

Nottinghamshire Local Transport Plan Evidence Base Report

8.4 Traffic mileage

8.4.1 Changes in area wide traffic mileage by district

When comparing 2005 with 2009, traffic mileage has only increased in Newark & Sherwood and has significantly decreased in the more urban districts of Broxtowe, Gedling and Rushcliffe. Table 32 below shows the changes in vehicle kilometres travelled when compared to 2005 in the county, region and nationally.

Table 32: Changes in area wide traffic mileage when compared to 2005

Changes in annual area wide traffic mileage										
Year	Ashfield	Bassetlaw	Broxtowe	Gedling	Mansfield	Newark & Sherwood	Rushcliffe	Nottinghamshire	East Midlands	Great Britain
2006	1%	1%	0%	0%	-2%	1%	-2%	0%	2%	2%
2007	0%	1%	-1%	2%	1%	6%	0%	2%	3%	3%
2008	-1%	0%	-9%	-7%	1%	2%	-2%	-1%	1%	2%
2009	-1%	0%	-7%	-5%	0%	3%	-4%	-1%	0%	1%

Source: DfT and Nottinghamshire County Council traffic counts

8.4.2 Changes in rural and urban area wide traffic mileage

Traffic mileage on rural roads in Nottinghamshire in 2009 is at the same level as it was in 2005. In fact it has remained at the same level as 2005 in each of the subsequent years except 2007. Traffic mileage on urban roads in Nottinghamshire in 2009 is 2% less than it was in 2005. Table 33 below details changes in annual vehicle kilometres travelled when compared to 2005 on rural and urban roads.

Table 33: Changes in rural and urban traffic mileage when compared to 2005

Changes in area wide traffic mileage		
Year	Rural roads	Urban roads
2006	0%	1%
2007	3%	1%
2008	0%	-3%
2009	0%	-2%

Source: DfT and Nottinghamshire County Council traffic counts

8.4.3 Cordon data

Automatic traffic counts are undertaken around the four market towns in Nottinghamshire – Mansfield, Newark, Retford and Worksop – to determine the levels of traffic entering the town centres. Table 34 below details the changes in the numbers of vehicles entering the market towns when compared to 2005.

Table 34: Changes in traffic entering the market towns when compared to 2005

Changes in traffic entering the market town				
Year	Mansfield	Newark	Retford	Worksop
2006	-2%	0%	0%	-5%
2007	-3%	0%	-2%	-8%
2008	-4%	-3%	-5%	-8%
2009	-8%	-6%	-2%	-12%

Source: DfT and Nottinghamshire County Council traffic counts

8.5 Vehicle ownership

8.5.1 Vehicle ownership levels

Table 35 below details the number of licensed vehicles in Nottinghamshire. There has been a 3% increase in the number of licensed vehicles in the county between 2005 and 2009. The numbers of vehicles continued to increase year on year until 2009 when there was a slight decrease in the numbers of licensed vehicles. The East Midlands and Great Britain both saw increases in licensed

Nottinghamshire Local Transport Plan Evidence Base Report

vehicles each year and the increases were higher than seen in Nottinghamshire (4.6% and 4.1% respectively).

Table 35: No. of licensed vehicles

No. of licensed vehicles (thousands)									
Nottinghamshire								East Midlands	Great Britain
Year	Cars	Motor cycles	Light goods	Heavy goods	Buses and coaches	Other vehicles	Total	Total	Total
2005	360	17	38	7	1	8	431	2,534	32,897
2006	363	19	37	7	1	8	435	2,566	33,369
2007	368	19	38	8	1	7	441	2,617	33,957
2008	372	19	38	8	1	8	445	2,654	34,206
2009	371	19	37	7	1	8	444	2,655	34,258

Source: DfT vehicle licensing statistics

The most recent data on the numbers of household with access to a car are from the 2001 census. Table 36 below shows the percentage of households without access to a car and the percentage of households with two or more cars. The percentage of households in the whole of Nottinghamshire without a car is lower than the national average. The number of household in Ashfield (28%) and Mansfield (29%) districts, however, have higher than the county and national average.

Table 36: Car ownership levels

District	No. of households	Percentage of households with no car	Percentage of households with two or more cars
Ashfield	46,600	28%	26%
Bassetlaw	44,690	24%	31%
Broxtowe	45,445	23%	30%
Gedling	47,556	23%	30%
Mansfield	41,601	29%	26%
Newark & Sherwood	44,465	22%	33%
Rushcliffe	43,670	17%	40%
Nottinghamshire	314,027	24%	31%
England	20,451,427	27%	29%

Source: 2001 Census data

Generally, car ownership in the urban areas is lower than that in the district as a whole (with up to 50% of households without a car in some urban wards); and particularly less than in rural areas (where up to 94% of households had a car in some rural wards).

8.6 Traffic movements

8.6.1 Travel to work areas

There are four travel to work areas in the county as determined by 2001 Census commuting patterns (as shown in figure 88 below):

- the Nottingham travel to work area which, in addition to Nottingham city, encompasses the whole of Broxtowe and Rushcliffe districts, the majority of Gedling district, as well as parts of Ashfield and Newark & Sherwood districts. It also includes parts of eastern Derbyshire and northern Leicestershire
- the Mansfield travel to work area which includes all of Mansfield district, the majority of Ashfield and Newark & Sherwood districts, as well as the south western tip of Bassetlaw and the north of Gedling district. It also includes parts of eastern Derbyshire
- the Worksop and Retford travel to work area which encompasses most of Bassetlaw (excluding the north eastern and south western tips of the district) as well as part of Derbyshire, and

Nottinghamshire Local Transport Plan Evidence Base Report

- the eastern part of Newark & Sherwood as well as the north eastern tip of Bassetlaw are part of the Lincoln travel to work area.

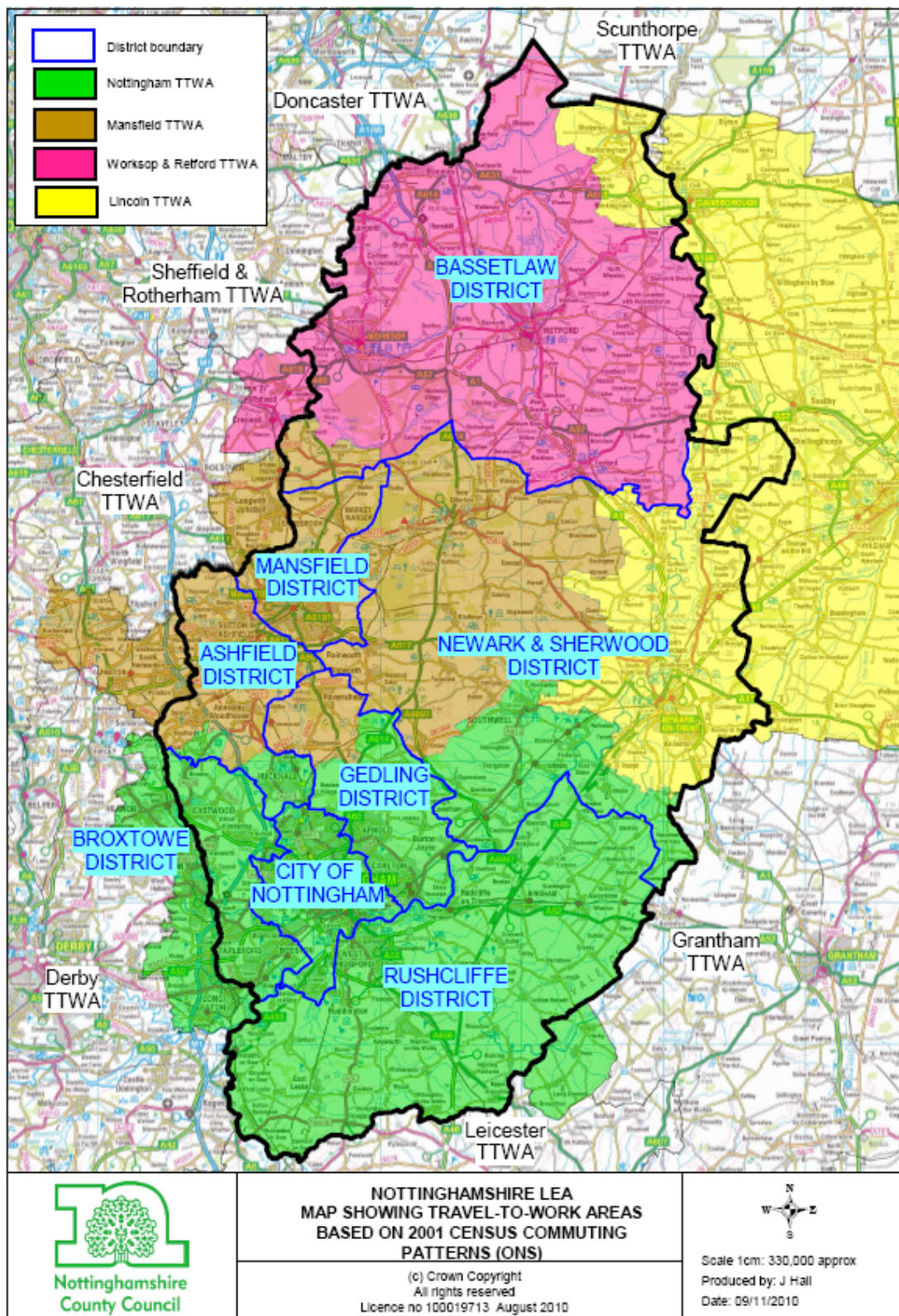


Figure 88: Travel to work areas in Nottinghamshire
Source: 2001 Census data

8.6.2 Interaction with neighbouring authorities

In 2001, most of the county's workforce worked in the county (including the city of Nottingham). Only 16% of the county's workforce is travelling outside of the county (excluding the city of Nottingham), ranging from 22% in Bassetlaw and Broxtowe districts to only 8% in Gedling, as shown in table 37 below.

Nottinghamshire Local Transport Plan Evidence Base Report

Table 37: Percentage of county workforce travelling outside the county for employment

Percentage of the workforce of each district travelling out of the county for employment							
Nottinghamshire	Ashfield	Bassetlaw	Broxtowe	Gedling	Mansfield	Newark & Sherwood	Rushcliffe
16%	16%	22%	22%	8%	12%	13%	17%

Source: 2001 Census data

These details can be investigated further as shown in table 38 below. This table shows that more workers travelling out of the county are travelling into Derbyshire than any other authority.

Table 38: Percentage of workers travelling out of the county to neighbouring areas

Percentage of workers travelling out of the county to neighbouring areas								
Travelling to	Nottinghamshire	Ashfield	Bassetlaw	Broxtowe	Gedling	Mansfield	Newark & Sherwood	Rushcliffe
Derbyshire	6%	12%	2%	15%	3%	8%	2%	3%
Leicestershire	3%	1%	0%	3%	2%	1%	1%	9%
Lincolnshire	1%	0%	4%	0%	0%	0%	5%	1%
S Yorkshire	2%	1%	12%	0%	0%	1%	1%	0%
Elsewhere	3%	2%	4%	3%	3%	2%	3%	4%

Source: 2001 Census data

Table 39, as well as figure 89, below give detail on the numbers of people travelling to and from Nottinghamshire to work. The largest numbers of workers are travelling from the county (particularly the south of the county) into Nottingham. There are also significant flows of workers travelling to or from Derbyshire in the west of the county. The majority of these movements are people travelling between Derbyshire and its neighbouring Nottinghamshire districts of Ashfield, Bassetlaw, Broxtowe and Mansfield for work.

Movement of workers across neighbouring authorities' boundaries is also evident (although to a much lesser degree) in the south of the county between Leicester/Leicestershire and the districts of Broxtowe and Rushcliffe; in the north of the county between Bassetlaw district and South Yorkshire; and in the east of the county between Lincoln/Lincolnshire and Newark & Sherwood district.

In the north of the county, Bassetlaw district forms part of the Sheffield City Region. The Sheffield City Region also includes the Derbyshire districts of Bolsover, Chesterfield, Derbyshire Dales and North East Derbyshire along with the Yorkshire councils of Barnsley, Doncaster, Rotherham and Sheffield. In 2001, only 12% of the Bassetlaw workers, however, travel to South Yorkshire for work.

Table 39: Where workers are travelling to/from outside Nottinghamshire

	Where workers are travelling to/ from						
	Derby / Derbys	Leicester/ Leics	Lincoln / Lincs	Northants / Rutland	South Yorks	London	Rest of UK
No. of residents from outside the county travelling to Nottinghamshire for work	22,604	4,088	4,933	250	6,177	169	4,022
No. of Nottinghamshire residents who work outside the county boundary	25,796	8,487	5,283	543	6,816	1,431	9,000

Source: 2001 Census data

Nottinghamshire Local Transport Plan Evidence Base Report

city of Nottingham. In terms of employment, Bassetlaw is the most self-sufficient of all of the districts with over 70% of its residents working within the district. Almost 70% of Mansfield residents work in either Mansfield or neighbouring Ashfield.

Table 40: Where workers are travelling to/from within Nottinghamshire

Place of residence	Place of employment							
	Ashfield	Bassetlaw	Broxtowe	Gedling	Mansfield	Newark	Rushcliffe	Nottingham
Ashfield	50.53%	0.85%	2.88%	2.76%	8.09%	1.41%	1.11%	15.94%
Bassetlaw	0.58%	71.07%	0.14%	0.36%	1.27%	2.70%	0.37%	1.02%
Broxtowe	2.14%	0.13%	35.79%	2.21%	0.64%	0.37%	2.74%	34.24%
Gedling	2.97%	0.38%	2.74%	35.98%	1.69%	1.83%	3.79%	42.41%
Mansfield	15.21%	2.56%	0.73%	1.92%	54.75%	5.65%	0.78%	5.84%
Newark	3.19%	3.40%	0.67%	2.96%	6.64%	59.29%	2.19%	8.80%
Rushcliffe	0.94%	0.14%	2.60%	2.89%	0.44%	1.32%	39.56%	34.77%
Nottingham	1.76%	0.14%	3.91%	5.09%	0.60%	0.57%	4.87%	72.92%

Source: 2001 Census data

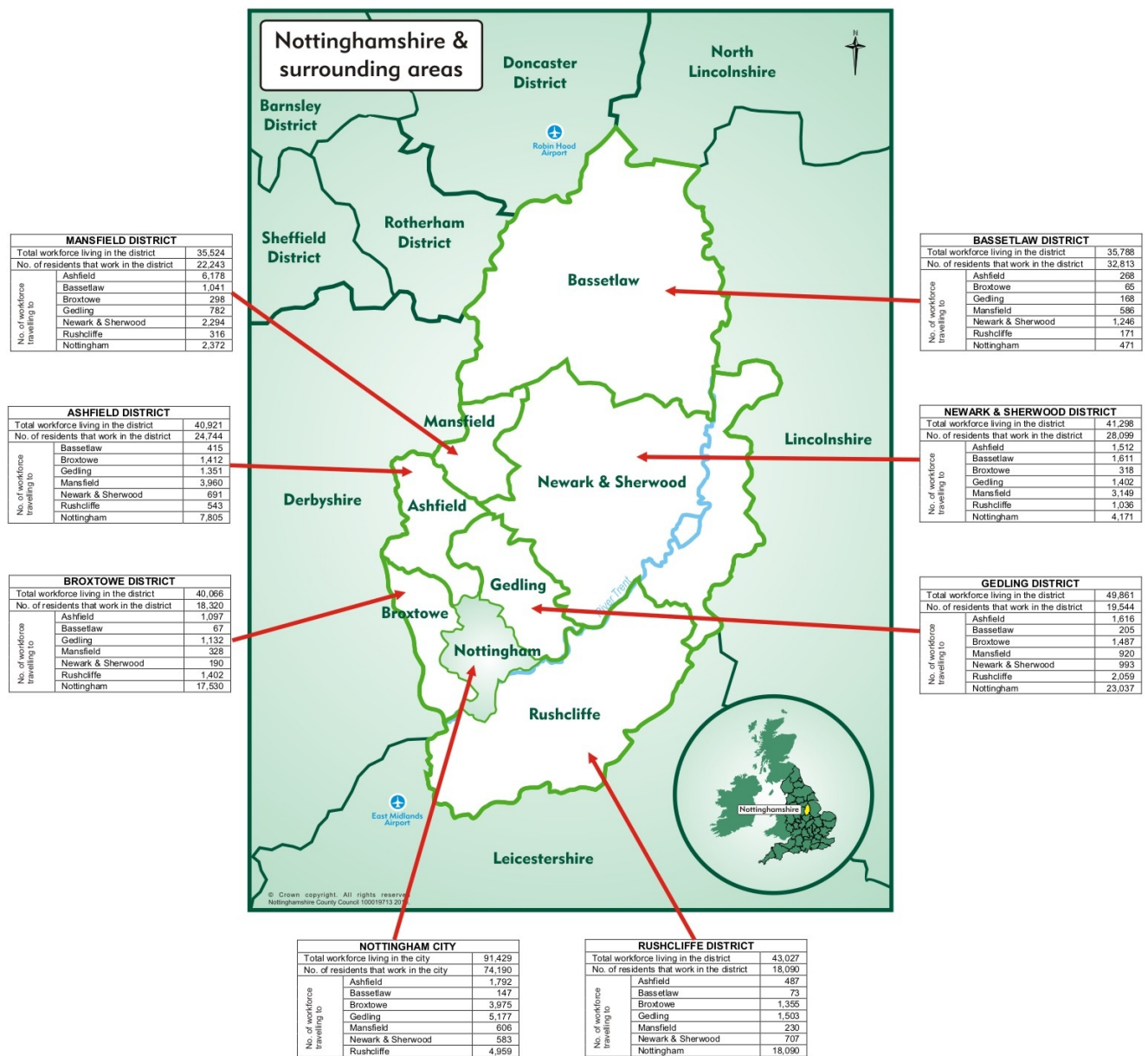


Figure 90: Where workers are travelling to (within the county area)

Source: 2001 Census data

Nottinghamshire Local Transport Plan Evidence Base Report

8.6.4 Cordon data

Automatic traffic counts are undertaken around the four market towns in North Nottinghamshire – Mansfield, Newark, Retford and Worksop – to determine the levels of traffic entering the town centres. Table 41 below details the changes in the numbers of vehicles entering the market towns when compared to 2005.

Table 41: Changes in traffic entering the market towns when compared to 2005

Changes in traffic entering the market town				
Year	Mansfield	Newark	Retford	Worksop
2005	0	0	0	0
2006	-2%	0%	0%	-5%
2007	-3%	0%	-2%	-8%
2008	-4%	-3%	-5%	-8%
2009	-8%	-6%	-2%	-12%

Source: DfT and Nottinghamshire County Council traffic counts