunities to press for consideration of a Lenton station to serve the University and Queens Medical Centre, which would enhance both the existing Robin Hood Line services and their extension to Bingham. Other local proposals still worthy of further consideration are development of a station at Ilkeston, another medium distance commuter flow for which rail is the most attractive alternative to the car, and upgrading of the line to Lincoln.

Rail Services to Birmingham

Both the M1 and West to East Midlands Multi-Modal Studies supported improving rail services between Nottingham and Birmingham. Utilisation of the existing Castle Donington freight line has the ability to achieve Nottingham to Birmingham journey times of under 60 minutes with relatively low levels of investment.

Other Infrastructure Works

The East Midlands is currently omitted from planned rail industry infrastructure investment. The authorities will seek opportunities to include investment in routes to and from Nottingham in the future. In the short-term, the authorities will, as opportunities arise, press for consideration of low-cost improvements such as the Incremental Output Statement schemes on the route to Derby and Crewe, and the possibility of higher line speeds for the current lightweight trains used on the Robin Hood Line and on routes to Lincoln, Sheffield, and Skegness.

Nottingham Station Masterplan

The Station Masterplan sets out plans for the comprehensive improvement and development of the station to transform facilities for passengers, which are currently the poorest of any major city in the country. The Master Plan provides a state of the art train, tram, bus and taxi transport hub, and increase the overall passenger capacity of the Station. The scheme complements work being undertaken by Network Rail for improved track layout and resignalling as part of the Trent re-signalling project, and safeguards provision for an additional platform to enable all currently envisaged future capacity requirements to be accommodated.

The Masterplan is being developed through a stakeholder partnership which includes the local authorities, rail industry and development agencies. Current design work is leading towards the submission of a planning application for the works at the end of 2005.

This work on the station sits within the City's extensive plans to regenerate the adjacent Southside and Eastside Regeneration Zones. More detailed information on how it is intended the scheme will be progressed is included in section 9.4.

Trent Re-Signalling

The current signalling system is life expired and Network Rail are contractually committed to replace it. Under current arrangements any enhancements over and above "like for like" will require external funding. A unique opportunity to resolve Nottingham station and western approach route capacity issues, Trent junction capacity enhancement and Trowell junction speed restriction removal, all of which constrain rail service development to and from Nottingham will be lost if the appropriate funding cannot be secured. Further information is likely to become apparent as part of a Midland Main Line infrastructure investment review. The Network Rail timetable for re-signalling works continues to slip with completion not now likely until 2010 which continues to be of concern to the authorities.

East Midland Parkway Station

This was an original Midland Main Line franchise commitment but primarily due to a land dispute the scheme's implementation has been delayed. All planning approvals are now in place. The proposal has been supported by the authorities and is seen as a high priority by Nottingham East Midlands Airport and emda. Work on site is expected to commence within the next 12 months with the station operational in 2007.

3.9.4 Coach Services

Nottingham is accessed by express coach services and tour, holiday and day trip operators. Over 50 destinations are available from Nottingham by Express coach. These include London, major cities in the North and Midlands, airports and holiday centres.

National Express coach services operating into Nottingham make use of facilities provided within Broad Marsh bus station. This is located at the southern end of the City Centre and provides an interchange point with local bus services including those to Nottingham East Midlands Airport, rail services at Nottingham Station, private cars and taxis. Megabus also now operate from Nottingham terminating on Station Street.

Generally, tour coaches serve two markets. These are operators picking up those travelling out from Nottingham on day trips or package holidays and those operators bringing visitors into Nottingham as tourists. Particular demands include pre-Christmas shopping trips, theatre trips and visitors to major attractions such as the Ice Centre.

Provision for tour coaches has traditionally been on-street, sometimes in conflict with local bus operations, particularly in the Broad Marsh area. This problem has largely been alleviated with most departures now taking place from Mount Street, to the west of Maid Marian Way.

To assist both coach operators and passengers, coach pick up points will be made identifiable through the provision of appropriate bus stop infrastructure including bus stop flags and information cases.

3.9.5 Air Transport

Nottingham East Midlands Airport (NEMA) is an important asset to the region and plays an increasingly important role in the conurbation's economic development strategy. Passenger numbers totalled 4.5 million per annum in 2004 and are anticipated to rise to around 12-14 million per annum by 2030. Considerable further expansion of the freight distribution facilities, already the third largest in the UK, is also anticipated.

The Government's White Paper on the Future Development of Air Transport in the UK¹⁹ supports proposals for the expansion of passenger operations to help meet this increase in demand. The authorities are working with the airport and other local partners to develop a surface access delivery plan, which is a vital element in assisting the continued growth of the passenger and freight sectors.

The improvements to the A453, the implementation of the East Midlands Parkway station and development of a fixed public transport link from Nottingham to the airport via the Parkway are all initiatives being supported that will benefit the needs of long distance travellers in the medium to long term.

¹⁹ The Future Development of Air Transport in the UK; DfT, December 2003

In the shorter term a direct bus service supported by the East Midlands Development Agency (emda), NEMA and the City Council will continue to be provided between the City Centre and the airport. The service began operation in May 2004, with funding guaranteed until summer 2009. Patronage levels continue to rise and the service has recently been extended to 24-hour operation for a trial period.

3.9.6 Freight

The findings of the Regional Freight Strategy Study and supporting State of Freight report have helped to inform the consultation draft Regional Freight Strategy²⁰. This has comprehensively analysed the pattern of freight movement within the East Midlands, issues facing each mode and potential for modal shift from road to rail and waterways.

The recommendations of the strategy are broadly supported and proposed key measures which will assist the implementation of the strategy are:

The authorities will work with the Regional Assembly and Regional Freight Officer to develop the Greater Nottingham Freight Quality Partnership which was established in 1999 with the involvement of the Freight Transport Association, the Nottinghamshire Chamber of Commerce and distribution sector representatives.

Development of a Highway Network Management Plan to include a review of strategic lorry routes, direction signing, and local access to main freight destinations. This will help inform any future multi-modal Regional Freight Atlas.

The authorities will consider the requirements of freight movements particularly in relation to access to city and district centres and ensure adequate consultation takes place prior to implementing Traffic Regulation Orders relating to the control of deliveries and designation of lorry routes.

Support for the modal shift of freight from road to rail where economically viable and development of a rail freight terminal in the East Midlands Region. The authorities are keen for a decision at regional level to be taken on the best location for such a facility, be it either at Toton within the Plan area or Castle Donington in the vicinity of Nottingham East Midlands Airport, to give greater certainty in planning terms.

As part of the Felixstowe / Harwich Bathside Bay expansion plans, the developers have agreed a section 106 condition to pay for clearance works for the new larger containers on the rail route from Harwich/Felixstowe as far as Peterborough. The authorities will look for opportunities to press for similar works on the remainder of this route from Peterborough to Toton / Castle Donington, so that any East Midlands rail freight terminal can be accessed by these larger containers to which international shipping is switching.

Encouraging greater usage of inland waterways for the movement of freight is also supported. The River Trent is an arterial waterway that provides access to and from the

²⁰ Towards A Regional Freight Strategy, Consultative Draft, February 2005, East Midlands Regional Assembly

Humber Ports. Although it is recognised the total proportion of goods that can be economically carried remains small it does provide a potential alternative for some freight journeys and thereby capable of making a contribution to reducing heavy goods vehicle movements. The authorities welcome the development of wharves and transshipment facilities where such facilities are not in conflict with wider regeneration or local amenity objectives. Included as a recommendation of the A52 Multi-Modal Study is a proposal to develop a small inland port facility in Nottingham. British Waterways have identified a site at Colwick on the north bank of the Trent but have yet to publish any detailed market analysis concerning the viability or costs and benefits of such a facility.

The expansion of freight activities at Nottingham East Midlands Airport to maintain the regional advantage are key priorities at the regional level. The authorities will continue to work closely with the Highways Agency and other partners to improve the surface access to the airport particularly with regards pressing for the early implementation of the A453 and M1 junction 24 improvement schemes.

The authorities will, through development plan processes, ensure new developments associated with the distribution industry make best use of existing transport infrastructure. Transport operators will be encouraged to develop and implement travel plans to increase sustainable travel to and from work. The movement and needs of freight will also be considered in the pursuit of air quality and noise objectives.

Update on Potential Toton Intermodal Freight Facility

The Toton site is mentioned in the Nottinghamshire and Nottingham Joint Structure Plan (Deposit Draft November 2003) and crucially the Inspector of the Broxtowe Local Plan Review (2003) supported the designation of the Toton Sidings as a 'Major Developed Site' in the Green Belt, and alluded to such development being acceptable despite the Green Belt designation.

Interest in a site to the west of Nottingham at Toton Sidings as the location of an intermodal rail freight terminal to serve the Three Cities 'core' area of the East Midlands dates back to the late 1980s. It is strategically well located, on the Erewash Valley Railway line near its junction with the Midland Main Line, and proximate to the A52 and Junction 25 on the M1.

A study was commissioned by Nottinghamshire County and Broxtowe Borough Councils to examine potential access options into the Sidings area, following concerns from DfT about possible provision of direct access into the site from the A52 on safety grounds. The study concluded that accesses from both the A52 and Toton Lane were technically feasible, but later British Rail took the view that insufficient traffic would be generated.

In 1994 a planning application was submitted for a freight terminal and associated development, with access into the site by a new road from Toton Lane. Planning permission was refused due to intrusion into a prominent and sensitive area of the Green Belt with a loss of amenity to local residents, unacceptable levels of traffic generation, access through Green Belt land, and the lack of clear linkages between the terminal and associated development. A similar application in 1997 was subsequently withdrawn when it became clear that planning permission was unlikely to be granted for the same reasons.

The County and Broxtowe Councils recognised that the key to unlocking the site's potential lay in the provision of a satisfactory access into the site which would minimise Green Belt impacts, probably by a direct access from the A52. The Highways Agency commissioned a highway access study in 2001 to determine a preferred access strategy to serve any future development at Toton Sidings and the immediately adjacent land to the west. The study concluded in late 2002 that access via Toton Lane was considered to be the most appropriate access to the site, with access from the A52 technically possible but not in accordance with national standards. It also advised that a more detailed second study should be carried out to identify more precisely the highway implications of the two options, together with scheme costings. However, the interested parties first decided to address the critical issue of whether there is a viable business case for a freight terminal at Toton, with or without associated development.

The partnership of Broxtowe Borough Council, emda, East Midlands Regional Assembly, English Welsh and Scottish Railway, Highways Agency and the Strategic Rail Authority, led by the County Council, commissioned the study in late 2004. Its scope was to investigate the potential economic and commercial feasibility of an inter-modal rail freight terminal at Toton Sidings, taking account of the likely demand for such a facility; the potential of other candidate sites; relevant Multi-Modal Study findings; planning and environmental constraints; the likely costs of road access into the site; the possible need for associated development to ensure its viability; and likely development costs and benefits including revenue generation prospects.

This recent study concluded that:

- The East Midlands is the centre of gravity for the UK distribution industry, and the businesses that depend on it – a unique selling proposition for the region, but constraints on development sites and labour in the region are forcing economic activity further north,
- The rail freight industry continues to grow, with new interchanges causing little abstraction from other sites, and support given to additional regional facilities by potential users, but that there is a lack of suitable sites at strategic transport intersections, and
- Toton has a number of strengths (locations, connectivity, existing railway uses and policy support), but also significant challenges (planning, highways access, and previous local opposition). Other potential regional sites also face a range of challenges and the results of the study are to be taken forward to inform regional priorities. The study advises that there would be merit in maintaining the Major Developed Site status of the Sidings area to protect the site for future use.

The report also makes a series of recommendations for policy measures that could be applied to support and accelerate the growth of rail freight in the East Midlands.

3.9.7 Transport Direct

The authorities contribute towards the national Transport Direct multi-modal travel information and ticketing service, with the provision of bus and tram timetable information,

Naptan and address data to the Traveline East Midlands Travel Planner, which interfaces with the Transport Direct portal. The City Council has only recently taken direct responsibility for the upload of City data to Traveline and in a recent survey has been commended for data accuracy and therefore enhancing Traveline and Transport Direct enquiry outputs.

3.9.8 TravelWise

The City and County Councils support the national travel awareness campaign known as TravelWise. This includes operating the TravelWise Centre that opened in 1999. Its purpose is to provide extensive traffic and travel information for all Nottinghamshire road users via the radio and the Internet. The TravelWise Centre is a partnership project between the two authorities, the Highways Agency and BBC Radio Nottingham.

Both councils are members of the National TravelWise Association that involves attending regional and national meetings and collaborating on the development of regional policies such as the guidance note on travel plans for developers.

