

Chapter One:

Introduction

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This chapter outlines the Local Transport Plan (LTP) process and sets out the structure and content of the document. It also assesses how this Plan relates to the first LTP and lessons learnt.

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1.1 Introduction to the Process

The Greater Nottingham Local Transport Plan (LTP2) is the second to have been produced jointly between Nottingham City Council and Nottinghamshire County Council.

The Plan covers the five-year period from April 2006 to March 2011 and replaces the first Local Transport Plan for Greater Nottingham that was produced in July 2000 and expires at the end of March 2006.

The main functions of the Plan are to:

- Draw links with wider land use planning, housing, economic, social, health and sustainability agendas,
- Set out how the Government's Shared Priorities for transport will be delivered in the Greater Nottingham area,
- Detail local objectives, indicators and trajectories that will form the basis of the Local Authorities investment in transport over the five-year period, and
- Demonstrate best value solutions in meeting local targets.

The structure and content of the Plan is formed around the 'Shared Priority for Transport' that has been developed by the Government in collaboration with the Local Government Association. This is based around the themes of improving access to jobs and services, particularly for those most in need, improving public transport, reducing the levels of congestion, tackling air pollution and increasing road safety¹.

Setting out how these will be delivered in Greater Nottingham is the main focus of the document. Table 1.1 below highlights the structure of the Plan.

Table 1.1: Structure of the Plan

| Chapter | Content |
|---------------------------------------|---|
| Chapter 1: Introduction | Outlines the LTP process and sets out the structure and content of the document. It also assesses how this Plan relates to the first LTP and lessons learned. |
| Chapter 2: Vision and Objectives | Sets out the longer-term vision for transport including its relationship with the sustainable development strategy for the Plan area and the key objectives on which the Plan is based. |
| Chapter 3: Wider Context | Assesses 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. |
| Chapter 4: Problems and Opportunities | Assesses the local transport problems that impact upon the plan area based on the extensive data sources that are now available. It also identifies the opportunities for tackling these problems. The demographic structure and social influences upon transport are also examined. |
| Chapter 5: Tackling | Sets out the Greater Nottingham response to addressing the Government's Tackling |

¹ Shared Priority Delivery Plan; Local Government Association.

| Chapter | Content |
|---|---|
| Congestion | Congestion Shared Priority. It highlights the general issues concerning congestion and looks at the key areas of intervention and actions through which the congestion targets will be reached. |
| Chapter 6: Delivering Accessibility | Sets out the Greater Nottingham response to addressing the Government's Accessibility Shared Priority. It highlights the general areas of accessibility to be considered within the Plan and summarises the key elements of the Accessibility Framework Document, the Bus Strategy for Greater Nottingham, the Walking and Cycling Strategies, and Rights of Way Improvement Plan. |
| Chapter 7: Safer Roads | Sets out the Greater Nottingham response to addressing the Government's Road Safety Shared Priority. It highlights the general issues concerning road safety, provides a summary of the local strategies, and looks at the key areas of intervention and actions through which the road safety targets will be reached. |
| Chapter 8: Better Air Quality and Environment | Sets out the Greater Nottingham approach to tackling transport related environmental issues including the response to the Government's Shared Priority for achieving better air quality. It also includes how the authorities are addressing climate change and the authorities' approach to Strategic Environmental Assessment. |
| Chapter 9: Regeneration and Neighbourhood Renewal | Sets out the role of local transport provision in addressing the local priority of regeneration and neighbourhood renewal across Greater Nottingham. It highlights general regeneration issues, specific local factors and problems, and draws out the key areas for intervention and actions through which the LTP may contribute towards securing regeneration and neighbourhood renewal. |
| Chapter 10: Quality of Life | Outlines additional areas through which transport can impact upon the quality of life of residents across the conurbation, in addition to the transport priorities previously established. It highlights how the Plan complements other initiatives and its contribution towards improving the quality of public spaces and streetscapes, addressing community safety issues, and developing healthy communities. |
| Chapter 11: Efficient Maintenance | Sets out the Greater Nottingham Strategy with respect to demonstrating efficiencies in Highway Maintenance investment and the relationship with the Transport Asset Management Plan requirements. It highlights the general issues concerning highway maintenance and looks at how maintenance resources are prioritised to maximise benefits in pursuit of performance indicator targets. |
| Chapter 12: Implementation Programme | Outlines the planning guidelines, resources and scheme delivery programme for the Plan and details the Major Schemes and Integrated Transport Measures which will be implemented. |
| Chapter 13: Targets and Monitoring | Provides trajectories for the mandatory and other local indicators and briefly describes how all the indicators are monitored. |
| Annex A: Statutory Document Review | Forms a comprehensive document review of all the related strategies influencing the Plan's content. |
| Annex B: Rights of Way Improvement Plans Progress Reports | Sets out the authorities progress in the production of the Rights of Way Improvement Plans, to be completed by November 2007. |
| Annex C: Risk Assessment | Details the risk involved with the Plan. |
| Annex D: Finance Forms | Provides a breakdown of the predicted spend within the Plan period. |

This LTP is provisional at this stage and a finalised plan is to be produced by the end of March 2006. This provides the opportunity to assess the content of the Plan in advance of it being finalised and to take on board further views of stakeholders and the public. In advance of submitting the final Plan the authorities will also be undertaking further development work on the targets and programme that will be informed by the 2006/7 capital settlement, the publication of revised planning guidelines (see Chapter 13) and additional details relating to the Government's

proposed new Transport Innovation Fund. Further work will also be undertaken on the design and business cases of the identified major scheme proposals.

In addition to the content of this Plan the following supporting documents are also in preparation:

- **Strategic Environmental Assessment (SEA)** - A new EC directive on Strategic Environmental Assessment applies to all second round LTPs. To meet this requirement the authorities will publish an Environment Report alongside a consultation draft of this Provisional Plan in the Autumn. Consultation with the public and statutory environmental bodies will influence the final LTP.
- **Accessibility Planning Strategy** – Accessibility planning techniques are now being applied to reveal problems and opportunities across the wider corporate planning, spatial planning and service delivery agendas. To complement this Plan a Greater Nottingham Framework Accessibility Strategy has been produced setting out the links between social exclusion and transport, identification of transport accessibility problems and how the process will be used to determine future transport and service delivery solutions. A Full Accessibility Strategy will be produced for March 2006.
- **Bus Strategy and Public Transport Information Strategy** – The two authorities have separate Bus Strategies at this stage. It is intended to work towards a combined Bus Strategy for March 2006.
- **Road Safety Strategy** – The authorities have prepared separate Road Safety Strategies. Drafts of these Plans are available.
- **Transport Asset Management Plan (TAMP)** – It is recommended that authorities prepare Transport Asset Management Plans to demonstrate that existing assets are being exploited to their full potential and future maintenance liabilities are being efficiently managed. Sections 11.7 and 11.8 include evidence of how progress in developing a TAMP is informing the content of the LTP.
- **Rights of Way Improvement Plans** – The two authorities are preparing separate Rights of Way Improvement Plans to be completed by November 2007 as required by the Countryside and Rights of Way Act 2000. Progress on the preparation of these plans is reported in Annex B.

The authorities also intend to further develop and review the following:

- Updated Walking Strategy / Cycling Strategy
- Smarter Travel Choices Strategy
- School Travel Strategies

All the above documents will be made available on the Councils' web sites:

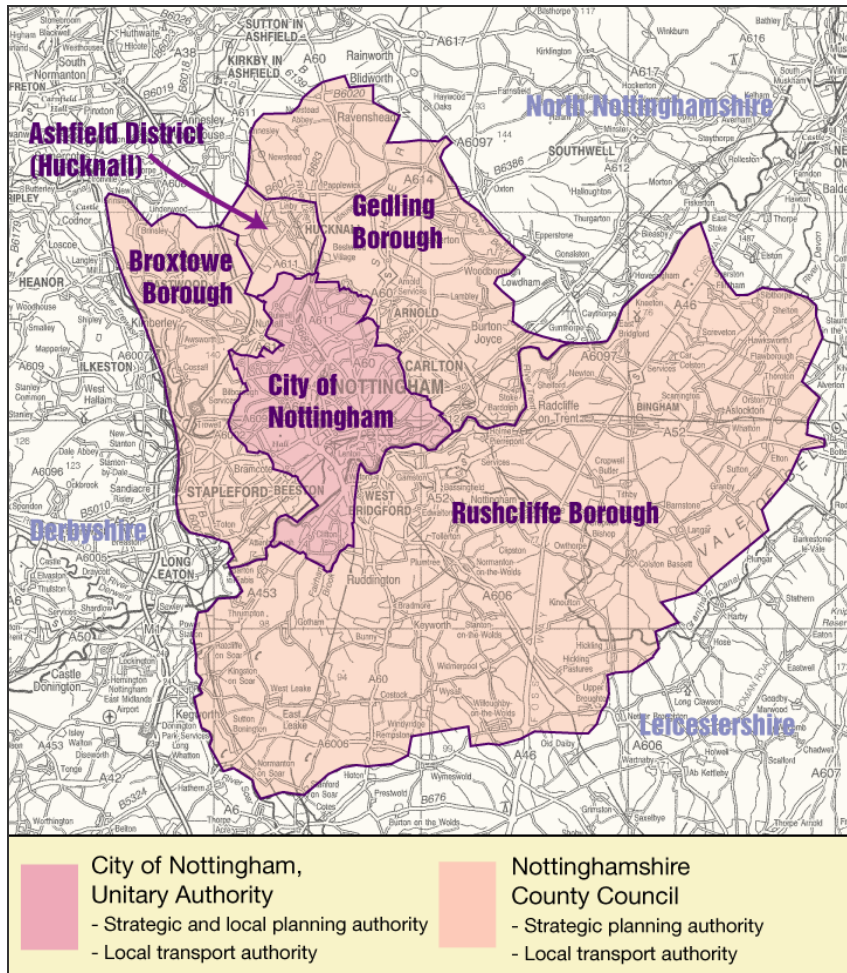
www.nottinghamcity.gov.uk
www.nottinghamshire.gov.uk

1.2 The Plan Area

The Plan area covers the whole of the City of Nottingham, the Boroughs of Broxtowe, Gedling and Rushcliffe and the Hucknall part of Ashfield. This area is defined as Greater Nottingham

within the Plan (see Figure 1.1). The Plan is also of relevance to the wider ‘Travel to Work Area’ particularly east of Derby, in North Nottinghamshire and to the south in Leicestershire. Following consultation with stakeholders no changes to the area covered by the Plan are being made.

Figure 1.1: Greater Nottingham Local Transport Plan Area



1.3 Joint Working

A culture of joint working between the two authorities, with Government bodies, the private sector, and European and International partners has been fostered over the five-year period of the first LTP. This has allowed the effective development and implementation of transport initiatives within the Greater Nottingham area, together with a sharing of best practice with organisations further afield.

The structure of the different levels of joint working arrangements are illustrated in Figure 1.2 and good practice examples are described in Table 1.2 below. This evidence highlights the ability to work constructively with partners and provides a solid framework for the implementation of LTP2.

Table 1.2: Examples of Joint Working

| Area of Working | Examples of Partnership Working |
|---|---|
| International/European | |
| Mobility Management initiatives | The authorities have built upon and developed close working relationships with partners throughout Europe and as far away as Japan and Western Australia. Initiatives such as TravelSmart, and the MOST and SMILE projects have been successfully delivered as a result. The authorities have also played a prominent role in the Annual European Conference on Mobility Management (ECOMM). |
| National | |
| Policy based steering group membership | Wherever possible the authorities take the opportunity to participate in national policy forums to in order to influence future transport initiatives and learn from best practice. In particular Nottingham is a member of the influential Core Cities Group and the County has been a pilot authority for Accessibility Planning. Other examples include participation in the Transport Shared Priority Pathfinder Group, the National Clear Zones Steering Group, and the Local Authority Cycle Planning Steering Group. |
| Regional | |
| Regional Transport Strategy and Multi-modal Studies | Working through the Regional Transport Advisory Group, with emda, GOEM and other regional bodies the authorities have contributed to the development of the Regional Transport Strategy and actively participated in the regional programme of Multi-Modal Studies. The authorities are fully engaged in developing proposals for devolved regional decision making. |
| Sub-regional | |
| Three Cities Joint Working group | The City Council have developed close working relationships with neighbouring Derby and Leicester City Councils to ensure that transport initiatives complement one another and best practice is shared. This work is now being expanded to involve the three counties. |
| Conurbation | |
| Strategy Development, implementation and marketing of transport proposals | <p>The Joint Advisory Committee for Planning and Transport comprises leading members from both authorities and was established when the City Council gained Unitary status in 1998. This committee considers matters of strategic importance with cross boundary implications and ensures effective co-ordination of the LTP takes place.</p> <p>The Greater Nottingham Partnership is the Sub-regional Strategic Partnership (SSP) for the Plan area. An active sub-group of the GNP is the Greater Nottingham Transport Partnership that facilitates consultation with local business, public sector and voluntary sector partners at every stage of the transport process from developing policies through to implementation of schemes. The conurbation wide Big Wheel approach to marketing is a particular strength of this work.</p> <p>Joint working with transport operators is achieved through Quality Partnership arrangements in particular for buses, rail and freight.</p> |
| Community Level | |
| Area Committees/Local Area Fora | Many of the local neighbourhood initiatives that are taken forward by the authorities are derived from Local Strategic Partnerships, Area Committees, Local Area Fora or other community based working groups. |

1.4 Review of the first Local Transport Plan

During the period of the first LTP for Greater Nottingham the authorities received over £100 million for local transport improvements with separate funding secured via the Private Finance Initiative for Nottingham Express Transit (NET) Line One.

The following section highlights some of the key achievements during the first Plan period to date. A comprehensive assessment of achievements over the whole five-year period from April 2001 to end of March 2006 is required by the Department for Transport (DfT) in July 2006 in the form of an LTP1 Delivery Report.

1.4.1 Schemes Delivered

The funding received from the Government in the first five-year Plan period led to the successful implementation of a large number of initiatives. The highlights being:

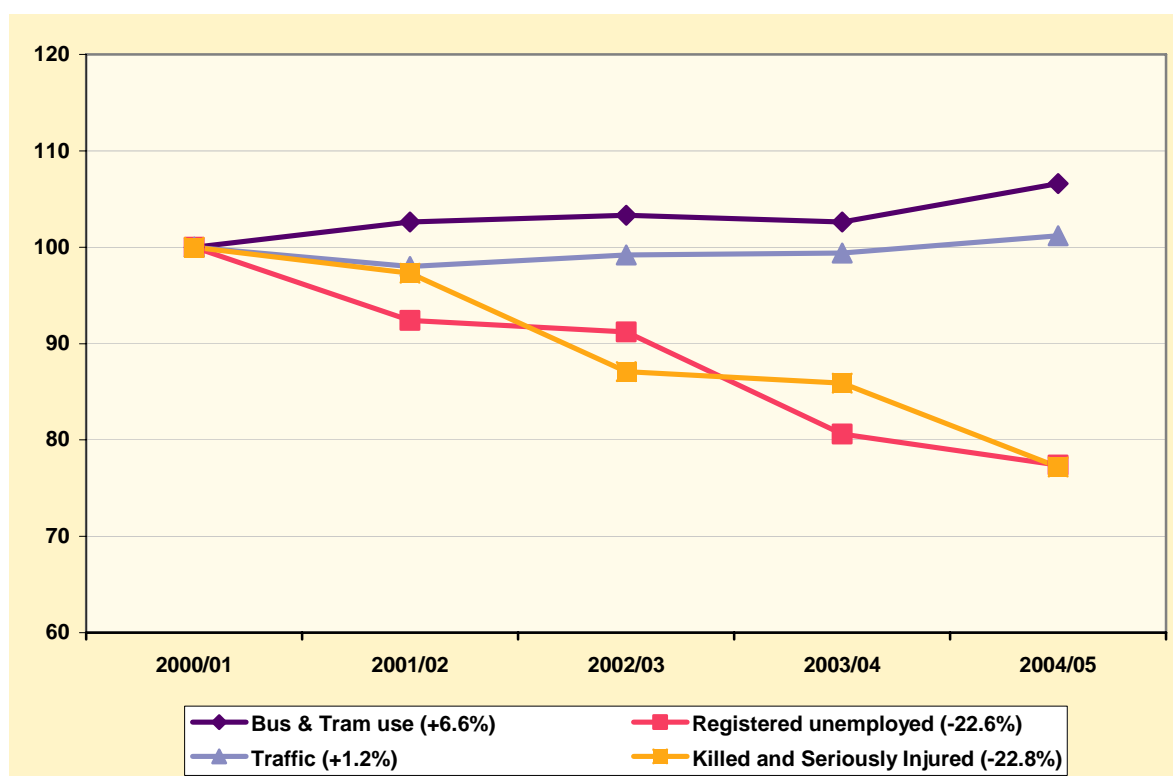
1. A comprehensive 'smart choices' programme of travel plans, marketing and promotion themed as the 'Big Wheel' to underpin and ensure best use of the investment in infrastructure,
2. Major safety improvement completed to the Western Outer Loop Road through the upgrading of Coventry Lane in Broxtowe,
3. The opening and integration of NET Line One with the local transport network,
4. 'Link' bus network developed serving Park and Ride, key employment areas and hospitals, 'Skylink' service to Nottingham East Midlands Airport and a pilot demand responsive service in Sherwood all introduced,
5. 'Kangaroo' multi-operator integrated public transport ticket launched,
6. Extensive priority and stop infrastructure on eight bus corridors implemented,
7. New Home Zones introduced in Nobel Road, Clifton, Kennington Road, Radford and in the Lady Bay area of West Bridgford,
8. Effective speed camera enforcement at accident sites introduced through participation in the Safety Camera Partnership,
9. Development of a network of safer routes to schools,
10. Provision of numerous small scale casualty reduction schemes,
11. Locally focused transport studies in Beeston, Hucknall and other local centres, leading to the implementation of integrated packages of measures,
12. Completion of the Millennium national cycle route through Greater Nottingham and canal towpath improvements,
13. Transforming the City Centre through remodelling of the Inner Ring Road (Maid Marian Way) including replacing subways with new surface pedestrian crossings and the provision of extensive bus priority followed by commencement of construction of the Turning Point major scheme to redistribute traffic and improve conditions for pedestrians and public transport users,
14. The introduction of a Clear Zone in the City Centre,
15. Completion of the Southern Relief Route,
16. On-street parking charging and decriminalised parking enforcement introduced within the City as part of a co-ordinated parking policy, and
17. £40 million spent on maintaining roads, bridges and footways.

1.4.2 Key Outcomes

The key transport trends established over the course of LTP1 are highlighted in Figure 1.3. In summary the successful implementation of a comprehensive programme of schemes from the first LTP led to:

- Stemming the growth in the total volume of traffic,
- A significant fall in the number of people killed or seriously injured over the Plan period. When compared to the levels of the mid-1990s the figures are down by nearly a quarter and the number of children killed or seriously injured down by almost half, and
- An increase in public transport use, particularly as a result of the introduction of NET Line One but also reflecting considerable improvements in bus reliability, quality and image.

Figure 1.3: Key Transport Trends in Greater Nottingham



Significant progress towards core Government transport performance indicators has been achieved over the period to date relating to LTP1, notably:

- **Traffic growth** has been contained to just 1.2% over the period, far lower than previously and lower than comparable other cities in the UK,
- **Public transport use** has grown by 6.6% from an already high base whilst the trend for public transport use outside London has been a decline,
- **Road casualties** in terms of numbers of people killed or seriously injured has reduced by 22.8% meaning the authorities are likely to exceed the Government's target, and

- **Economic growth** has been sustained over the period demonstrated by continued falls in the number of people registered as unemployed better than the national average.

1.4.3 Other Achievements

In its assessment the Government rated the first Greater Nottingham Plan as 'above average'. All subsequent Annual Progress Reports (APRs) have been rated as either 'above average' or 'well above average' with the 2002/3 APR receiving the joint highest score in the country. The City Council was awarded the prestigious title of 'Local Transport Authority of the Year' for 2002 on the basis of innovative and successful transport delivery. The County Council was nominated for the same award for 2003 and the City Council again for 2004. The authorities were designated as a Centre of Excellence for Integrated Transport for LTP1 and recently redesignated as Centres of Excellence for Transport Delivery.

Nottingham City Transport (NCT) is the current Bus Operator of the Year following a series of previous successes by Trent Barton in the same award. The implementation of NET Line One has also been particularly highly praised. Speaking to the House of Commons Public Accounts Committee on 10th November 2004, David Rowlands, Permanent Secretary at the DfT said:

"If you look at Nottingham they got everything just about right, with proper Park and Ride provision, vehicles that work, well integrated within the local bus system, and so on. That is what we will require in the future because you can see it works in places like Nottingham. The line that opened in March (2004) is a success by any standards; it is well integrated with the buses. At the risk of repeating myself I would like to offer you Nottingham as an example of where it was got right. I do genuinely believe that Nottingham shows us a successful way forward."

1.5 Plan Development

The transport strategy for Greater Nottingham is well established and has evolved over the last ten years. The main thrust of the strategy has revolved 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. Within the conurbation this has primarily been through improving the quality and reliability of bus services, implementation of NET, provision of Park and Ride, parking strategy and travel plans.

Considerable attention has also been given to addressing road safety extensively through implementation of traffic calming within residential areas and use of safety cameras to control the speed of traffic on main routes and reduce red light violations at signal junctions. Within the rural part of South Nottinghamshire attention has also been given to addressing the problems of poor accessibility between the villages and essential services often only available in the conurbation. Based on the outcomes and achievements this is considered to be a sound base on which to build for the next five-year Plan period.

The authorities have also gained valuable experience through the implementation of the first LTP. One of the key strengths that will be built upon is the close integration particularly with planning, regeneration, and economic development, for example through the implementation of schemes

such as the City Centre Southern Relief Route scheme and the Turning Point. The recognition of the strong linkages with health were also a particular strength of the first Plan which culminated in the innovative publication of an LTP Health Impact Assessment. For LTP2 it is necessary to extend this broader outlook even further. Strengthening the Wider Context by enhancing the links with the growing regional agenda and the core areas of Accessibility Planning are specific parts of the Plan which have been developed.

In order to better demonstrate robust decision making and value for money the authorities have taken on board the need to develop a more robust evidence base. This is being achieved through further development of the Greater Nottingham Multi-Modal Transport Model to support scheme justifications, enhancing an already well developed data collection regime to more accurately monitor outcomes and outputs and increased use of household surveys to more reliably monitor travel behaviour and attitudes.

Both authorities very successfully geared themselves up to deliver greatly increased numbers, and a more diverse range, of transport schemes in line with the large scale increase in funds that were received over the LTP1 period. Reliance was, however, placed on overprogramming to ensure full transport spend was achieved. In order to comply with the latest guidance the authorities are now developing more stringent programme management and project management techniques to ensure that this will not be necessary during the LTP2 Plan period.

It has been learnt that the best way to achieve effective cross-cutting delivery is to ensure that schemes implemented address all factors which impact on the key outcomes. For example when implementing a bus priority scheme it is also sensible to implement road safety measures, or when undertaking maintenance ensure that raised kerbs and dropped crossings are reinstalled as standard and opportunities taken to add features such as cycle lanes incorporated into the design process.

Transport infrastructure projects take a long time to implement. The experience gained through partnership working through the Greater Nottingham Transport Partnership (GNTP) and the 'Big Wheel' is that ongoing dialogue helps to alleviate much of the frustration from stakeholders at the time taken and for minimising and explaining any disruption caused.

A smaller set of performance indicators are to be adopted in this Plan which are to be more focused on outcomes than outputs consistent with the guidance.

In addition to taking forward the solid strategy base and the lessons learnt from LTP1, the preparation of this Provisional Plan has also been informed through the following planned activities:

- **Bilateral engagement meetings** with the DfT, Government Office for the East Midlands (GOEM), and other Government agencies,
- Preparation of a **preliminary consultation document** in October 2004 and consultation with key stakeholders on key principles,
- Presentations and discussions with the **Sub-regional Strategic Partnership** (GNTP) and City and District **Local Strategic Partnerships**,
- **Transport partnership** meetings with transport operators and trade bodies,

- **Local authority liaison meetings** with the District Councils, neighbouring local transport authorities and with the Three Cities partners (Derby and Leicester),
- **Member engagement** through reports to the Joint Advisory Committee for Planning and Transport, member working parties and seminars, reports to Council Boards / Cabinet and Scrutiny Committees,
- The preparation of **LTP Framework documents** by each authority outlining the broad strategy direction and key proposals to be included in the Provisional Plan in March 2005,
- **'You tell us' Big Wheel leaflet distribution** during March / April 2005 to Greater Nottingham households inviting the public to prioritise LTP objectives and suggest measures for inclusion in the Plan,
- Development of the **evidence base** which underpins the technical content of the Plan (full details contained in Chapter 4), and
- **Themed Accessibility Planning workshops** covering access to employment, health, food, education, leisure and tourism and disability issues.

