

# Nottinghamshire Local Transport Plan Evidence Base Report

# Nottinghamshire Local Transport Plan Evidence Base Report

## 10. Passenger transport

### 10.1 Passenger journeys

#### 10.1.1 Bus patronage

In 2009/10 over 35 million passenger bus journeys originated in the county. Despite a very small decrease in passenger numbers in 2009/10, bus passenger numbers in the county have increased by almost 8% since 2005/06 as shown in figure 101 below.

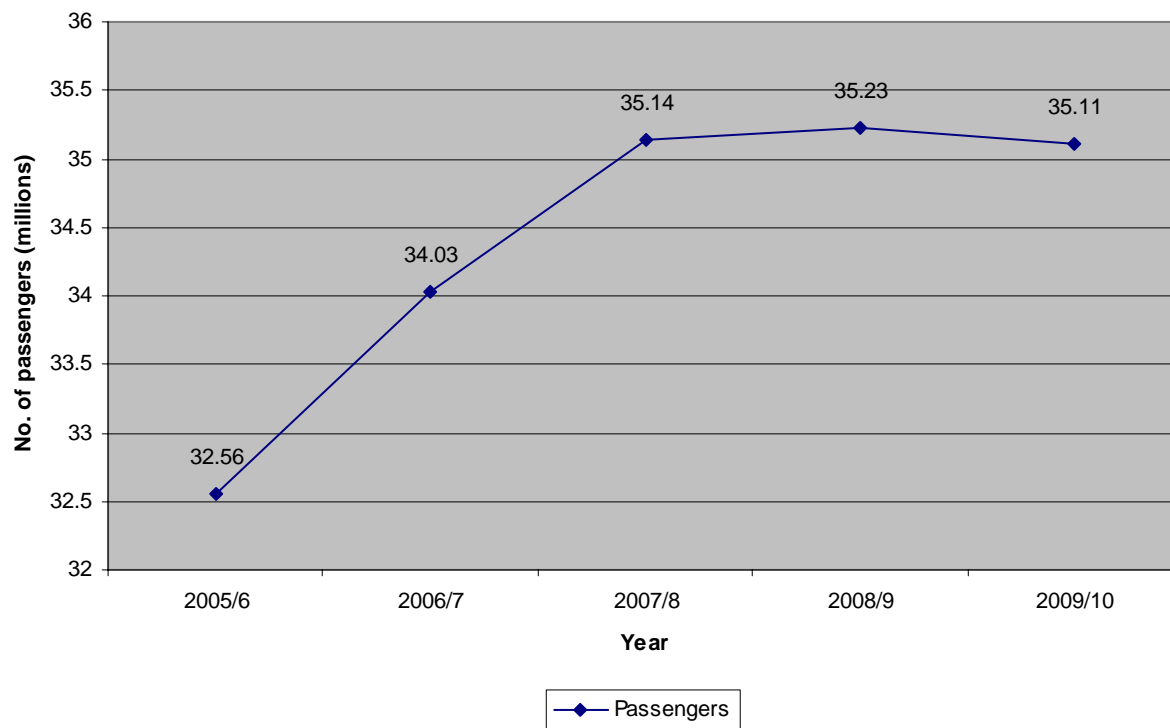


Figure 101: Bus passenger journeys originating in Nottinghamshire

Source: Bus operators

#### 10.1.2 Rail patronage

Rail patronage has significantly increased in Nottinghamshire as shown in table 56 below which details the growth in rail journeys at all stations in Nottinghamshire between 2001/02 and 2008/09. Between 2005/06 and 2008/09 the numbers of rail journeys has increased by 37%. The rate of growth in Nottinghamshire exceeds the national growth, and is greater than the change in road traffic nationally or in Nottinghamshire, as shown in figure 102 below.

Table 56: Growth in rail journeys at all stations in Nottinghamshire 2001/02 to 2008/09

	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
Rail journeys In Nottinghamshire	2,278,000	2,477,000	2,592,000	2,643,000	2,737,000	3,511,000	3,537,000	3,738,000

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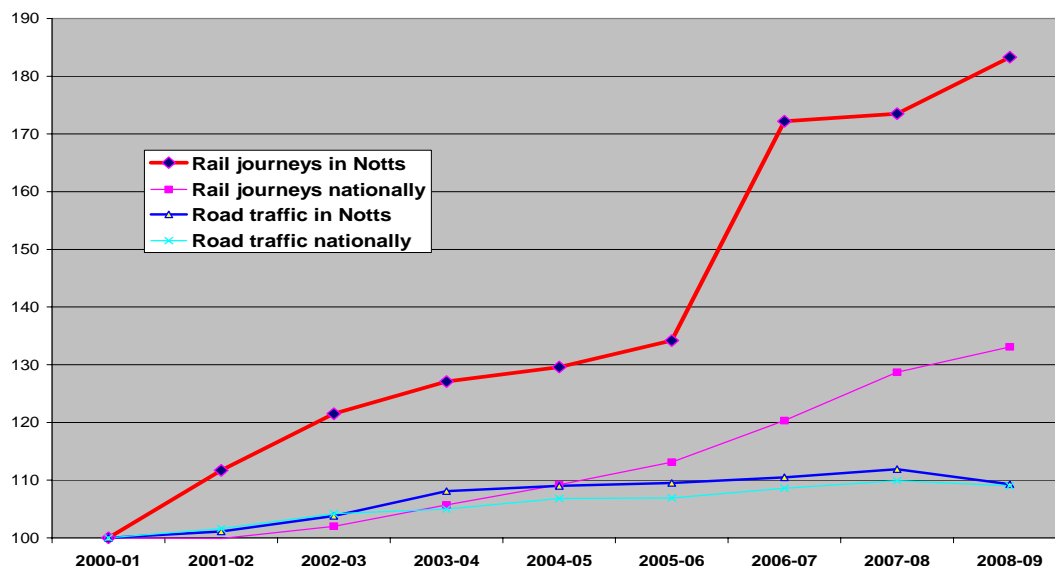


Figure 102: Growth of rail patronage and road traffic

## Midland Mainline

Until 2000 the frequency of services on the Midland Mainline (MML) was lower than on other Inter-City routes, with just one train per hour between London and Nottingham. In 2000, however, a second train per hour was introduced between Nottingham and London. This brought the service frequency up to more normal Inter-City levels and led to large patronage increases. Despite underinvestment in the MML (as detailed in section xxxx below), patronage has been rising faster on the MML (98% increase in 11 years) than the 76% overall rise on Inter-City routes.

## East Coast Main Line

The East Coast Main Line (ECML) provides important connections from Newark and Retford to London and the North:

- Newark to London is the 6<sup>th</sup> largest flow of passengers on the entire ECML, with 567,000 passenger journeys per year
- Retford has over 100,000 ECML passengers per year, a far greater volume than would be expected for a town of its size, and
- there are also important flows to Doncaster, Leeds and further north.

Since 1998/9 Newark has had the highest percentage growth of journeys to/from London of any station on the ECML (127% increase) and the third highest growth in absolute numbers (317,000 additional journeys per year). These increases are significant considering that Newark has a population of only 40,000, compared to the far bigger catchment areas of ECML stations such as Leeds, York, Newcastle, or Edinburgh. Both Newark and Retford have seen significant patronage growth over recent years, as shown in table 57 below.

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Table 103: Passenger journeys to/from London at ECML stations.

City/town	1998/9	2004/05	2008/09	Change 2004/05-2008/9		Busiest ranking
				%	Actual number	
Peterborough	1,275,000	1,745,000	1,837,000	5%	92,000	1 <sup>st</sup>
Leeds	930,000	1,300,000	1,582,000	22%	282,000	2 <sup>nd</sup>
Newcastle	815,000	920,000	977,000	6%	57,000	3 <sup>rd</sup>
York	620,000	810,000	888,000	10%	78,000	4 <sup>th</sup>
Edinburgh	730,000	565,000	698,000	24%	133,000	5 <sup>th</sup>
Newark	250,000	430,000	567,000	32%	130,000	6 <sup>th</sup>
Grantham	235,000	420,000	439,000	5%	19,000	7 <sup>th</sup>
Doncaster	355,000	385,000	426,000	11%	41,000	8 <sup>th</sup>
Darlington	255,000	305,000	384,000	26%	79,000	9 <sup>th</sup>
Wakefield	245,000	325,000	378,000	16%	53,000	10 <sup>th</sup>
Retford	55,000	85,000	105,000	24%	20,000	N/A

## Robin Hood Line

Since the Robin Hood Line reopened in 1995 another seven rail lines in England have been re-opened to passenger use. All of the re-opened lines are considered successful but the Robin Hood Line carries almost as many passengers as the combined total of the other seven lines, as shown in figure 104 below.

Annual patronage of English re-opened railways

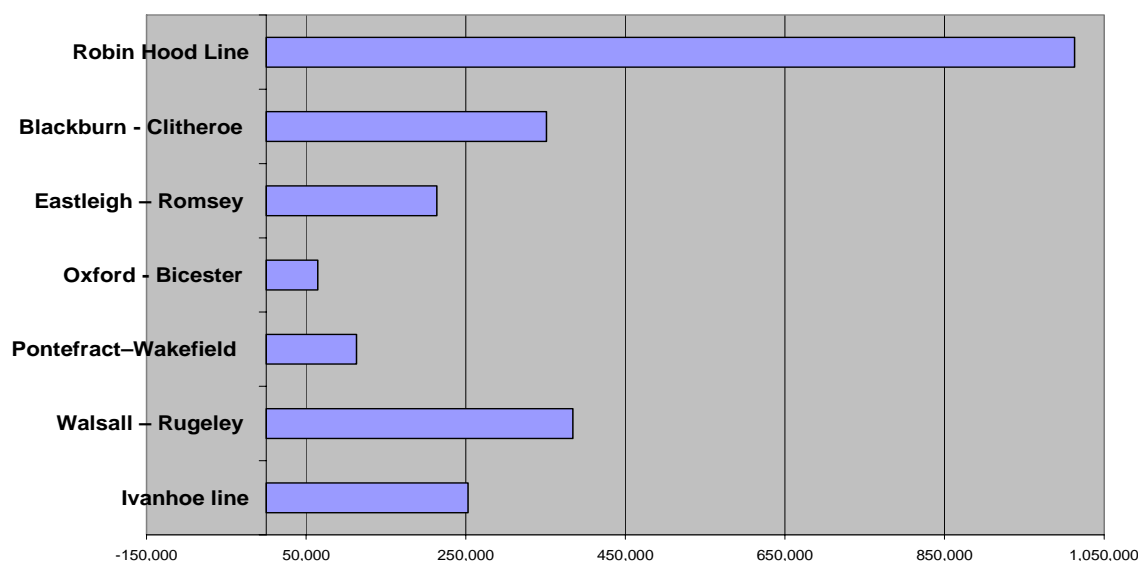


Figure 104: Annual patronage of re-opened English railways

### 10.1.3 Bus station usage

There are currently five bus stations in Nottinghamshire – Beeston, Mansfield, Newark, Retford and Sutton in Ashfield. Annual patronage is monitored intermittently at four of the stations and is detailed in tables 58-61 below. Annual patronage has increased at Mansfield, Retford and Sutton in Ashfield bus stations. Patronage has fallen at Newark bus station although the survey undertaken in 2010 took place the week before the bus station closed for redevelopment. The number of people using the bus station therefore may have been affected through bus users already using alternative stops along their route instead of the station.

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Table 58: Annual weekday patronage at Mansfield bus station

	Annual patronage			Difference between 2009 and 2005
	2004	2008	2009	
Mansfield bus station	5,206,655	5,408,260	5,751,080	+10%

Table 59: Annual weekday patronage at Newark bus station

	Annual patronage		Difference between 2010 and 2006
	2006	2010	
Newark bus station	647,515	574,620	-11%

Table 60: Annual (weekday and weekend) patronage at Retford bus station

	Annual patronage				Difference between 2010 and 2005
	2005	2008	2009	2010	
Retford bus station	465,730	564,595	685,971	674,716	+45%

Table 61: Annual weekday patronage at Sutton in Ashfield bus station

	Annual patronage		Difference between 2010 and 2006
	2006	2010	
Sutton in Ashfield bus station	1,122,705	1,426,180	+27%

## 10.1.4 Rail station usage

There are currently 26 rail stations in Nottinghamshire. Patronage at each of the stations (as well as Nottingham station) is shown in table 62 below but significant growth occurred at:

- Beeston
- Newark
- Retford, and
- Worksop.

High percentage increases, albeit with lower absolute numbers, occurred at:

- Attenborough
- Bleasby
- Collingham
- Fiskerton
- Shireoaks (probably due to new housing within walking distance of Shireoaks station), and
- Thurgaton.

Significant reductions in rail patronage occurred at the following stations:

- Newstead, and
- Sutton Parkway.

High percentage decreases, albeit with lower absolute numbers, occurred at:

- Elton.

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Table 62: Patronage at Nottinghamshire stations 2004/05 to 2008/09

Station	2004-05	2005-06	2006-07	2007-08	2008-09	Change 2004/5 to 2008/09	
						Number	Percentage
Aslockton	16,064	18,538	21,363	21,473	18,334	2,270	14%
Attenbrough	26,797	24,756	33,333	37,566	37,418	10,621	40%
Beeston	330,651	337,148	368,248	400,139	404,062	73,411	22%
Bingham	28,053	26,134	25,181	29,457	29,974	1,921	7%
Bleasby	3,868	4,606	5,208	5,403	5,140	1,273	33%
Burton Joyce	7,906	9,934	10,049	9,418	7,782	-124	-2%
Carlton	14,621	16,609	17,732	18,329	18,938	4,317	30%
Collingham	22,289	23,178	31,145	29,781	31,772	9,483	43%
Elton	1,310	860	145	172	157	-1,153	-88%
Fiskerton	6,759	8,878	10,477	10,824	9,654	2,895	43%
Hucknall	152,035	149,153	155,555	154,593	156,470	4,435	3%
Kirkby-in-Ashfield	155,415	155,102	149,585	139,213	150,980	-4,435	-3%
Lowdham	18,086	19,579	20,095	21,665	23,066	4,980	28%
Mansfield	374,799	379,302	361,079	343,907	348,680	-26,119	-7%
Mansfield Woodhouse	120,729	126,918	129,473	129,774	142,426	21,697	18%
Netherfield	7,238	6,938	6,108	7,178	8,292	1,054	15%
Newark - both stations combined	1,026,807	1,107,759	1,190,450	1,247,220	1,306,076	279,269	27%
Newstead	30,105	28,298	27,514	26,103	26,654	-3,452	-11%
Radcliffe	9,565	10,892	9,326	13,305	11,704	2,139	22%
Retford	298,398	320,410	363,084	357,812	376,066	77,668	26%
Rolleston	8,195	7,899	8,342	6,016	7,434	-761	-9%
Shireoaks	15,460	17,487	20,097	18,380	23,164	7,704	50%
Sutton Parkway	126,199	126,055	119,401	117,685	112,436	-13,763	-11%
Thurgarton	1,056	2,791	2,122	2,036	2,938	1,882	178%
Worksop	390,438	407,669	426,482	389,779	444,522	54,084	14%
Nottingham	5,476,714	5,371,367	5,769,764	5,890,544	5,990,750	514,036	9%

Source: Office of Rail Regulation Station usage Statistics

## 10.2 Bus services

### 10.2.1 Strategic route maps

Figures 105 to 111 below detail the existing commercial and supported bus service bus routes in Nottinghamshire.

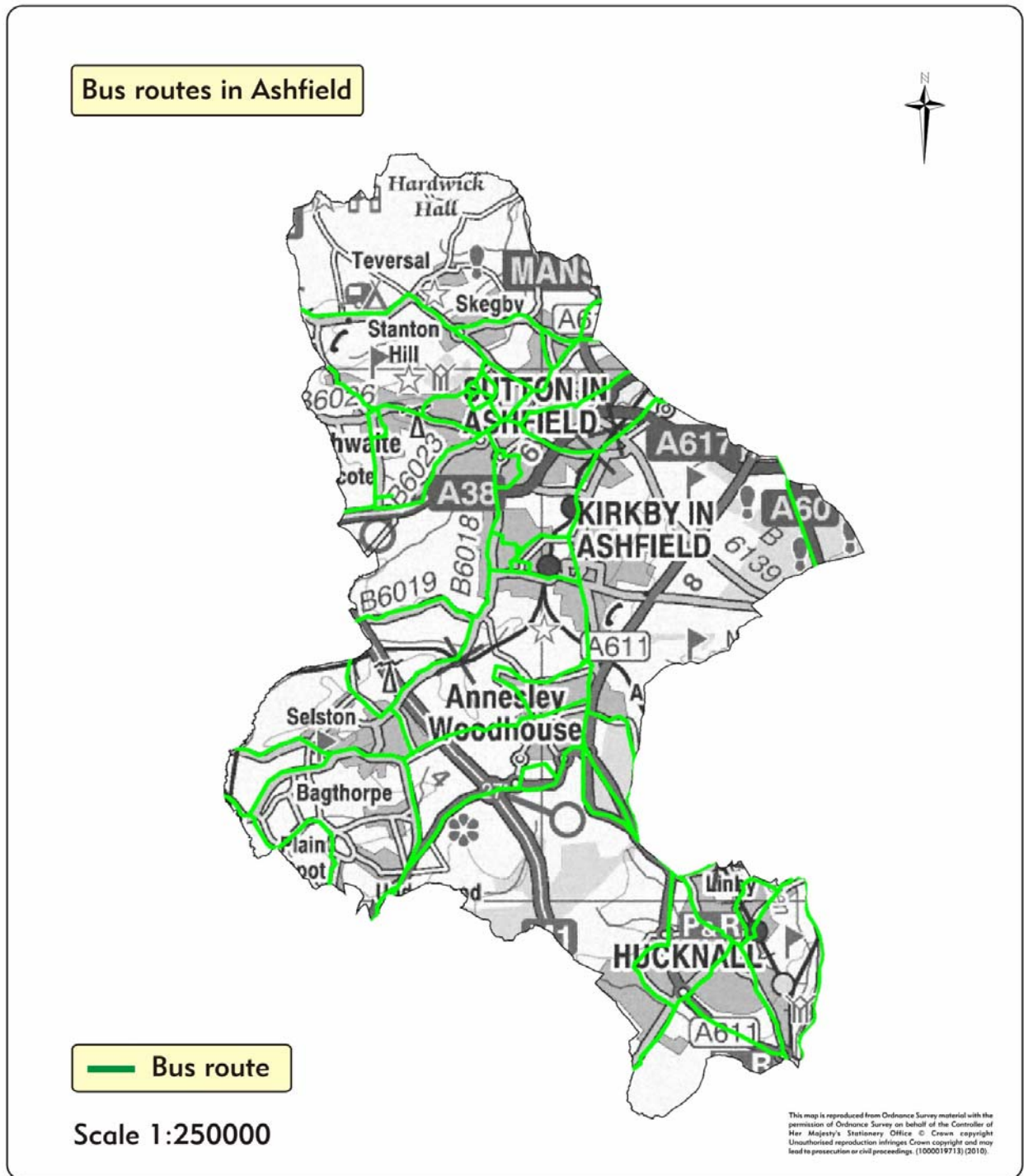


Figure 105: Commercial and supported bus service routes in Ashfield district  
Source: Nottinghamshire County Council local bus travel guides as at August 2010

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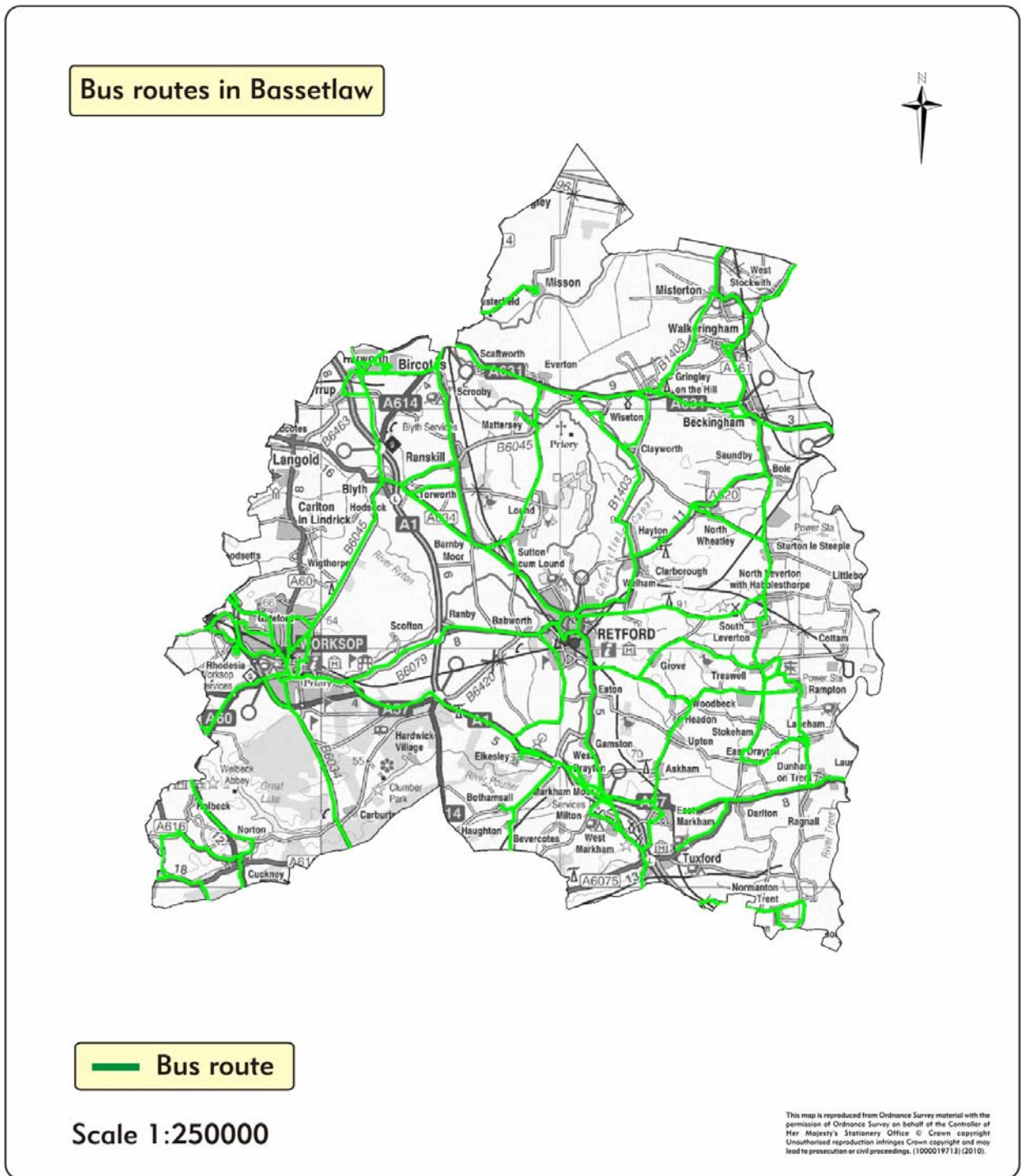


Figure 106: Commercial and supported bus service routes in Bassetlaw district  
Source: Nottinghamshire County Council local bus travel guides as at August 2010



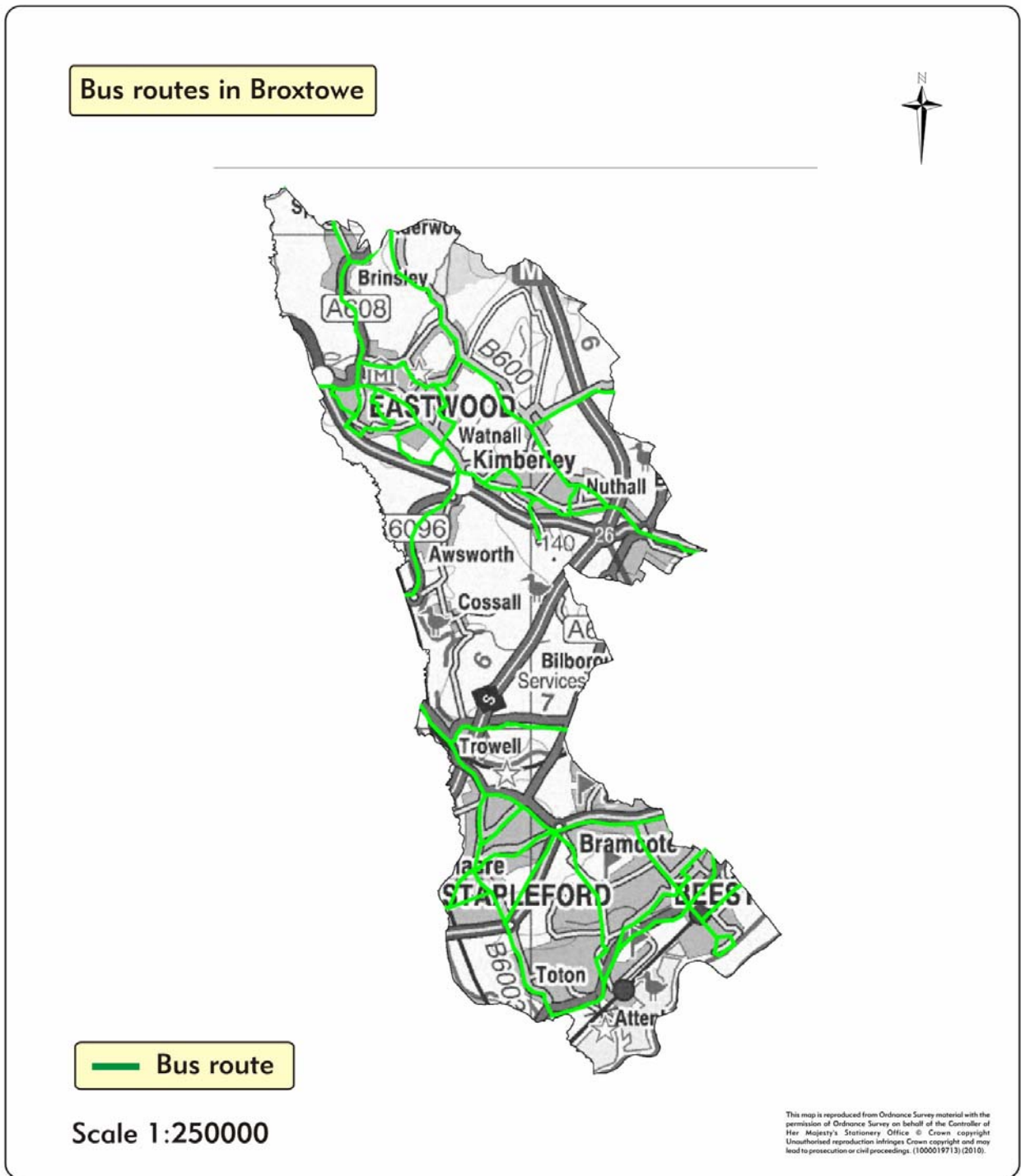


Figure 107: Commercial and supported bus service routes in Broxtowe district  
Source: Nottinghamshire County Council local bus travel guides as at August 2010

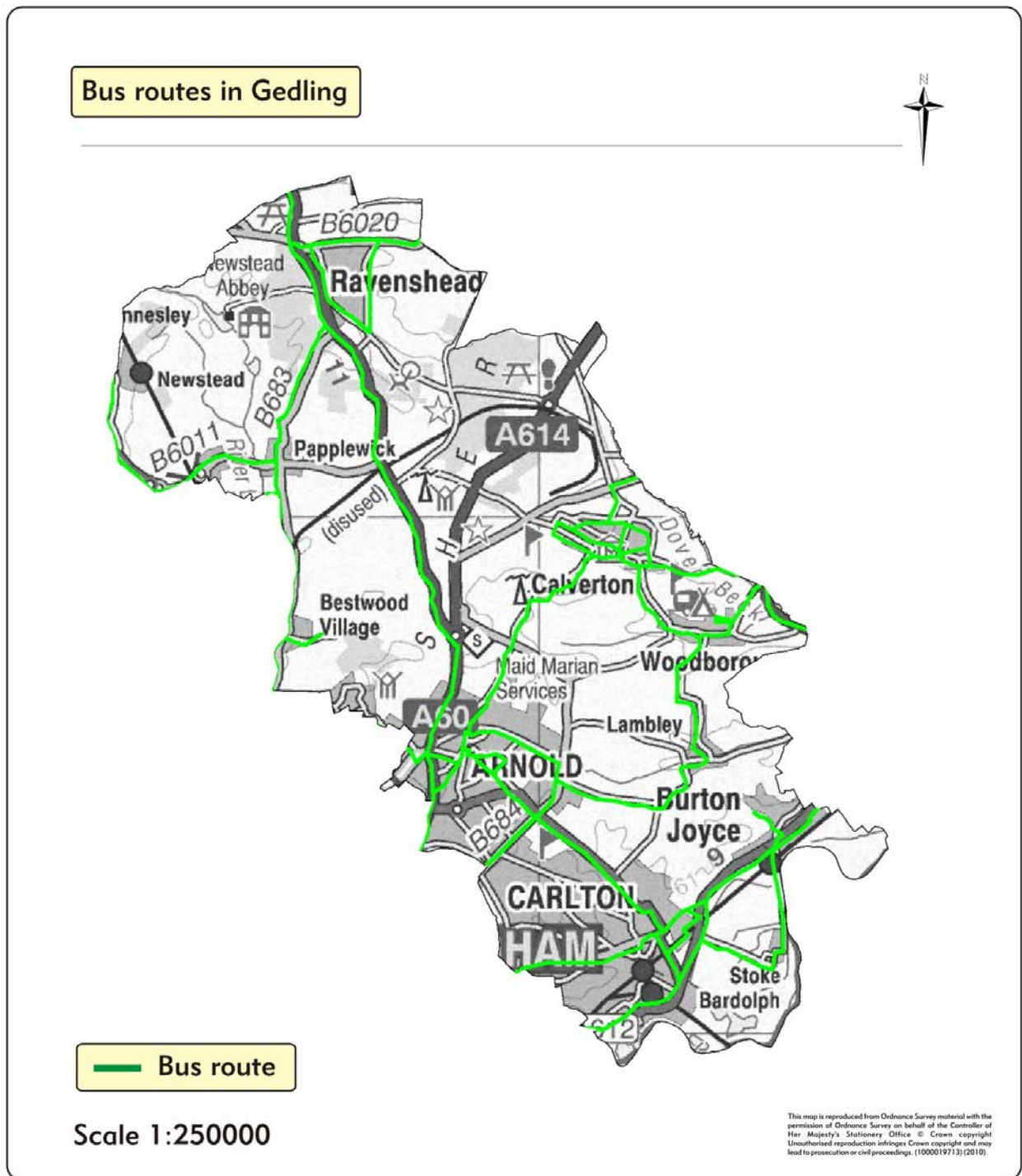


Figure 108: Commercial and supported bus service routes in Gedling district  
Source: Nottinghamshire County Council local bus travel guides as at August 2010

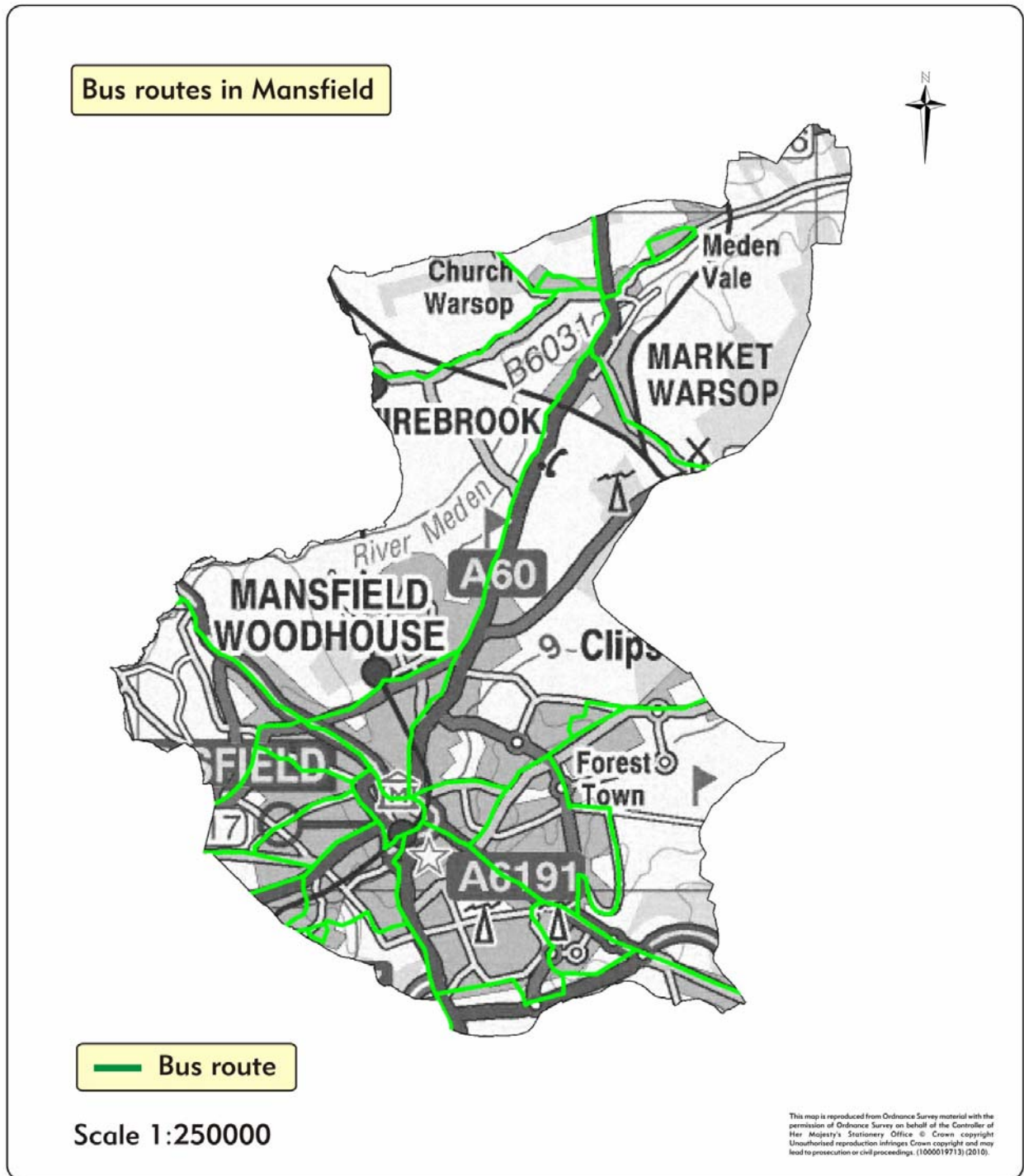


Figure 109: Commercial and supported bus service routes in Mansfield district  
Source: Nottinghamshire County Council local bus travel guides as at August 2010

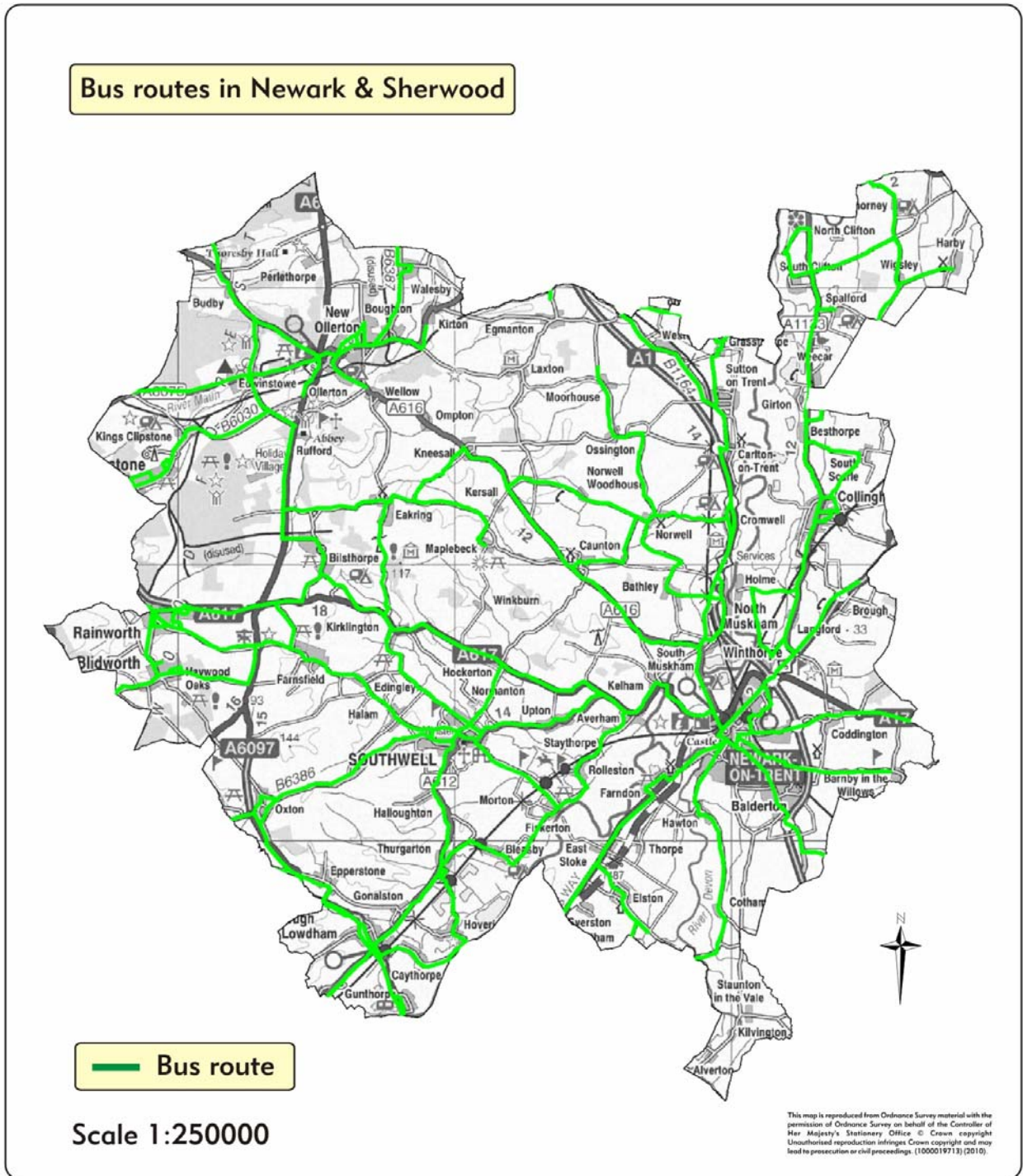


Figure 110: Commercial and supported bus service routes in Newark & Sherwood district  
Source: Nottinghamshire County Council local bus travel guides as at August 2010

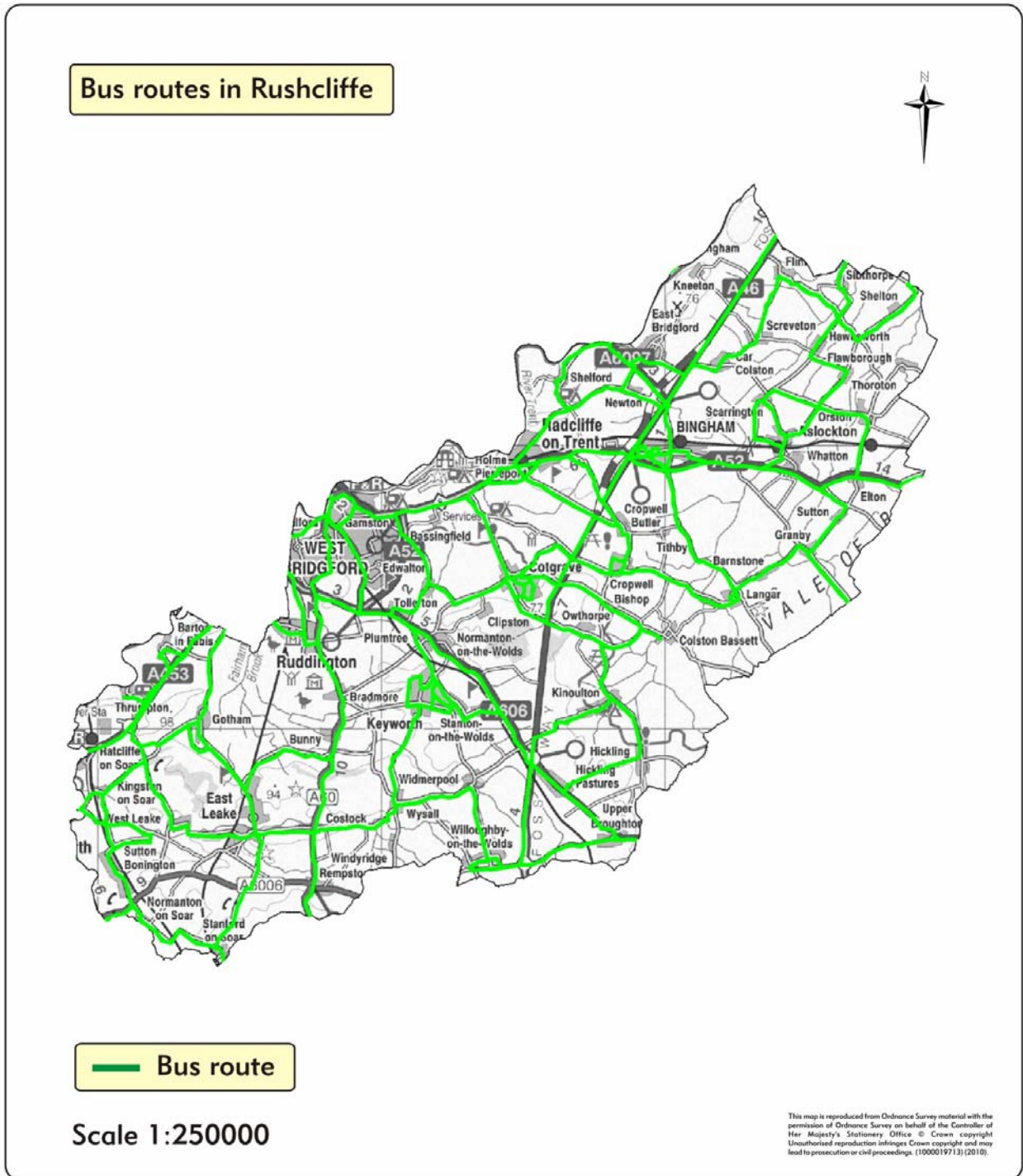


Figure 111: Commercial and supported bus service routes in Rushcliffe district  
 Source: Nottinghamshire County Council local bus travel guides as at August 2010

### 10.2.2 Punctuality

Recorded punctuality of the bus services during the last four years has fluctuated significantly. An audit of the monitoring of punctuality measurements highlighted several errors in the data and therefore this data should be viewed with caution.

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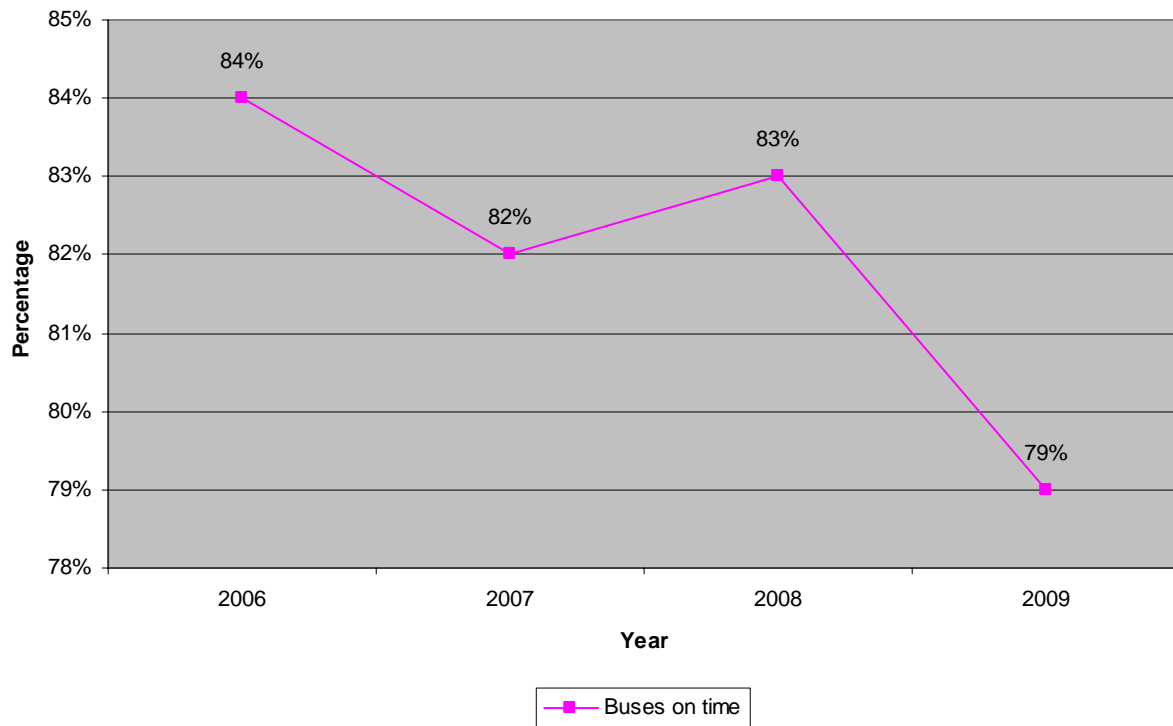


Figure 112: Punctuality of buses in Nottinghamshire (percentage on time at timing points)  
Source: Nottinghamshire County Council surveys

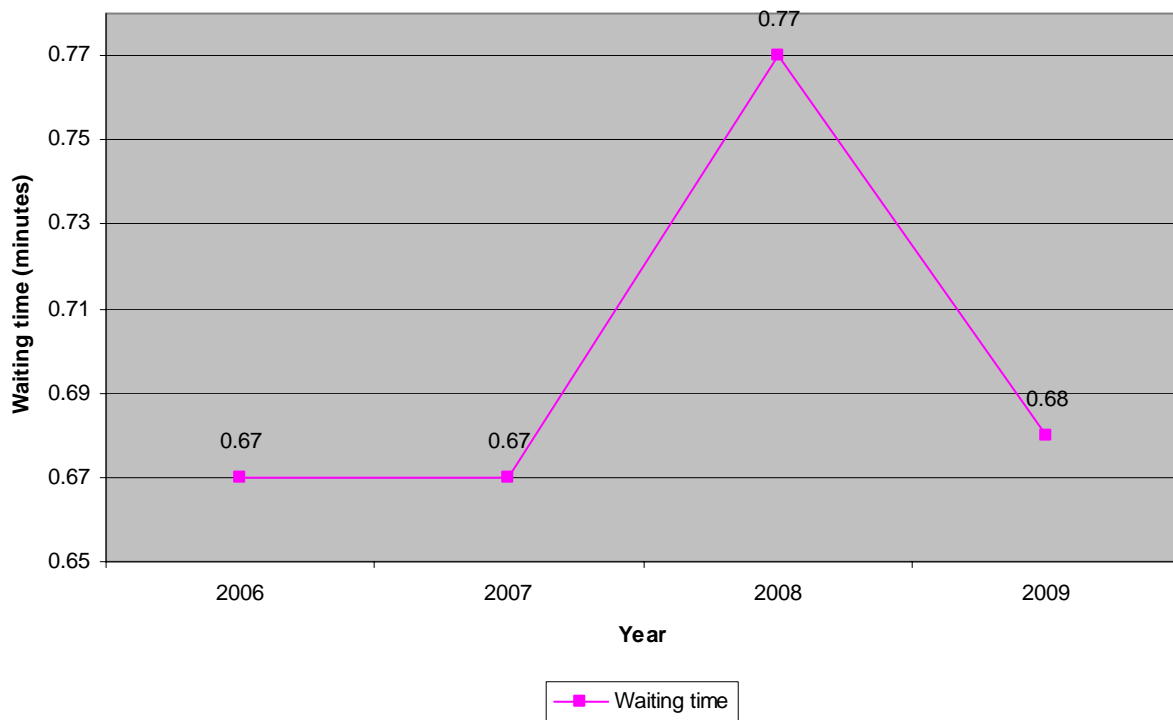


Figure 113: Punctuality of buses in Nottinghamshire (excess waiting time)  
Source: Nottinghamshire County Council surveys

## 10.2.3 Delays on the network

Locations where buses have frequent delays because of highway conditions (such as queuing traffic or parked cars) are identified in partnership with operators. Work has been undertaken to improve conditions at many locations but there are still a number of sites across the county that have not yet been investigated to determine the reality of the problem, the length of delay or the feasibility of a solution. Table 63 below details the existing delay hotspots that have been identified

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by operators – these locations have not yet been investigated to determine the reality of the problem or the length of delay.

Table 63: Locations of frequent bus delays due to highway conditions

District	Location	Description
Ashfield	Annesley Cutting/ Derby Rd junction, Annesley	Junction delays
	Nottingham Road/ Bypass Junction (A611), Hucknall	Junction delays at roundabout
	National School, Annesley Road, Hucknall	Inconsiderate parking at school times makes it difficult to access bus stops
	Glenside, Kirkby in Ashfield	Inconsiderate parking
	Kirkby Woodhouse Primary School, Main Road, Kirkby Woodhouse	Inconsiderate parking at school times
	A38 Ashfields junction (Kings Mill Road East/Sutton Rd/Kirkby Road junction)	Volume of traffic and junction delays at traffic lights
	Ashfield School, Sutton Road, Kirkby in Ashfield	Volume of traffic and inconsiderate parking at school times
	Station Street, Kirkby in Ashfield	Volume of traffic
	Mansfield Road/ Sutton Road, Sutton in Ashfield/ Mansfield (Kingsmill corridor)	Volume of traffic. Junction delays at traffic lights
	Outram Street, Sutton in Ashfield	Volume of traffic. Loading and unloading
	High St/ Watnall Rd junction, Hucknall	Junction delays at traffic lights
	Market Place/ High Street (The Byron Cinema) Hucknall	Loading and unloading. Inconsiderate parking at bus stops
	Sutton Road/ Copeland Rd junction, Kirkby in Ashfield	Junction delays due to indiscriminate parking at school times
	Bassetlaw	Market Square, Retford
Gateford Rd, Worksop		Illegal parking at bus stops
Newcastle Avenue Worksop		Illegal parking
Central Avenue, Worksop		Illegal parking
Bridge Street/ Market Place, Worksop		Illegal parking
Westgate, Worksop		Illegal parking
Newgate Street, Worksop		Illegal parking
Potter Street Worksop		Illegal parking
Valley Road, Worksop		Inconsiderate parking on traffic calming features
Ryton Street, Worksop		Illegal parking on road and at bus stops
Clinton Street, Manton		Inconsiderate parking
Blyth Road, Worksop (North Nottinghamshire College)		Inconsiderate parking outside North Nottinghamshire College
Blyth Road, Worksop (Bassetlaw Hospital)		Inconsiderate parking on brow of hill outside hospital
Broxtowe		Bus station (Station Road), Beeston
	Bus Station (Styring Street), Beeston	Maintenance issue
	Dovecote Lane, Beeston	Toucan crossing causing delays to buses
	Nottingham Road/ Toton Corner, Beeston	Inbound delays in am peak
	High Road, Chillwell	Indiscriminate parking between Cator Lane and Castle College
	Gyratory, Eastwood	AM peak traffic congestion
	Nottingham Road/ Hill Top, Eastwood	Loading and unloading
	Ilkeston Rd/ Balloon Woods, Nottingham	Volume of traffic and junction delays at traffic lights
	Nottingham Road, Nuthall (bus plug)	Issues relating to cycle lane reducing carriageway width
	The Roach, Stapleford	Junction delays
	Derby Road, Stapleford	Loading and unloading
	Nottingham Road/ Toton Corner, Beeston	Junction delays
	Banks Road School, Banks Road, Toton	Inconsiderate parking at school times
	Chillwell Road/Ellis Grove, Beeston	Loading and unloading

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Gedling	Mansfield Road, Arnold	Junction delays
	George's Lane, Calverton	Safety issue on bend of road
	St Wilfrid's Primary School, Main Street, Calverton	Inconsiderate parking at school times
	Main Street, Calverton	Inconsiderate parking near chip shop
	Blidworth Road/ Mansfield Road/ Nottingham Road, Ravenshead	Junction delays at traffic lights
Mansfield	A60 Leeming Lane/ A6075 Warsop Road, Mansfield Woodhouse	Junction delays
	A60 Leeming Lane/A6117 Old Mill Lane, Mansfield Woodhouse	Junction delays
	A6075 Abbott Road/ Westfield Lane, Mansfield	Junction delays
	Oak Tree Lane, Lingforest Road, Mansfield	Junction delays
	A617 Ratcliffe Gate/St Peters Way, Mansfield	Junction delays
	Rosemary Street (Bus Station entrance), Mansfield	Taxis blocking entrance to bus station
	Holly Primary School, Holly Drive, Forest Town	Inconsiderate and illegal parking at school times
	Southwell Road East, Rainworth	Traffic calming
Newark & Sherwood	Forest Road, New Ollerton	Junction delays
	Ollerton roundabout, New Ollerton	Capacity issues
Rushcliffe	Market Place, Bingham	Inconsiderate parking on road and at bus stops
	Radcliffe Road, Regatta Way/ Davies Road, Gamston	Motorists running red light at traffic signals
	Melton Road/ Main Road, Plumtree	Junction delays
	Boundary Road/ Melton Road West Bridgford	Junction delays
	Rugby Road/ Loughborough Road, West Bridgford	Vehicle grounding at junction
	Bingham Road, Radcliffe on Trent	Indiscriminate parking. Inconsiderate parking at bus stops
	Main Road, Radcliffe on Trent	Inconsiderate parking near church
	Wilford Road, Ruddington (Grices)	Parking bays reducing road width
	Abbey Road/ Davies Road, West Bridgford	Junction delays. Inconsiderate parking
	Bridgford Road, West Bridgford	Illegal use of the bus lane
	Central Avenue, West Bridgford	Bus only access frequently abused
	Davies Road, West Bridgford	Congestion due to parked cars
	Tudor Square, West Bridgford	Location of pedestrian crossings

Source: Public transport operators

## 10.2.4 Gaps in the network

Access to bus services is good across most of the county, although there are fewer services in some of the more rural parts of the county, especially in the evenings and on Sundays. To supplement the commercial bus network, the County Council currently spends approximately £7m per year to provide additional services. Without the County Council providing support through subsidising services, many households would find it difficult to access services. Table 63 below shows the percentage of people in Nottinghamshire in 2010 with access to an hourly or better bus service, with and without the County Councils' support. Figures 114 and 115 show the access to all of the county's bus services and the commercial services only, respectively. This shows what the effect would be if funding support for all County-supported services was withdrawn. This hypothetical scenario shows that many communities would face a reduced level of service and some communities would have no services at all. In some areas there may also be an increase in the distance walked to the nearest bus stop with a suitable frequency.



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Table 64: Accessibility of public transport networks in 2010

Percentage of households within 800m of a bus stop with an hourly or better bus service Monday to Saturday (0600-1800)		Percentage of households within 800m of a bus stop with an hourly or better bus service Monday to Saturday (1800-2400)		Percentage of households within 800m of a bus stop with an hourly or better bus service Sunday (1000-1800)	
All services	Without County Council supported services	All services	Without County Council supported services	All services	Without County Council supported services
96%	91%	83%	71%	85%	76%

Source: Nottinghamshire County Council

Similarly, figures 116 (all services) and 117 (commercial services) below show the differences in the local bus network in the evenings between 6pm and midnight if County Council supported services were withdrawn.

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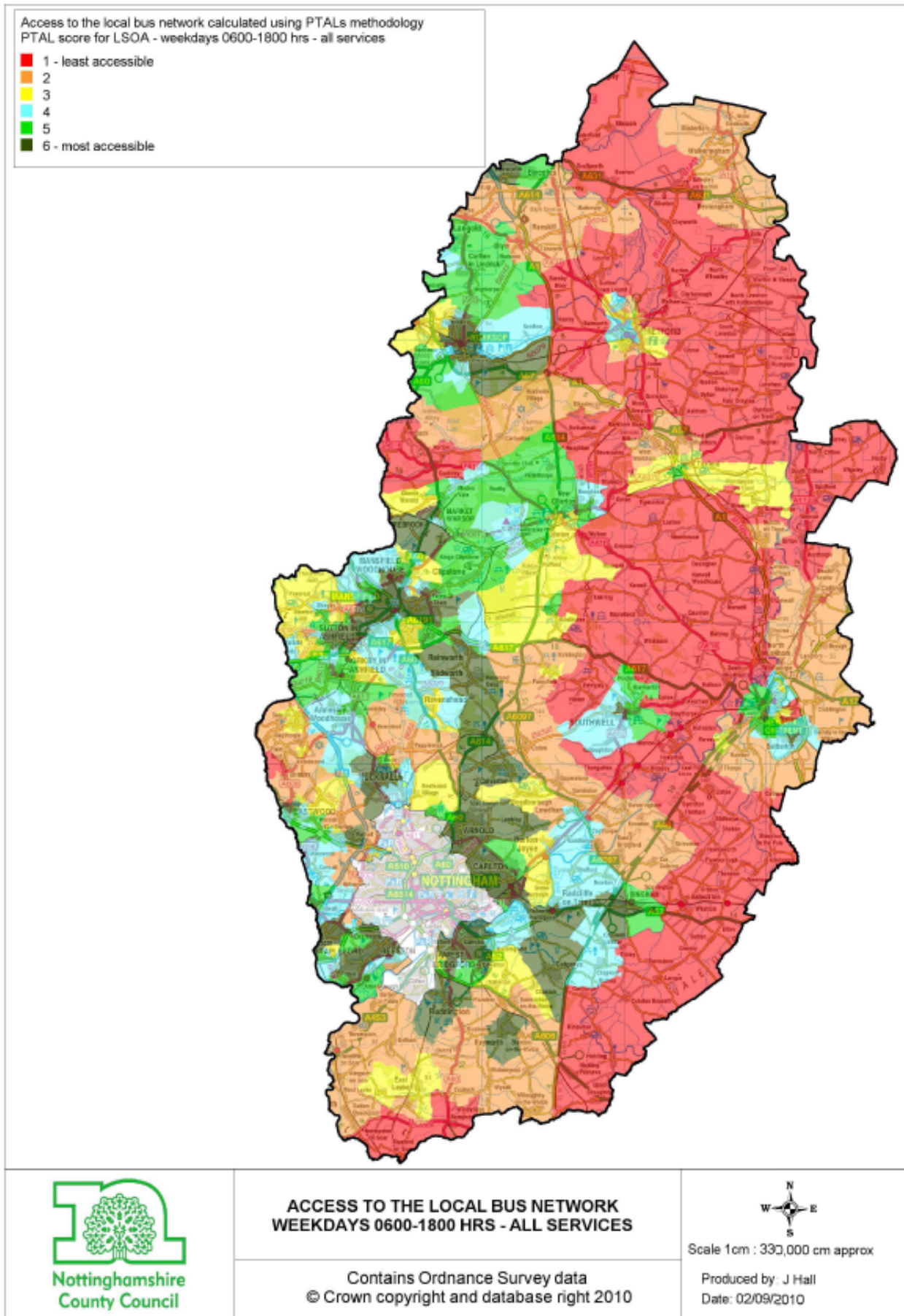


Figure 114: Access to all services on the local bus network on weekdays between 6am and 6pm

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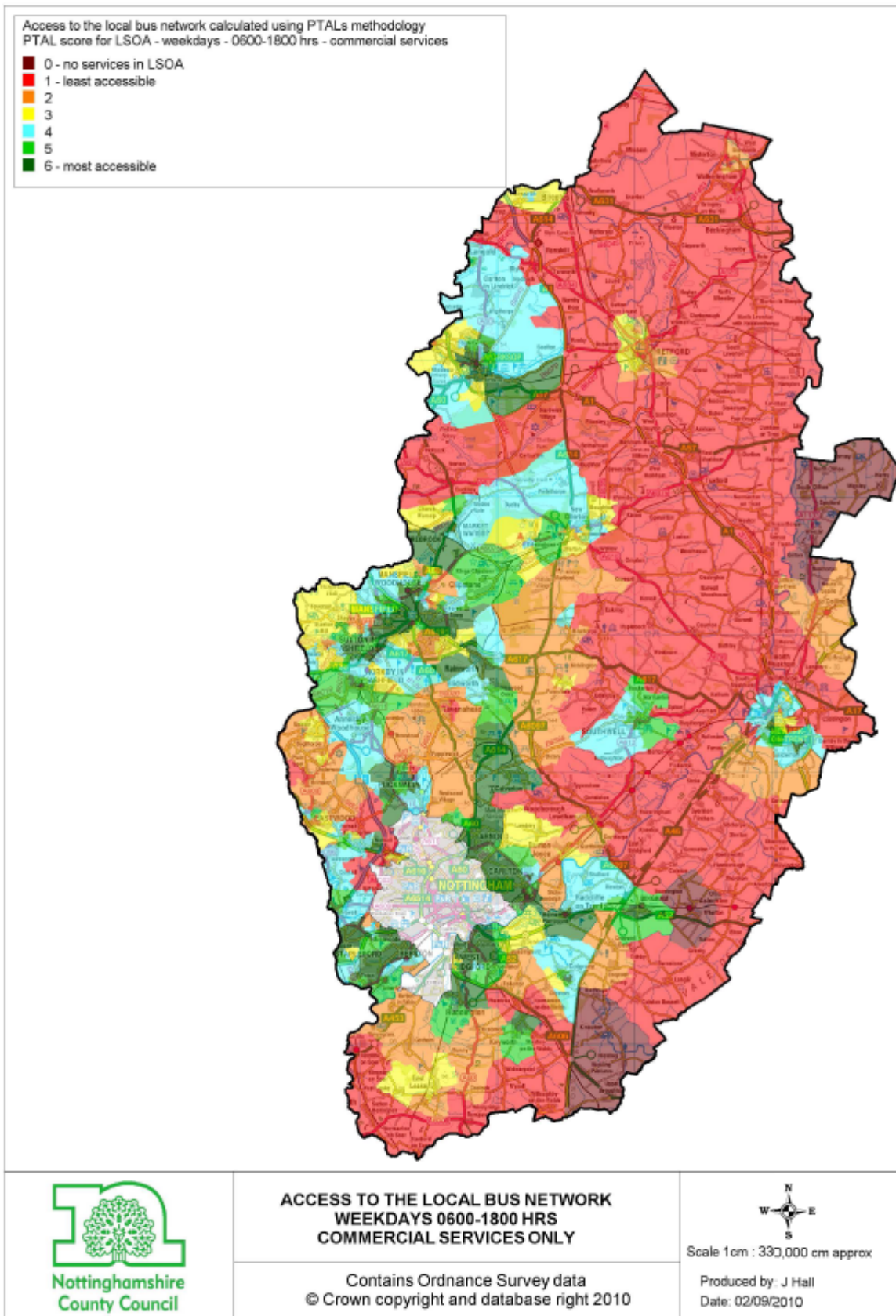


Figure 115: Access to commercial services on the local bus network on weekdays between 6am and 6pm

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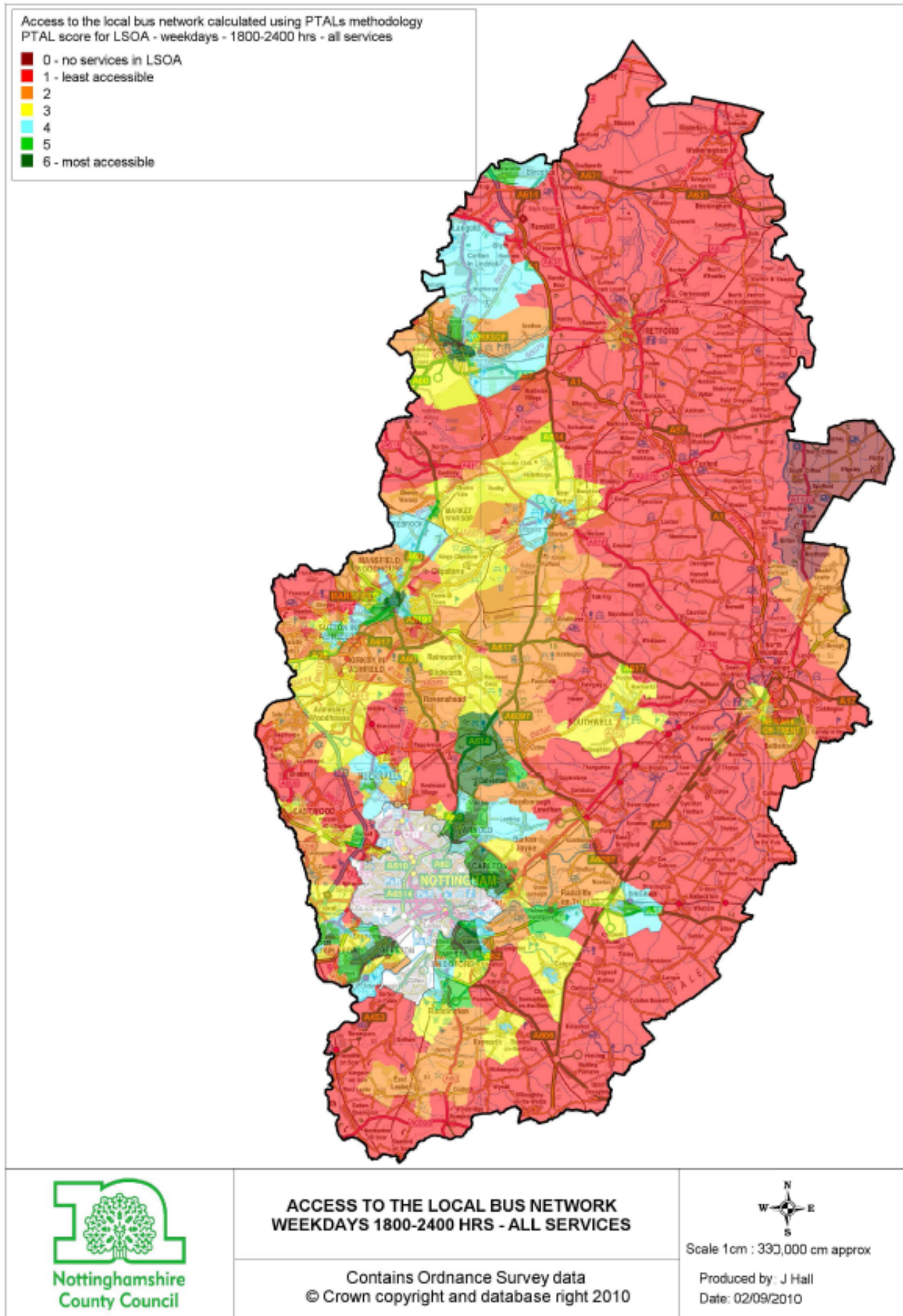


Figure 116: Access to all services on the local bus network on weekdays between 6pm and midnight

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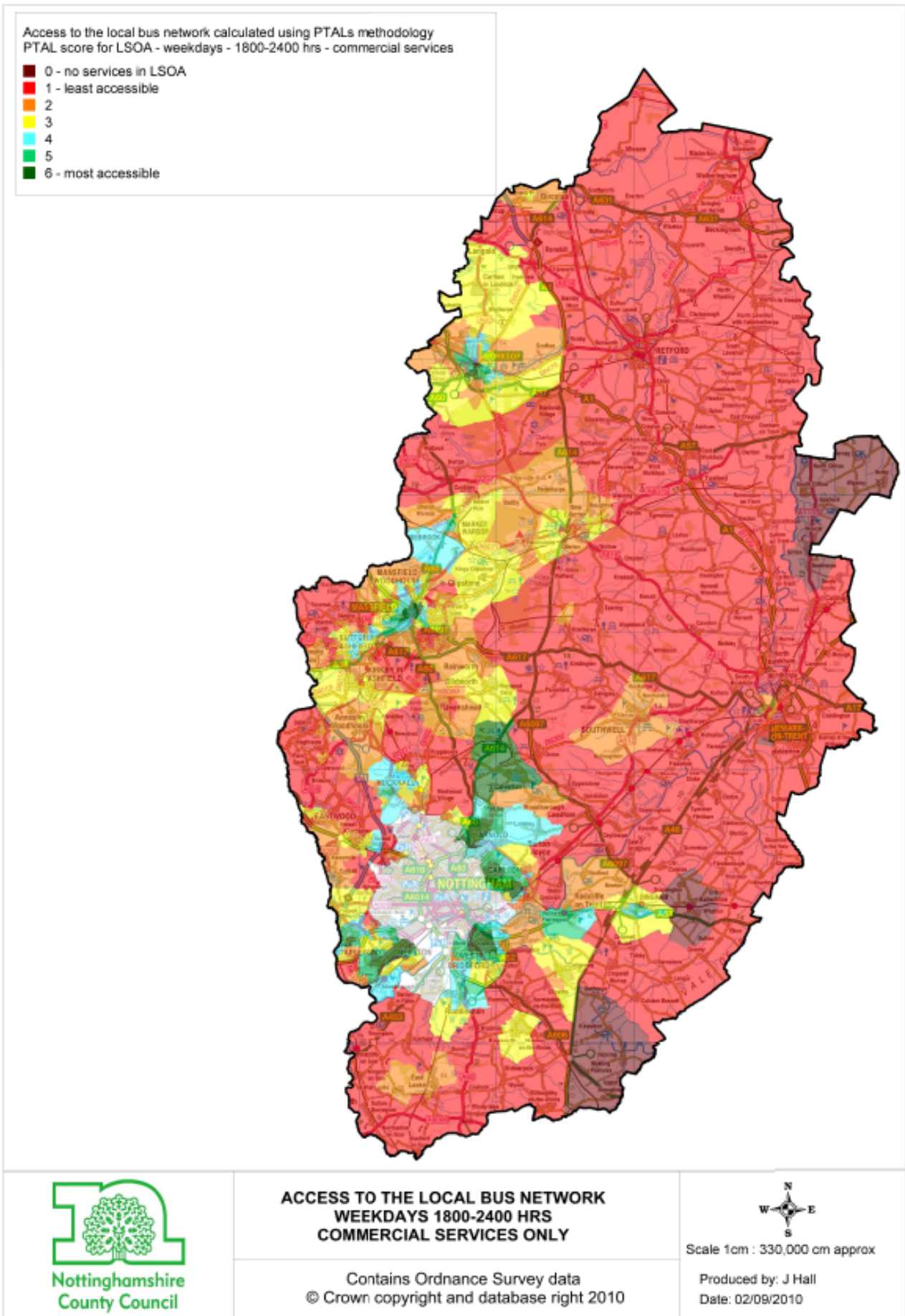


Figure 117: Access to commercial services on the local bus network on weekdays between 6pm and midnight

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## 10.2.5 Community transport

Community minibuses and social car schemes play a key role in providing transport to help older people, people with mobility difficulties, or those without access to conventional public transport to access key services and destinations. A number of services are provided across the county, some of which are subsidised by the County Council. There are, however, shortfalls in the services available, particularly in parts of Broxtowe, Gedling and Rushcliffe districts. There are 12 service providers of community minibus schemes in Nottinghamshire. Table 65 below details the service providers and the types of service offered whilst figure 118 shows the coverage of the social car scheme in Nottinghamshire.

Table 65: Community minibus schemes in Nottinghamshire

Service Provider	What Service is Offered?	Who can Use the Service?	Where?
Age Concern Newark & Sherwood	Group travel	Anyone over 50 in Newark & Sherwood	Newark & Sherwood
Calverton Miners	Group travel	Community groups	Gedling
Clowne & District Community Transport	Travel for groups	Affiliated groups	Bassetlaw
Community Centrepoint	Travel for group outings	Affiliated groups	Parts of Ashfield
Erewash Community Transport	Travel for groups and shopper services to Asda, Tesco, Sainsburys, Derby, Nottingham and local services.	People who are elderly, infirm, disabled or who have no other means of transport.	Broxtowe
Keyworth & District Community Concern Trust	Group Travel	Affiliated groups	Rushcliffe
Our Centre	Group minibus travel and shopper bus service	Local community groups and people who live in rural areas	Parts of Ashfield
Oxton Flyer	Shopper bus	People eligible for concessionary fares	Oxton
Ravenshead Community Project	Group travel and hail and ride village bus.	Ravenshead residents	Ravenshead
Sherwood Countryman Buses	Group hire and shopper services from Ollerton to Newark & Southwell	Affiliated community groups	Newark & Sherwood
Soar Valley Bus	Daily shopper services	Everyone	Normanton on Soar, East Leake, Ratcliffe on Soar, Loughborough.
Warsop Vale Village Association	Group travel	Community groups	Mansfield

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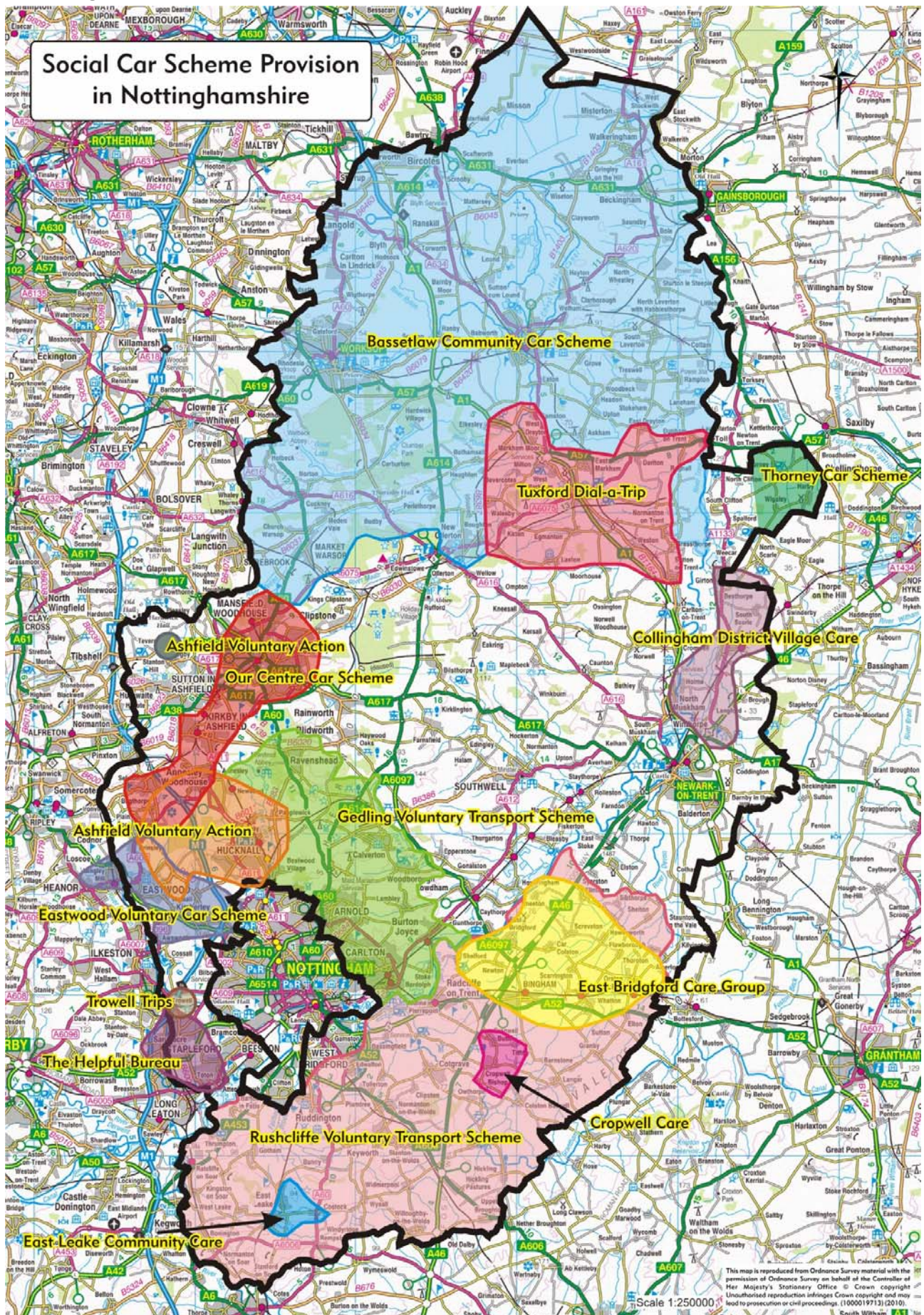


Figure 118: Social car schemes operating boundaries in Nottinghamshire

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## 10.3 Bus infrastructure

### 10.3.1 Bus fleet

A survey of operators was undertaken in 2009/10 to determine the age and accessibility of their fleet. Approximately 50% of the operators responded, including the largest operators in the county (Nottingham City Transport, Stagecoach and Trentbarton) whom operate 90% of the fleet in the county. The survey found that:

- 76.4% of respondents' vehicles are aged under 10 years
- 60.3% of respondents' vehicles have Euro 3 engine type or better (Euro 3 - 37.1%; Euro 4 - 15.2%; Euro 5 - 7.8%), and
- 66.9% of respondents' vehicles are fully accessible (compared to 28.95% in 2006).

Nottinghamshire County Council's Nottinghamshire Transport Services has its own fleet of over 180 vehicles. The average age of these vehicles is 4.5 years and 81.7% of the vehicles have Euro 3 engine type or better.

### 10.3.2 'At stop' infrastructure (shelters; flag poles; information; kerbs)

At the end of 2009/10, 80% of bus stops in the county (4,428) had flagpoles with timetable information. In addition to this there are 1,467 shelters in the county.

Nottingham City Transport (NCT) has a three year plan to fit their entire fleet with 'Real Time' information. By the end of 2010/11 there should be 14 cross-boundary routes with 'Real Time' infrastructure. These routes are on NCT services 1, 6, 10, 11, 13, 14, 21, 24, 27, 36, 44, and 45 and involve approximately 105 buses. Trentbarton currently has two routes with 'Real Time' infrastructure (Indigo and Rainbow 4). Stagecoach has seven cross-boundary 'Real Time' routes into Worksop, financed by South Yorkshire passenger transport executive (PTE), which includes Stagecoach services 19, 22, 25, 27, x29, x30 and 99 and involves 30 buses. A trial is being undertaken in Nottinghamshire with South Yorkshire PTE to allow passengers in Nottinghamshire access to the 'Real Time' information by mobile internet and SMS with the intention to trial some on-street signs in Nottinghamshire by April 2011. 'Real Time' compatible displays have also been erected in a number of bus stations and employment sites across the county.

### 10.3.3 Bus priority

In March 2010 there was a total of 5.9km of bus lanes in the county. The locations of the bus lanes are detailed below in table 66.



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Table 66: Locations of bus lanes in Nottinghamshire

Location	Bus lane length
A60 Loughborough Road, West Bridgford – <i>northbound</i> <sup>*</sup> A60/Millicent Road – A60/A6520 Radcliffe Road	195m
A60 Loughborough Road, West Bridgford – <i>southbound</i> <sup>*</sup> A60/Millicent Road – A60/A6520 Radcliffe Road	195m
A6011 Radcliffe Road, West Bridgford – <i>westbound</i> <sup>*</sup> A6011 bus plug – A6011/Regatta Way	310m
A6011 Radcliffe Road, West Bridgford – <i>westbound</i> <sup>*</sup> A6011/Davies Road – A6011/Cyril Road	415m
Bridgford Road, West Bridgford – <i>northbound</i> <sup>*</sup> Hound Road – Loughborough Road	160m
Musters Road, West Bridgford – <i>northbound</i> <sup>*</sup> Bridge Grove – Bridgford Road	80m
B600 Nottingham Road, Nuthall – <i>southbound</i> <sup>*</sup> B600 west of M1 bridge – B600 Nottingham Road (No. 79)	525m
Kimberley Road, Nuthall – <i>southbound</i> <sup>*</sup> Kimberley Road (No. 94)/Larkfield Road – Kimberley Road (No. 6)/ Maple Drive	555m
A60 Mansfield Road, Woodthorpe – <i>southbound</i> <sup>*</sup> A60/Marlborough Road – A60/Black Swann Close	410m
A60 Leeming Lane, Mansfield Woodhouse – <i>southbound</i> <sup>*</sup> A60 (No. 126) north east of King Street – A60 (No. 62) south west of Springfield Drive	230m
Leeming Street, Mansfield – <i>southbound</i> <sup>*</sup> Leeming Street/A6009 – Leeming Street/Toothill Lane	145m
West Gate, Mansfield – <i>southbound</i> <sup>*</sup> West Gate/A6009 – West Gate/St John Street	75m
A60 Nottingham Road, Mansfield – <i>northbound</i> <sup>^</sup> Bath Street – St Peter's Way	122m
Bridge Street, Mansfield – <i>eastbound</i> <sup>^</sup> Toothill Lane – St Peter's Way	112m
Hardy Street, Worksop – <i>southbound</i> <sup>^</sup> Central Avenue – Newcastle Avenue	107m
A52 Derby Road, Bramcote – <i>eastbound</i> * (Highways Agency maintained road) A52/Sherwin Arms roundabout – A52 county boundary	2,300m
<b>TOTAL LENGTH OF BUS LANES</b>	<b>5,936m</b>

\* Bus lane is on dual carriageway road with at least four vehicle running lanes plus bus lane.

<sup>\*</sup> Carriageways have two vehicle running lanes plus bus lane.

<sup>^</sup> Carriageways have single vehicle running lane (one direction only) plus bus lane.

Measures are also installed to give buses priority at traffic signals along routes with high bus usage, hence they tend to be in the more urban areas along routes with more frequent bus services. Such measures identify when buses are approaching the signals and trigger the green signal until the bus has passed. Table 67 below details the number of sites with such priority features in each of the districts.

Table 67: Number of traffic signal locations in each district with bus priority features

District	No. of sites
Ashfield	8
Bassetlaw	4
Broxtowe	10
Gedling	13
Mansfield	14
Newark & Sherwood	1
Rushcliffe	11

## 10.3.4 Ticketing

A range of ticket types are available in the county, including daily, weekly, monthly, three and six monthly, as well as annual tickets:

- All of the bus operators that serve Nottinghamshire offer single and return tickets for both adults and children
- Seven of the operators offer weekly tickets for unlimited travel within a defined area, and nine of the operators offer day tickets for unlimited travel within a defined area. Five of these ticket types are available across different modes (Kangaroo, CityRider, Hucknall Connect, NET & Pheonix Flyer and Plus Bus)

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- Three operators offer 10-trip tickets (TM travel, NET and Premiere)
- Group tickets are available from 2 operators (NET and NCT)
- Three operators offer smartcards (NCT and NET - EasyRider Citycards and Trent Barton - mango)
- Monthly tickets are available from six of the operators across a defined boundary of which two are available across different modes (NET & Pheonix Flyer and EasyRider Citycards)
- Three monthly tickets are available from four of the operators across a defined boundary, of which one is available across different modes (Easyrider Citycards)
- Six monthly tickets are available from three operators across a defined boundary, of which one is available across different modes (EasyRider Citycards)
- Annual tickets are available from five of the operators across a defined boundary of which one is available across different modes (EasyRider Citycards), and
- NET offer tram only tickets payable through paypoint outlets for periods of 3, 7, 15 and 30 days duration.

## 10.3.5 Concessionary fares

Approximately 82% of those eligible to a concessionary pass due to age have taken up the pass, this equates to over 165,000 passes. The age criteria for entitlement to a concessionary pass is now in line with the increase in state pension age for women. Therefore there will be a growing proportion of the 60 to 64 age group who are not entitled to a pass. Table 68 below details the percentage of older people who have taken up their entitlement to a concessionary pass in 2009.

Table 68: Percentage of older people who have taken up their entitlement to a concessionary pass

District	Percentage of pass holders
Ashfield	91%
Bassetlaw	77%
Broxtowe	100%
Gedling	88%
Mansfield	89%
Newark & Sherwood	81%
Rushcliffe	95%

It is not possible to calculate a figure for take-up on grounds of disability because there is no defined figure for the number entitled in Nottinghamshire. This is because a person does not have to be registered disabled to qualify. Approximately 10,000 passes have, however, been issued to people on the grounds of disability.

## 10.4 Rail services

### 10.4.1 Rail strategic route and frequency map

Rail services provide important connections both within the county and between Nottinghamshire and elsewhere. The coverage of the rail network (as shown in figure 119 below) is relatively good. Figure 120 shows the range of destinations, number of trains per day, and normal journey times between each destination.

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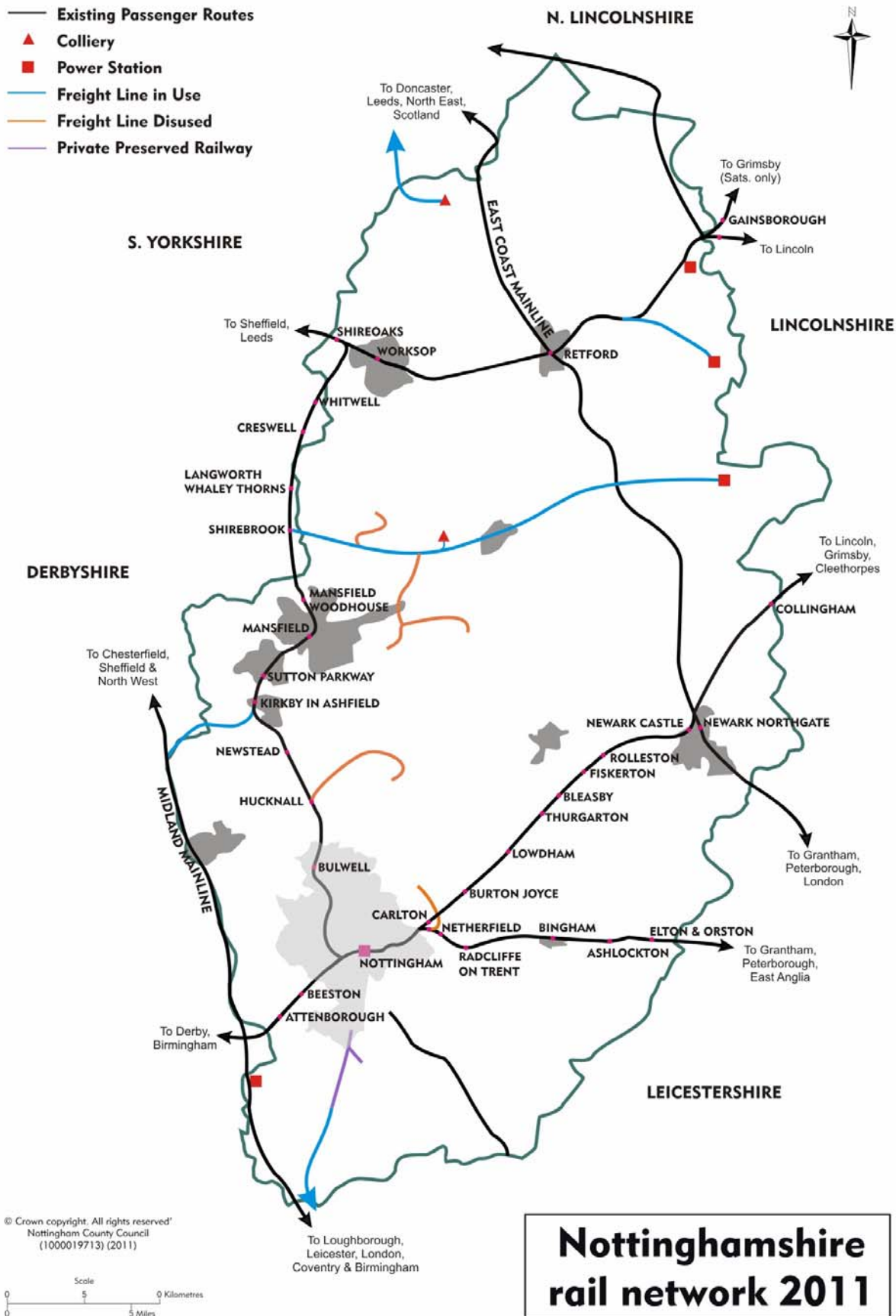


Figure 119: Nottinghamshire rail network  
Source: Nottinghamshire County Council

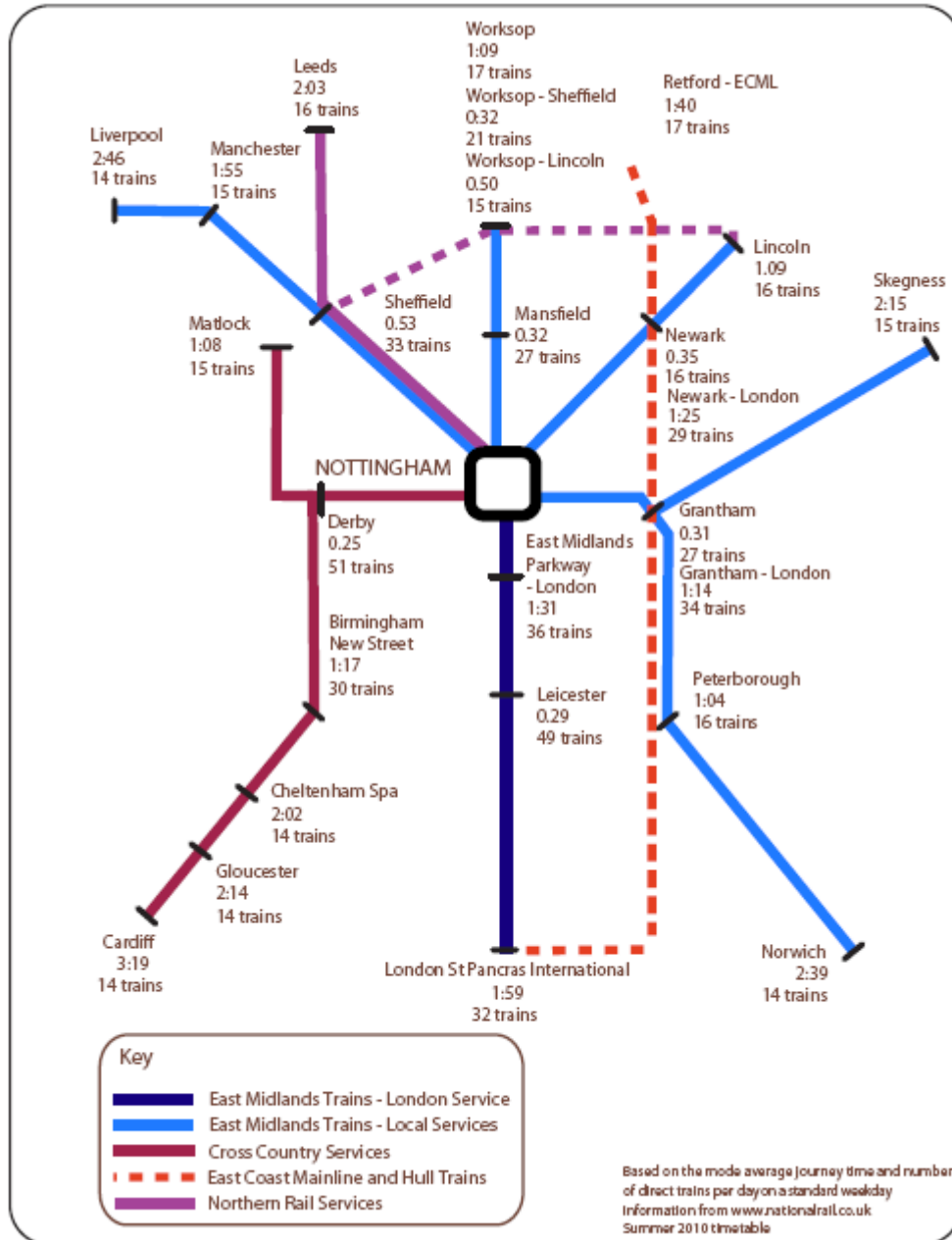


Figure 120: Direct rail journeys and times from Nottingham and the East Coast Mainline to London and selected Northern Rail services

## 10.4.2 Gaps (weaknesses) in the network

### Nottingham station

The track layout at Nottingham station dates from 1969, when the railways were in decline, and it was designed to accommodate the 170 trains per day. With the huge growth of rail use since then the number of trains using the station has more than doubled to 412 trains per weekday (with further growth expected) resulting in the layout being severely congested. This leads to many arriving trains having to stop outside the station to wait for a clear path through the station.

The life of the track layout at Nottingham has also expired and is due for renewal in 2013. All of the track and signals will be stripped out and replaced providing an ideal opportunity to cost effectively enhance the layout. Following a submission from the County Council, the Office of Rail Regulation has approved Network Rail investment of £11.6m to provide layout enhancements when the renewals take place. This will provide more points and signals to create a layout with greater capacity and flexibility, minimising conflicting movements, and virtually eliminating the current delays that trains and passengers experience. Once completed, it will be possible to

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remove the excess delay that is currently built in to many trains' schedules to accommodate the delays that trains currently experience. This should allow trains on all routes from Nottingham to run more quickly and reliably.

## Midland Mainline

For decades the Midland Main Line (MML) has received much less investment than England's other Inter-City routes and this has significantly impacted on speeds on the network. In the 1970s 125mph 'high speed trains' (HST) were introduced on the Great Western Main Line (GWML) and the East Coast Main Line (ECML). At the same time, the track on both the GWML and ECML routes was upgraded to allow HSTs to travel at 125mph. The MML, however, was the last route to receive HSTs in the 1980s and none of its track has been upgraded to 125mph. Therefore for over 30 years, every MML train has run at below its capable top speed for the whole of its journey (this is not the case for any other Inter-City route).

The historical underinvestment in the MML has continued during the past decade, during which it has received just 2% of the total spent on the Inter-City routes, as shown in figure 121 below.

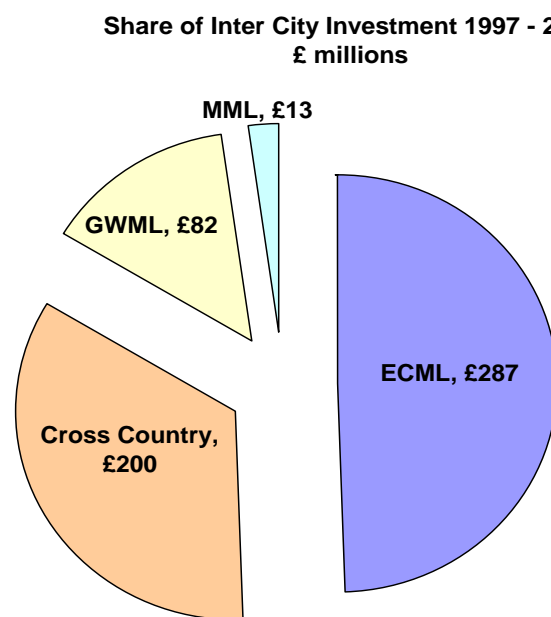
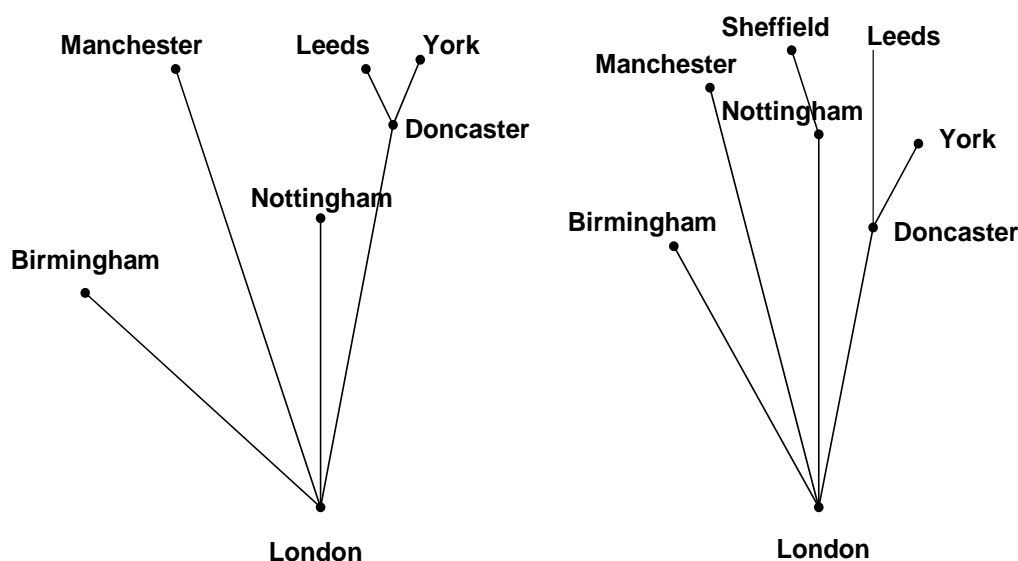


Figure 121: Share of Inter-City investment 1997-2008

The under investment in MML has resulted in slower speeds to London than on other Inter-City routes. For example, trains from London to York have the same journey time as London to Nottingham, despite travelling 50 miles further, and trains from London to Doncaster are 20 minutes quicker than trains from London to Nottingham despite it being 25 miles further north. Figure 122 below details the relative distances and journey times between London and other cities.

## Distance from London

## Time from London



Source: National Rail timetable winter 2006/07, analysed by

Figure 122: Distances and times from London by train

### Nottingham - Newark - Lincoln

The railway line from Nottingham through Newark to Lincoln is flat and straight, ideal terrain for a fast linespeed. Currently, however, it has a low linespeed limit – 60mph between Nottingham (Netherfield junction) and Newark, and a mixture of 55mph & 70mph between Newark and the outskirts of Lincoln. Journey times are therefore relatively slow, making the service less attractive than it could be. Table 69 below shows how the existing journey times and speeds on this route compare to those on similar routes.

Table 69: Journey times and speeds on similar routes

Route	Distance (miles)	Time taken (minutes)	Speed (mph)
Crewe- Shrewsbury	32.75	30	65.5
Hull – Selby	31.00	31	60
Stirling – Perth	34.50	33	62
Hereford – Pontypool	33.50	33	61
Nottingham - Newark - Lincoln	33.75	52	43

The topography would allow speeds to be raised to 90mph or possibly 100mph and the County Council is working with Network Rail on a scheme to achieve this which should reduce journey times for non-stop trains by 17 minutes between Nottingham and Newark; and 17 minutes between Newark and Lincoln. This would result in comparable journey times and speeds between places similar distances apart on other similar routes.

### East Coast Main Line

Journey times to London from Newark and Retford are very variable. The journey time from Newark to London ranges from 77 minutes to 93 minutes (plus two slower trains), a variation of 16 minutes (21%). Even the best of the current times compare poorly with journey times achieved by British Rail in the 1980s, when the fastest time from London to Newark was 68 minutes (at an average speed of 106mph), 17.5 minutes faster than the average time taken now.

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Journey times from Retford to London range from 85 minutes to 105 minutes (plus one slower night train), a variation of 20 minutes (23%).

## Nottingham - Grantham - Skegness

The Nottingham to Skegness line is also mostly level and flat but also has slow linespeeds – a mixture of 60mph and 75mph between Nottingham (Rectory junction) and Grantham, and predominantly 60mph between Allington Junction and Skegness. It should be possible to raise the linespeed for much of the route to 90mph between Nottingham (Rectory junction) and Grantham, and then 75mph on to Skegness. The County Council is working with Network Rail on a scheme to achieve these speeds. Currently 30 Nottingham to Skegness trains call at Bingham but only 19 call at Aslockton, 10 at Radcliffe, and 5 at Netherfield. Time savings from higher speeds would allow Aslockton, Radcliffe and Netherfield to get the same service as Bingham (one train per hour each way at each station).

## Lincoln - Retford - Worksop - Sheffield

Worksop to Sheffield (jointly with Sheffield to Barnsley) is the “most important (by patronage)” flow of local passengers within the South Yorkshire Passenger Transport Executive (PTE) area. It accounts for 6% of the total revenue and 4% of the total journeys within the PTE area. Frequency is, however, just one per hour, less than any other local service that runs into the PTE area. In addition, the general linespeed is only 60mph across nearly the whole route.

## Crowding on the rail network

There is currently limited information available on the performance of the rail network in terms of passenger load factors. The East Midlands Route Utilisation Strategy (RUS) Draft for Consultation, however, identifies overcrowding on peak services between London, Nottingham and Leicester and overcrowding all day on the Norwich to Liverpool service on the section between Nottingham and Liverpool.

The DfT databook (2009) gives an indication of current crowding on the rail network. Loadings of over 40% are observed in Nottinghamshire between Nottingham and Birmingham via Derby; between Nottingham and Alfreton; and between Mansfield Woodhouse and Worksop.

### 10.4.3 Punctuality

Each rail operators’ current punctuality performance is detailed below in table 70. East Midlands Trains (EMT) has significantly improved punctuality since taking over the franchise in November 2007. EMTs’ Midland Main Line service has been the best performing long-distance operator in Britain since January 2009, and since taking over, EMT has improved the local services from being the worst performing regional operator to being the third best (out of 10). Punctuality on the East Coast Main Line has also improved, albeit from a much lower starting point.

Trend data is not available for all services but the available punctuality trend data is detailed below in table 71.

Table 70: Percentage of trains on time and cancelled in 2009/10

Service	Operator	Percentage of trains		
		Within 5 minutes	Within 10 minutes	Cancelled
London - Newark & Retford - Leeds/Edinburgh	East Coast	81.1	87.4	1.1
Nottingham - London	East Midlands Trains		93.9	
Nottingham to: <ul style="list-style-type: none"> <li>• Mansfield &amp; Worksop,</li> <li>• Derby &amp; Matlock,</li> <li>• Grantham &amp; Skegness</li> <li>• Newark &amp; Lincoln,</li> <li>• Leicester stoppers</li> </ul>	East Midlands Trains	92.6		0.8
Nottingham - Birmingham - Cardiff	Cross-Country	84.4	90.1	1.3
Nottingham - Leeds	Northern	91.6	95.6	0.9

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Lincoln - Retford - Sheffield	Northern			
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Source: For Cross-Country, East Coast & Northern - Office of Rail Regulation 'National Rail Trends 2009-2010 Yearbook, sections 8.4, 8.5 & 8.14; for East Midlands Trains, Office of Rail Regulation 'National Rail Trends 20010-11 Quarter 1, section 8.6'.

Table 71: Train punctuality trend data

	2005-06	Autumn 2007	20010/11 Quarter 1	Change
EMT Midland Main Line, inc Nottingham - London within ten minutes of right time		90.6%	93.9%	+ 3.3%
EMT Local services within five minutes of right time	Not available	83.0%	92.6%	+9.6%
East Coast Main Line within ten minutes of right time	83.5%	86.0%	87.4%	+ 3.9%

## 10.4.4 Light rail

The light rail system, Nottingham Express Transit (NET) Line 1, provides services between the city centre and the northern local centre of Hucknall. Line 1 is extensively within the city but serves two stops in the county (Butlers Hill and Hucknall). Two further lines (NET Lines 2 and 3) are proposed which would serve areas to the south (to Clifton) and west (via Beeston) of the city.

## 10.5 Rail infrastructure

### 10.5.1 Rail fleet

Each of the operators serving the county continue to invest in their rolling stock. Table 72 below gives details of each of the operators' current rolling stock.

Table 72: Train operators' rolling stock

Operator	Type of train	Number of units	Coaches per unit	Built	Refurbished & upgraded	Maximum speed	Services used on
East Midlands Trains	Class 222	27	5 or 7	2003 - 2005		125mph	Nottingham/Beeston - London semi fast
	HST	13	8	1976 - 1982	2009 - 10. £9million new carpets, upholstery & cctv	125mph	Nottingham - London expresses
	Class 158	25	2	1989 - 1992	2009-10. £10million. New seats, carpets, toilets, cctv & air-conditioning.	90mph	Nottingham to <ul style="list-style-type: none"> <li>Norwich</li> <li>Liverpool</li> </ul>
	Class 156	15	2	1987 - 1989	2010 - 11. £5million new carpets, upholstery & cctv	75mph	Nottingham to <ul style="list-style-type: none"> <li>Worksop</li> <li>Skegness</li> <li>Matlock, &amp; Lincoln -Leicester</li> </ul>
	Class 153	17	2	1987 - 1989		75mph	
Northern Rail	Class 158	A large fleet	2	1989 - 1992	Some partially upgraded with new seats & carpets	90mph	Nottingham- Leeds
	Class 142		2	1985 - 1987		75mph	Sheffield - Retford
Cross Country	Class 170	29	2 or 3	1999 - 2002		100mph	Nottingham - Birmingham- Cardiff
East Coast	HST	15	9	1976 - 1982	2007 - 09. New engines, & new seats, carpets, upholstery, cctv, & wi-fi	125mph	London - Newark - Retford - Leeds & Edinburgh
	Class 91	31	9	1991	2003 - 06. new seats, carpets, upholstery, cctv, & wi-fi.	140mph	

## 10.6 Taxis

Table 73 below details the number and type of licensed taxis that are available by district. The numbers in brackets give the numbers of those vehicles that are wheelchair accessible.



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Table 73: The numbers of licensed taxis in Nottinghamshire

District	No. of licensed hackney carriages	No. of licensed private hire vehicles
Ashfield	129 (29)	66 (0)
Bassetlaw	44 (17)	89 (3)
Broxtowe	154 (3)	39 (4)
Gedling	225 (N/K)	255 (N/K)
Mansfield	83 (44)	146 (20)
Newark & Sherwood	106 (10)	25 (3)
Rushcliffe	11 (11)	201 (1)

Source: District councils

## 10.7 Air

### 10.7.1 Locations of airports

There are no commercial airports within Nottinghamshire. There are, however, two airports located just outside the county boundary – East Midlands and Robin Hood airports – which are shown in figure 123 below.

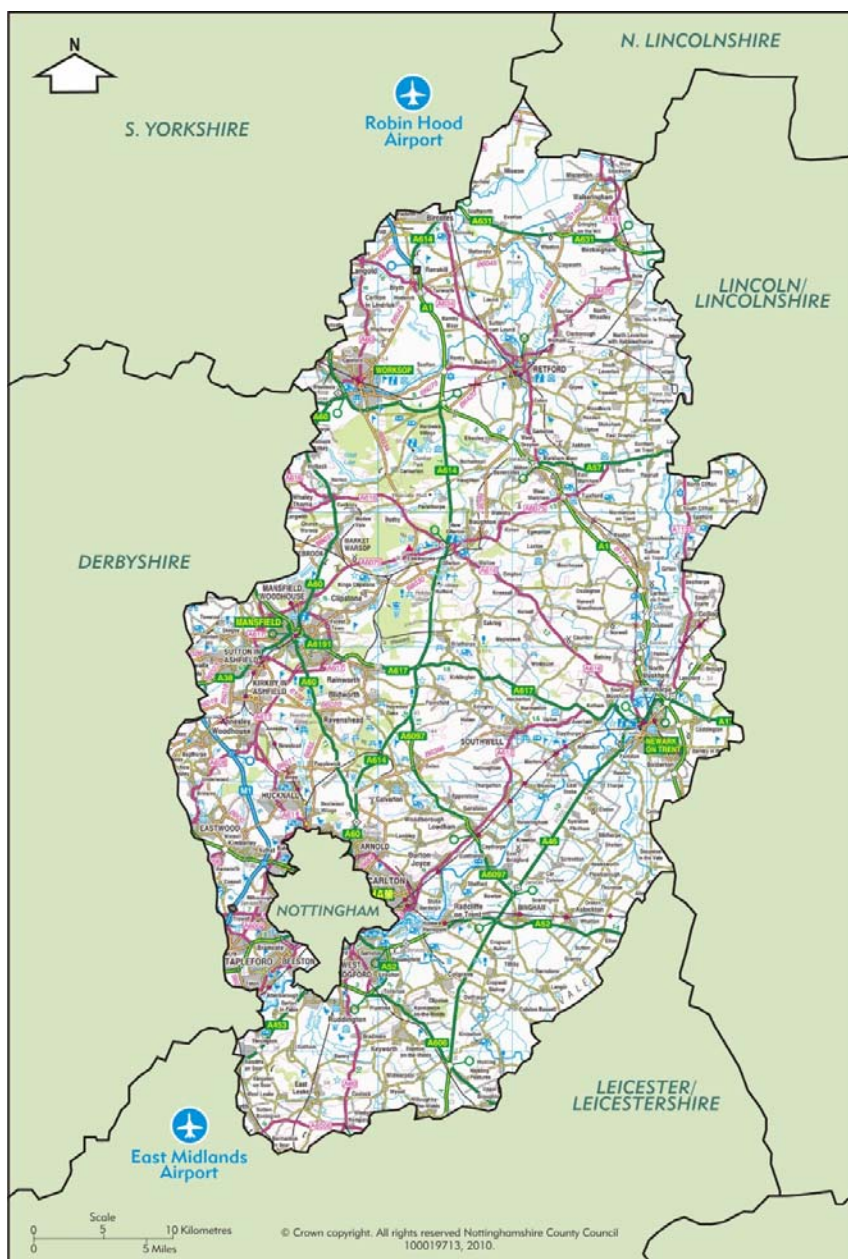


Figure 123: Locations of airports in close proximity to Nottinghamshire

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## 10.7.2 Surface access to airports

The Civil Aviation Authority (CAA) carries out passenger travel surveys at each airport every three or four years. This survey includes questions on how the passengers travelled to/from the airport. Tables 74 and 75 below detail how passengers travel to East Midlands and Robin Hood airports respectively.

### East Midlands Airport

In 2006 more passengers travelling to/from East Midlands Airport resided in Nottinghamshire (22.4%) than anywhere else. The numbers of passengers travelling to East Midlands Airport by public transport has risen in each of the last two CAA surveys with corresponding decreases in the numbers of car trips to the airport. Whilst the overall numbers of passengers being dropped off by private car has decreased by over 15%; the number of passengers driving to the airport and parking for the duration of their trip has increased by over 10% and accounts for almost 50% of all journeys to the airport.

Table 74: How passengers travel to East Midlands Airport

Passenger modal choice	1999	2003/04	2006
Car / taxi	97.31%	96.39%	90.91%
Bus / train / coach	2.33%	3.29%	8.71%
Other	0.36%	0.32%	0.38%

Source: East Midlands Airport Master Plan 2006 Monitoring and Implementation Report 2008

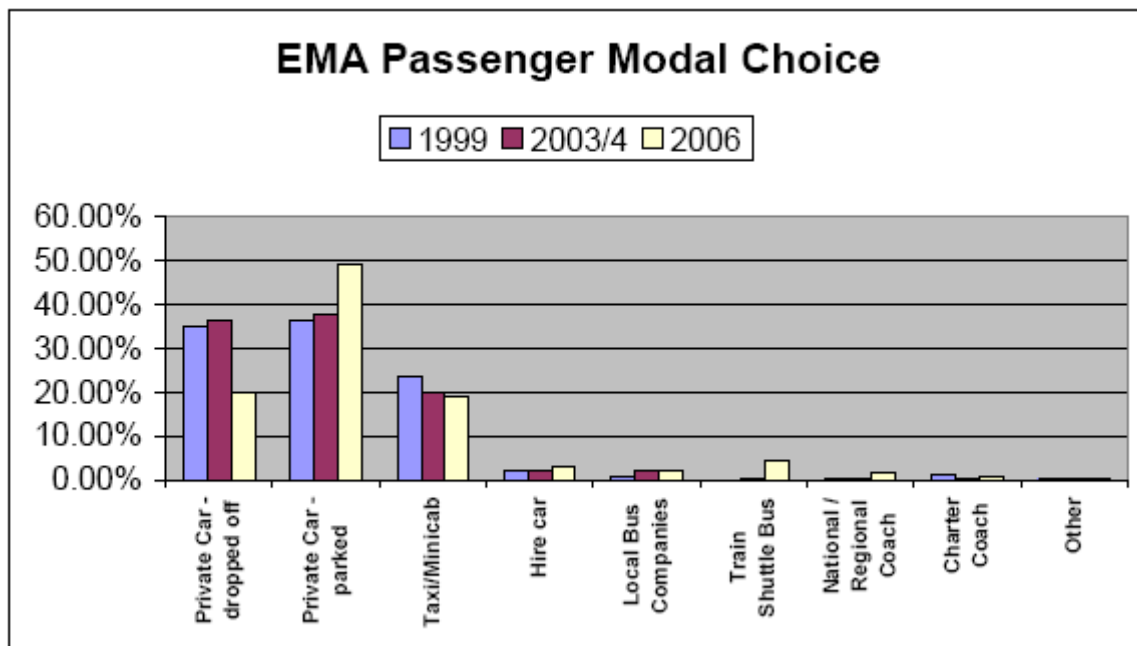


Figure 124: How passengers travel to East Midlands Airport

Source: East Midlands Airport Master Plan 2006 Monitoring and Implementation Report 2008

The airport is served by bus services to Nottingham (as well as Derby; Loughborough; Leicester; Coalville; and Swadlincote) and the East Midlands Parkway rail station was formally opened in January 2009.

The Skylink service to Nottingham has seen significant increases in passenger numbers since it commenced in 2004, as can be seen in figure 125 below. Whilst patronage fell in 2009 this reflects the decrease in air passengers at East Midlands Airport in 2009 due to the economic recession.

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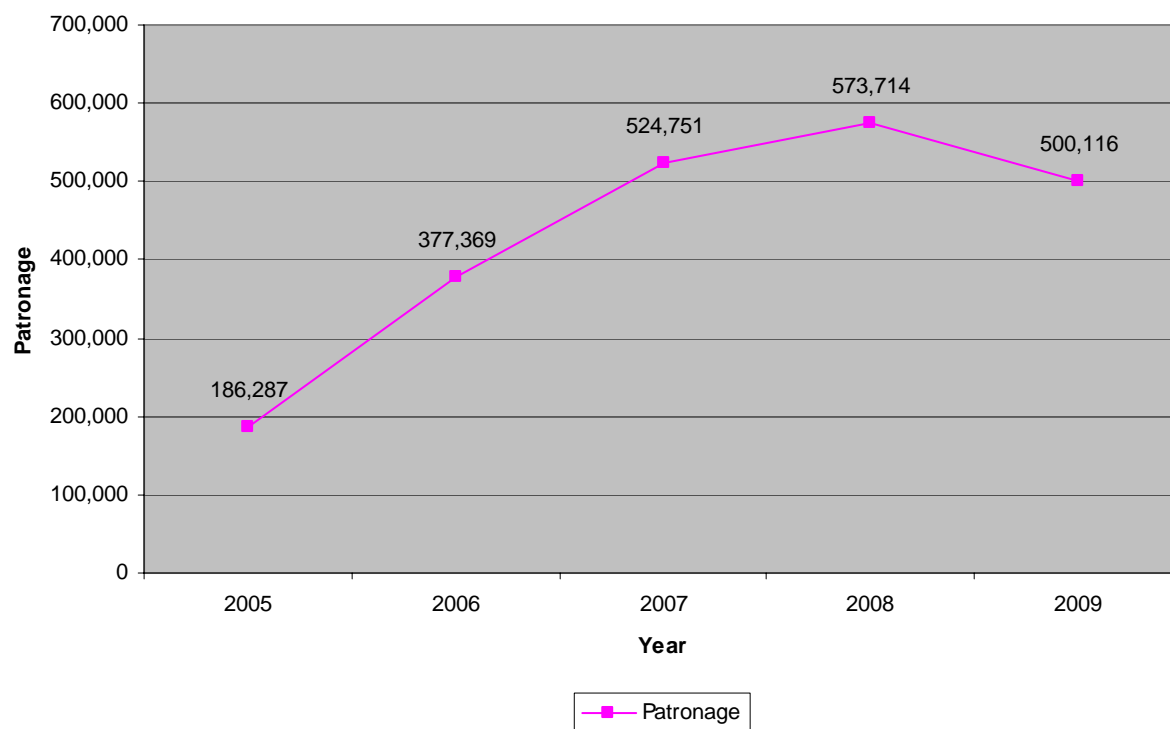


Figure 125: Nottingham Skylink patronage

Source: Nottingham City Council

## Robin Hood Airport

In 2006 8% of passengers travelling to/from Robin Hood Airport resided in Nottinghamshire (the majority of passengers resided in South Yorkshire). The first CAA surveys at the airport were undertaken during 2007. Prior to these, the airport carried out small sample summer season passenger interview surveys in 2006. Comparison of the two years shows a small increase in public transport use.

Table 75: How passengers travel to Robin Hood Airport

Passenger modal choice	2006	2007
Car	94%	93%
Bus / coach	6%	7%
Other	0%	0.1%

Source: Robin Hood Airport Draft Master Plan 2007 and 2007/08 Civil Aviation Authority Passenger Survey Report

The airport is served by the Robin Hood Lynx bus services which started in May 2007 to Worksop, Langold and Harworth; as well as Retford, Blyth and Bawtry. The introduction of the dedicated service to Robin Hood Airport has proved to be very successful with a 296% increase in patronage in the year to April 2008 (2009 data was not available at the time of writing).