Chapter Eight:

Accessibility Priorities for Greater Nottingham

Introduction

8.1. Following on from the Strategic Accessibility Assessment in Chapter 7, this chapter sets out the accessibility priorities for Greater Nottingham and explains why specific issues, groups and areas have been selected for action over the Plan period, with more detailed local accessibility analysis presented for the Local Accessibility Action plans proposed for early action from 2006/7.

Accessibility priorities – initial scoping

8.2. An initial scoping of the likely accessibility priorities for the Plan area was presented in the Framework Accessibility Strategy which drew upon the opportunities identified from the wider national and local policy context set out in Chapters 3 and 4 and the partnership working described in Chapter 6. This provided a broad picture of the accessibility issues facing Greater Nottingham and where future resources and action should be concentrated over the Plan period in terms of key origins, destinations and networks:

8.3. **Origins:** Access requirements need to be considered for key population groups across Greater Nottingham, with a particular focus on those without access to a car, plus all those living within specific communities which have been prioritised by the authorities as being in particular need. Accessibility origins are set out in Table 8.1.

8.4. **Destinations:** Consideration was also given to the location of core services. The priority destinations set out in Table 8.2 include new employment land sites, district centres as defined in the Local Plans, other local centres and major shopping locations and other key destinations determined by developments taking place over the Plan period as set out in the programme in Annex D. Some destinations are relevant across more than one accessibility theme, e.g. district centres are both employment and shopping locations, Healthy Living Centres offer both health and leisure services.

8.5. **Networks:** The origins and destinations are linked by networks. These include not only transport networks and interchange points but also other interventions made possible by innovative service delivery or technological advances. The Accessibility chapter of the LTP sets out the full range of transport interventions which will help to improve accessibility over the Plan period. The key networks in the Plan area are summarised in Table 8.3.

Table 8.1: Accessibility Origins for Greater Nottingham

Type of Origin	Priority Communities/Areas
Key populations across Greater Nottingham **Short – medium term**	Low income families - particularly "Not in Education, Employment or Training"
	Young People 0-19yrs
	Elderly people
	BME Communities
	People with Disabilities and Learning Difficulties
Prioritised communities in need **Short – medium term**	Bulwell
	The Meadows
	Hyson Green
	St Ann's
	Isolated outer estates
	Isolated rural communities
Development sites **(Sites with significant residential development)** **Medium - long term**	Eastside
	Southside
	Waterside
	Clifton West
	Former Padstow School site
	Stanton Tip

Table 8.2: Accessibility Destinations for Greater Nottingham

Type of Destination	Key Destinations	Priority Locations
Employment	Employment sites	Including: Basford Gasworks Blenheim Allotments NG2 Stanton Tip
	Major employers	Ring road and out of town locations
Food and Essential Services	City Centre and district centres	Including: Sherwood Bulwell Clifton Hyson Green Beeston Arnold West Bridgford Hucknall Bingham
	Major supermarkets	Non-City and district centre locations
Education	Surestart/Children's Centres	To be decided
	Primary School organisation	City area
	Building Schools for the Future	City area
	FE Colleges	To be identified from study commissioned by LSC – final report in preparation.
	Universities	Including: University of Nottingham Jubilee Campus Nottingham Trent

Type of Destination	Key Destinations	Priority Locations
Health Services	Hospital Trusts: QMC, City Hospital	Including QMC Diagnostics Centre
	NHS Direct	Eastside
	GP Surgeries/Health Centres	Non City and district centre locations, rural areas
	LIFT sites	Tranche 1 comprises:Hyson Green, Nottingham; Clifton, Nottingham; Stapleford, Broxtowe; Carlton, Gedling; Keyworth, Rushcliffe

Tranche 2 likely to include Bulwell, Bestwood, The Meadows, St Ann's and Bingham and Eastwood in south Notts. Possibility of joint leisure, LIFT and BSF initiative at Haddon Park in the City. |
| | Healthy Living Centres | Including:

Southglade Leisure Centre (for residents of Bestwood, Top Valley and Rise Parke, focusing on poor health particularly from cancers)

Jaan Tay Jahan, Radford, Nottingham (focus on the inner City and South Asian female community)

St Ann's, Nottingham (focus on Afro Caribbean elders, people with mental health, young people and those at risk of cancer, heart disease and other diet related illness)

Bulwell Hall, Nottingham (focus on Bulwell Hall Estate residents)

South Nottinghamshire area (for adults with learning difficulties) |
| Leisure, Culture and Tourism | Leisure and sports centres | City Council Leisure Transformation programme |
| | Library Services | Nottingham City area and local County libraries |
| | Visitor and Tourist Attractions | Dispersed location across the wider plan area, including:

Newstead Abbey, Nottingham Castle; Wollaton Hall and Park; DH Lawrence Museum; Nottingham Playhouse; Theatre Royal and Royal Centre; National Ice Arena; Nottingham Tennis Centre; National Watersports Centre at Holme Pierrepont; Trent Bridge Cricket Ground; Nottingham Forest and Notts County football clubs; Nottingham Racecourse and Attenborough Nature Reserve. |
| Joint use opportunities | Links to Building Schools for the Future/Leisure Transformation /LIFT programmes | Including:

Haddon Park Campus in City |

Table 8.3: Accessibility Networks for Greater Nottingham

Type of Network	Transport Mode/ Intervention
Transport Local - strategic	Walking network including Primary Pedestrian Routes and Rights of Way
	Strategic cycle network & local links
	Bus/NET network – urban/rural
	Community and voluntary transport networks including Dial-a-Ride
	Taxi services
	Facilities and barriers identified through Highway Network Plan e.g. pedestrian facilities
Major Interchanges	Park and Ride - bus and NET
	Nottingham Station
	Ring Road
	Local rail development – interchange and information incl. Robin Hood Line
	Nottingham EMA Links
Innovative solutions/new technology	ICT applications: e.g. home and tele-working; distance learning; NHS Direct and on-line health services etc
	Shopping/home deliveries e.g. Not In Home pilot

Accessibility priorities for 2006/7– 2010/11

8.6. As set out in Chapter 3, the Accessibility Strategy is embedded within the wider socio-economic context for Greater Nottingham and this will determine the long term delivery through partnership working to:
- Sustain a vibrant economy;
- Build sustainable communities;
- Develop and enhance the existing transport network;
- Continue integration of transport and land-use planning.

8.7. The Strategic Accessibility Assessment in Chapter 7 and further discussion with partners has enabled the Authorities to filter down the priorities presented in the Framework Accessibility document to a number of priority actions under each of the strategic accessibility objectives which can be delivered over the Plan period.

8.8. The following rationale has been used to select these priorities:
- Accessibility need – need for action evidenced from discussions with partners, accessibility assessments, mapping and other data sources;
- Opportunity – need to maximise the potential of existing work and be responsive to funding opportunities and new developments as these arise;

- Deliverability – the actions need to be feasible, affordable, practical, achievable;
- Partner support – needed at each stage in terms of expert input to identification of problems and solutions, provision of resources (people and funding) and a lead for deliver of elements of the action plans.

8.9. In the short term the main focus of the Accessibility Strategy will be to build on our strengths by maximising the use of the existing public transport network. Greater Nottingham is fortunate in having a strong City Centre and a well-developed public transport network with core high frequency routes provided by the NCT Go2 services, Trent Barton Buses frequent routes and NET Line One. Local planning policies will focus on the development of existing centres and transport nodes to ensure maximum use of existing facilities.

8.10. Outside the City Centre, the district centres of Sherwood, Bulwell, Clifton and Hyson Green in Nottingham and Beeston, Arnold, West Bridgford, Bingham and Hucknall in the wider Plan area already have good public transport links. Focusing services and development in these areas will ensure that core local services will continue to be accessible and help to create vibrant district centres and sustain those communities. Where new development cannot be located in the district centres then the planning authorities need to ensure that access is considered in the earliest planning stages. Accessibility planning will be a valuable means of informing this process and identifying "accessibility gaps".

8.11. There will of course always be some essential services that are located outside these areas, for example, QMC and City Hospital sites, employment areas and existing out of town retail areas. The Greater Nottingham Bus Strategy 2006 – 2011 is addressing this through the development of network enhancements to create high quality Link services.

8.12. The Link bus approach is based on the assumptions that:
- The resources for direct buses from all parts of Nottingham to all main services will never be available;
- It is inefficient to have many services duplicating one another along a given corridor;
- A complex network of direct, low frequency buses is difficult to understand. It is better to ensure that there is a simple core high-frequency network with local high frequency links with high quality interchange facilities;
- Implementation in partnership with the main service deliverers represents best value.

8.13. In the longer term it will be important to ensure that the accessibility planning process supports the local planning policies set out in the Local Plans and the forthcoming Local Development Frameworks for the City and districts as set out in Chapter 5. New developments provide a great opportunity to consider accessibility from the outset and therefore the Authorities have worked with internal and external partners to establish a timetable of significant development programmes across the main accessibility themes which is given in Annex D. The

priorities for the Accessibility Strategy and the delivery programme for the roll-out of Local Accessibility Action Plans has partly been determined by these external timetables.

8.14. The evidence base provided by the accessibility planning approach will be a powerful means of encouraging all partners who provide essential services to maximise accessibility in the design, location and delivery of their services and ensure better co-ordination of facilities with transport links. Accessibility planning will provide an early indicator of where gaps might be and will inform prioritisation and decisions of best locations for services.

8.15. It is also important that the Authorities ensure effective provision of their own local services and so accessibility planning will also underpin the various service delivery plans and inform the development of joint services, particularly for Children's Services, Social Services and Education. This is also being addressed via the Corporate Asset Management process and Local Area Action Plans described in Chapter 3.

8.16. It is also important that the authorities balance the needs of local people with the needs of visitors. The Nottingham conurbation is also a regional centre for the East Midlands and Greater Nottingham attracts a significant number of employees, shoppers and leisure visitors. Accessibility needs to be considered for local communities living and working within the area as well as commuters, shoppers, visitors and longer distance travellers who make a valuable contribution to the local economy.

8.17. Tables 8.4 – 8.9 set out the Priority Accessibility Action Areas selected under each Strategic Objective. Each of the priority actions is at a different stage of development. Chapter 9 sets out the timetable for the accessibility analysis and development and implementation of Local Accessibility Action Plans over the Plan period. Shaded lines indicate the Local Accessibility Action Plans presented in the Accessibility Strategy for early action. These will act as pilots for the roll-out of the process from 2006/7 onwards.

Table 8.4: Priority Action Areas for Access to Employment

Objective 1: Employment	Improve access to employment for the most disadvantaged communities.
Priority EM1	Continue delivery of workplace travel plan programme (Smarter Choices)
Priority EM2	Improve access to employment for the most disadvantaged communities (identified as the lowest 10% of wards defined by IMD).
Priority EM3	Inform planning and design of new employment sites as defined in Local Plans.

Table 8.5: Priority Action Areas for Access to Health

Objective 2: Health	Reduce the health inequalities gap by improving access to healthcare provided by core health services (hospitals, NHS Direct, GP services and LIFT sites).
Priority H1	Improve access to and between the two hospital sites, QMC and City Hospital in response to the forthcoming hospital merger commencing April 2006.
Priority H2	Improve access to NHS Direct.
Priority H3	Improve delivery of health services by supporting the development and implementation of the PCT travel plans including health centres and LIFT sites.
Priority H4	Improve access to GP services not located within PCT managed sites.
Priority H5 and LCT2	Use the Rights of Way Improvement Plans to promote use of local services and locations which support healthy lifestyles eg leisure centres, parks, open spaces.

Table 8.6: Priority Action Areas for Access to Education and Training

Objective 3: Education	Improve access to education and training opportunities from early years through primary, and secondary education and on to further education.
Priority ED1	Continue delivery of school travel plan programme in Greater Nottingham including SafeMark and other initiatives to improve safety and security for school journeys.
Priority ED2	Support the development of the Surestart and Children's Centres programmes in Greater Nottingham.
Priority ED3	Support the City's primary schools organisation programme.
Priority ED4	Support new secondary education developments in Greater Nottingham (Building Schools for the Future, Academies proposal, Extended Schools).
Priority ED5	Support the development of a programme of FE travel plans for colleges and schools in Greater Nottingham as required.

Table 8.7: Priority Action Areas for Access to Food and Essential Services

Objective 4: Food & essential services	Ensure access to a range of essential services including a choice of healthy affordable food outlets by maintaining the viability of local and district centres.
Priority FES1	Support future research into access to healthy affordable food including work with FIG and Ashfield District Council.
Priority FES2	Continue development of a programme of local link services to connect communities to local shopping facilities including Wollaton Park Estate, Charlbury Road, Bulwell.
Priority FES3	Consider accessibility in assessment and future development of local centres including development of Local Accessibility Transport Studies (LATS).
Priority FES4	Beeston Masterplan to integrate tram and bus interchange.

Table 8.8: Priority Action Areas for Access to Leisure, Culture and Tourism

Objective 5: Leisure, culture & tourism	Ensure access to a range of leisure, culture and tourism opportunities for residents and visitors through targeted marketing and information and local infrastructure improvements.
Priority LCT1	Continue development of targeted public transport information and marketing.
Priority LCT2 and H5	Use the Rights of Way Improvement Plans to promote use of local services and locations which support healthy lifestyles eg leisure centres, parks, open spaces
Priority LCT3	Support the delivery of local leisure services in the City including the Leisure Centres Transformation Programme and future delivery of library services.
Priority LCT4	Develop a programme of Smarter Choices interventions including travel plans for key tourist attractions.

Table 8.9: Priority Action Areas for multi themes, areas and/or groups

Objectives 1 - 5	Cross-themed strategies. Area-wide, multi-themed.
Priority A1	Improving access for older and disabled people.
Priority A2	Improving access to council services
Priority A3	Integration of accessibility planning into planning processes.
Priority A4	Improve connections to and across western quadrant of City (Bilborough) including Harvey Hadden Stadium, Hadden schools campus, Nottingham Business Park, Bilborough College and Glaisdale industrial estate
Priority A5	Support development of City Housing Area Investment Plans: North, South and Central areas.
Priority A6	Ensure accessibility is considered in the development of regeneration areas: Eastside, Southside, Waterside

Local Accessibility Assessments

8.18. The Local Accessibility Action Plans presented alongside this Strategy have been selected for early action based on a combination of factors including: compatibility with other work programmes i.e. it is the optimum time in a project to consider accessibility issues; building on existing transport programmes which are already delivering accessibility improvements; availability of funding; and a well-established relationship with partners.

Access to Employment

8.19. Access to employment is a big priority for the Plan area and is one of the core themes in the community plan for Nottingham City 'One Nottingham – One Plan 2006 – 2009'.

8.20. Following the Strategic Accessibility Assessment (Chapter 7) the authorities have carried out a more detailed analysis of access to employment sites in order to identify where actions should be focussed over the Plan period. Simply analysing the accessibility of Super Output Areas in the lowest 10% band of the Index of Multiple Deprivation to employment sites only showed that the more deprived inner city and urban areas had the best transport connections whilst the more affluent rural areas with higher car ownership were less accessible. Therefore the authorities have explored these results using a more sophisticated analytical approach which ranks the accessibility index to all areas of employment into 10 groups to indicate the relative accessibility of SOAs in the Plan area. The results of this analysis is shown in Figure 8.1. This map has been overlaid with the SOAs scoring in the lowest 10% for IMD to highlight which areas are doubly disadvantaged by both being areas of need in terms of income, employment, skill

levels, health and crime and also relatively inaccessible to employment locations across the Plan area. This shows that there are some pockets of deprivation with poor access to employment sites in Bilborough, Broxtowe, Strelley, and Clifton in the City and Arnold and Hucknall in the wider urban area.

8.21. Linked to these findings the City Council will be leading the development of a Local Accessibility Action Plan to improve access to services including employment for the western quadrant of the city as identified under Priority A4 in Table 8.6 above. Figure 8.2 shows the key employment and education locations in this area.

Smarter Choices

8.22. In the short term the authorities will continue to develop the workplace travel plan programme with major employers and at business and industrial parks as by promoting transport choice for journeys to work helps to make key employment sites more accessible for those without a car as set out in the Local Accessibility Action Plan EM1. Figure 8.3 shows major employers with and without travel plans. Over the Plan period this will be developed through the Smarter Choices Strategy including promoting opportunities for tele-working, e-commerce, flexible working hours, car clubs and on-line car sharing.

Future work areas

8.23. The authorities are aware that there are many other barriers in terms of access to employment related to improving training and skills levels of the workforce, linking Jobseekers with suitable employment opportunities, the cost of travel and broadening travel horizons.

8.24. Solutions will also need to consider how major employers can provide local employment opportunities. As two of the largest employers in the Plan area with a range of job opportunities, the authorities' own recruitment policies and staff travel plans will have an important impact on providing local employment both in central offices and community facilities.

8.25. Work with key partners including Jobcentre Plus to carry out more detailed analysis to identify specific gaps in linking Jobseekers and people requiring training to areas of suitable employment. To take this forward the authorities met with Job Centre Plus in February 2006 to discuss opportunities for joint working over the Plan period. The following actions were highlighted for development:

- **Agreement to share data** on the locations of Jobcentre Plus customers (at a level of detail appropriate to confidentiality, data protection and non-disclosure) and job vacancies, and explore overcoming barriers to data sharing, such as the format of data. This will assist in working towards a deeper understanding of accessibility need for certain groups, people trying

to access certain destinations, or certain geographical areas (e.g. areas of deprivation);

- **Involvement in 'Making the Connection' partnership**, which aims to work up a package to encourage new developers to employ people from the local area, and the development of 'Academies' whereby colleges become training centres of excellence for a given industry. This can inform early work on travel plans for new developments and support recruitment;
- **Explore the provision of printed or electronic information for Jobcentre Plus advisors**, who currently gather together their own intelligence on transport links;
- **Explore the provision of tailored transport information for Jobcentre Plus outreach workers**, for example to major employers in a given area;
- **Explore the provision of electronic travel information kiosks** in Jobcentre Plus offices. This may be funded by money earmarked by Department of Work and pensions following the SEU 'Making the Connections' report; and
- **Sharing of information on pockets of deprivation** and very specific accessibility problems e.g. some Hucknall residents find it difficult to get to Bulwell Jobcentre which may be due in part to limited travel horizons.

8.26. Possible resource contributions from Jobcentre Plus might include:
- Time of the Local Partnerships Manager and his team, advisors and outreach workers, National Accounts Managers in informing local transport planning colleagues of new development proposals;
- Advisor Discretion Fund or District Manager's Discretion Fund (although noted budgetary constraints); and
- National £3m fund to improve travel information and journey planning in Jobcentre Plus offices.

8.27. Other actions to be delivered over the Plan period include:
- Public transport information strategy will raise awareness of transport options including provision of tailored travel information;
- Continuation of the WorkLinks 1 and 2 and SkyLink bus services; and
- Feasibility of discounted fare options to help key low income groups including part-time workers and single parent families.

Figure 8.1: Accessibility to all jobs by working population aged 16-74 ranked for Greater Nottingham

Legend:
- LSOA in bottom 10% decile: worst accessibility to jobs
- 20% decile
- 30% decile
- 40% decile
- LSOA in 50% decile: medium accessibility to jobs
- 60% decile
- 70% decile
- 80% decile
- 90% decile
- LSOA in top 10% decile: best accessibility to jobs
- ○ LSOA within the worst 10% nationally of the IMD Index
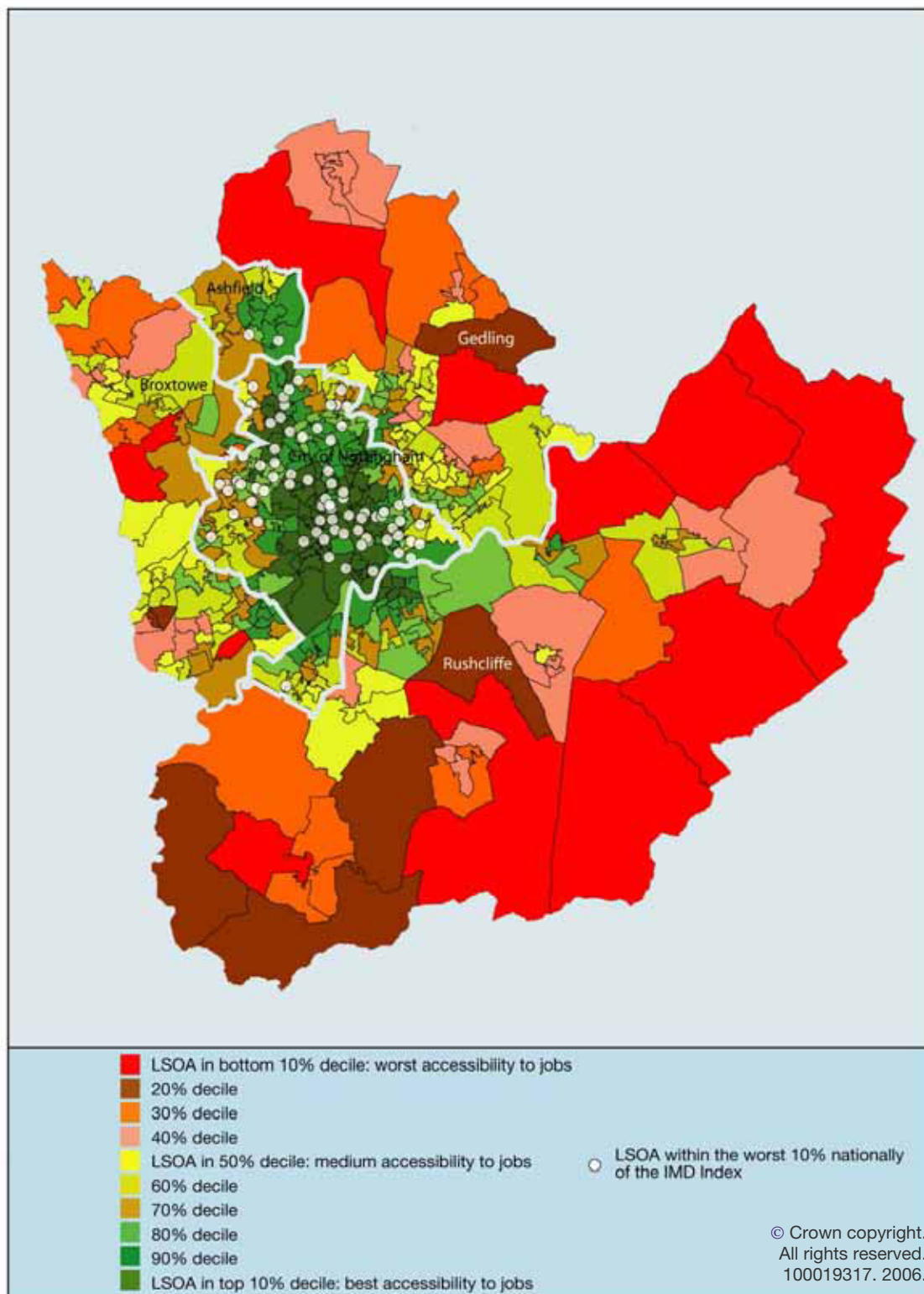
Figure 8.2: Western quadrant of Nottingham – key destinations and transport links

Nottingham Business Park

Bilborough College

Hadden Campus

Harvey Hadden Stadium

Glaisdale Industrial Estate

○	Key destinations	———	Quiet Road Cycle Routes
●	University sites	———	On Road Cycle Routes
●	Secondary schools	– – –	NCN 6
●	Primary schools		
●	Nursery schools		
●	Special schools		

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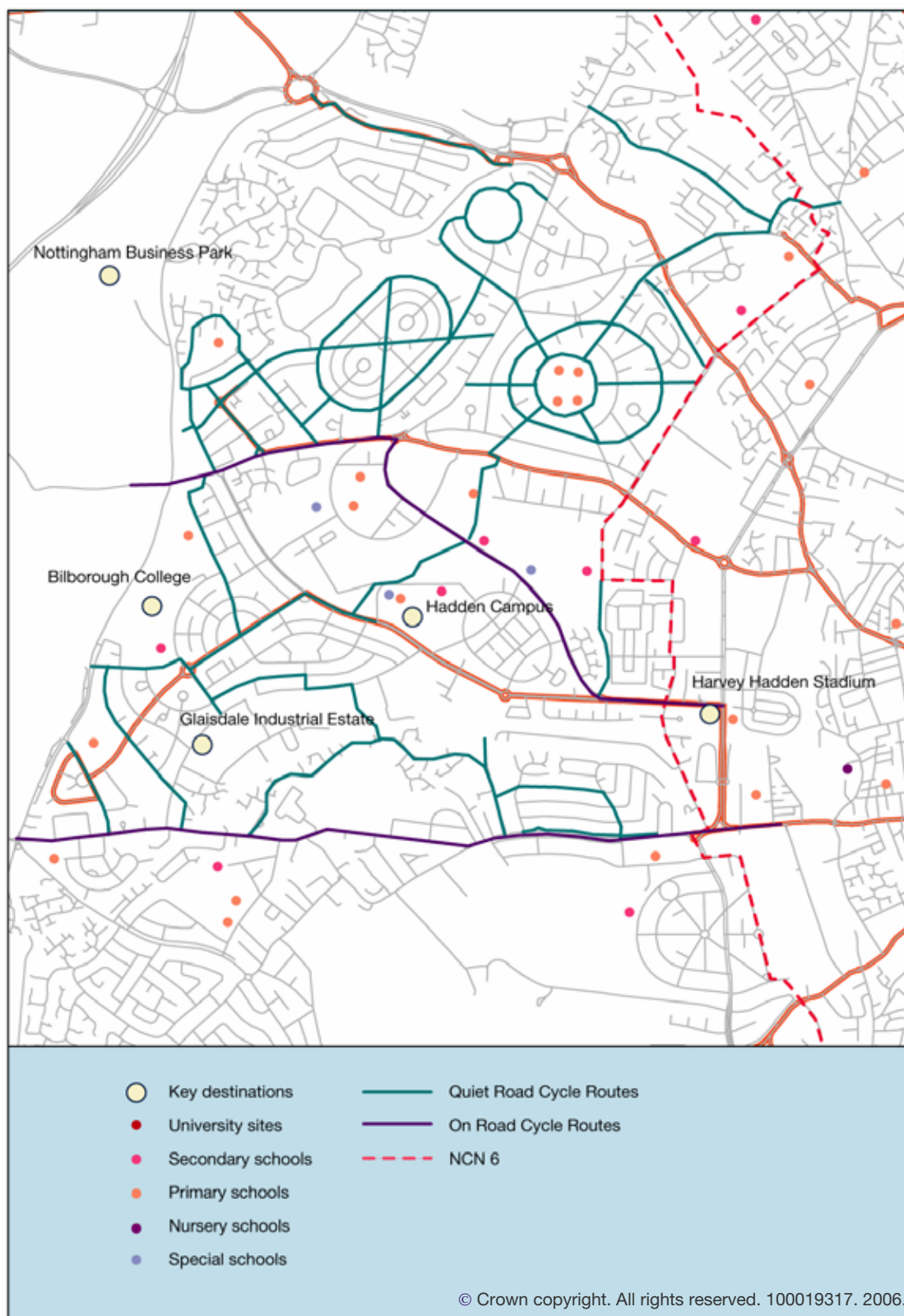
Figure 8.3: Major employers with and without travel plans (urban area)

Legend:
- Large employers with travel plans
- Large employers without travel plans
- NET Line One
- 10min frequency low-floor bus routes
- Nottingham urban area

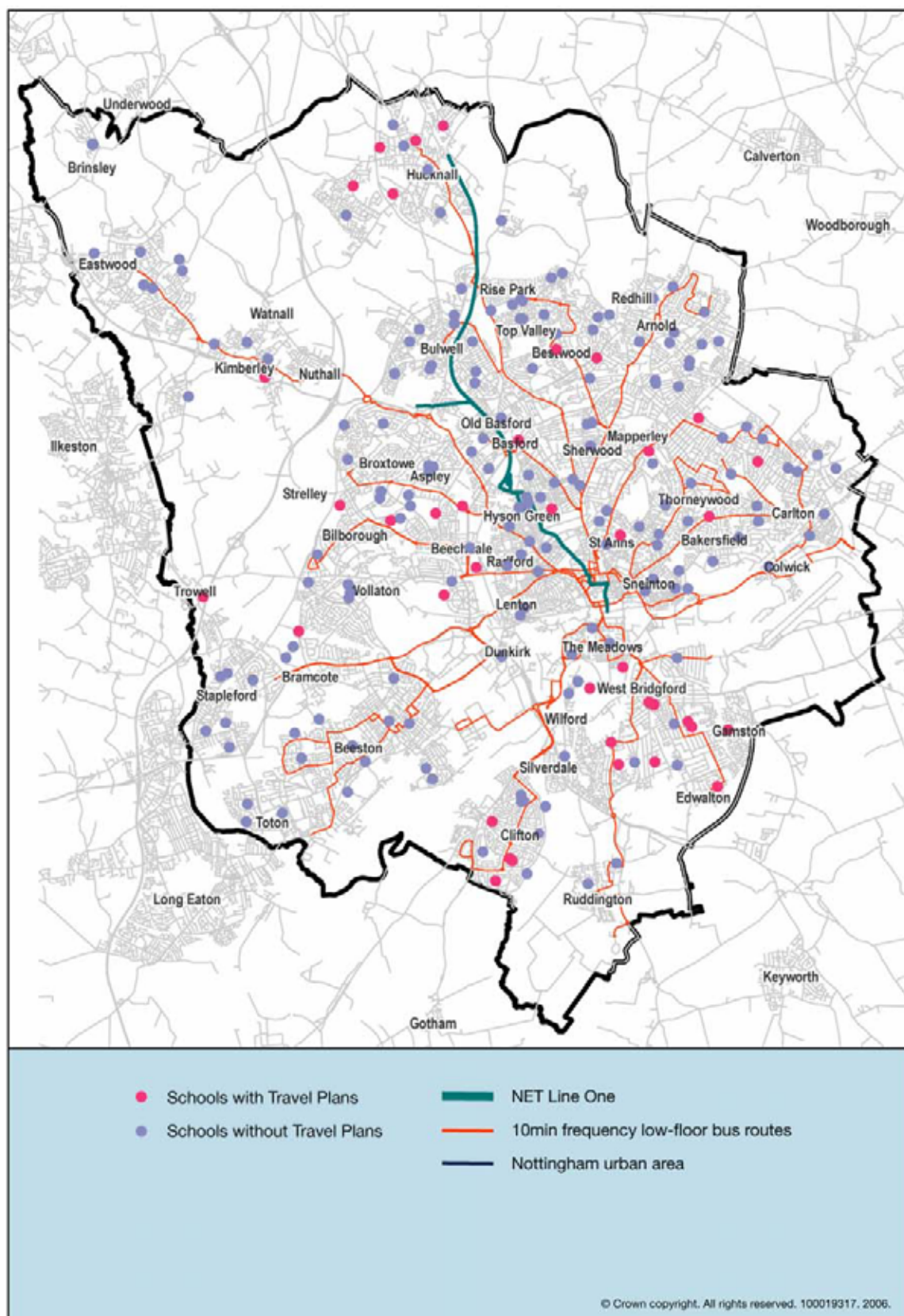© Crown copyright. All rights reserved. 100019317. 2006.
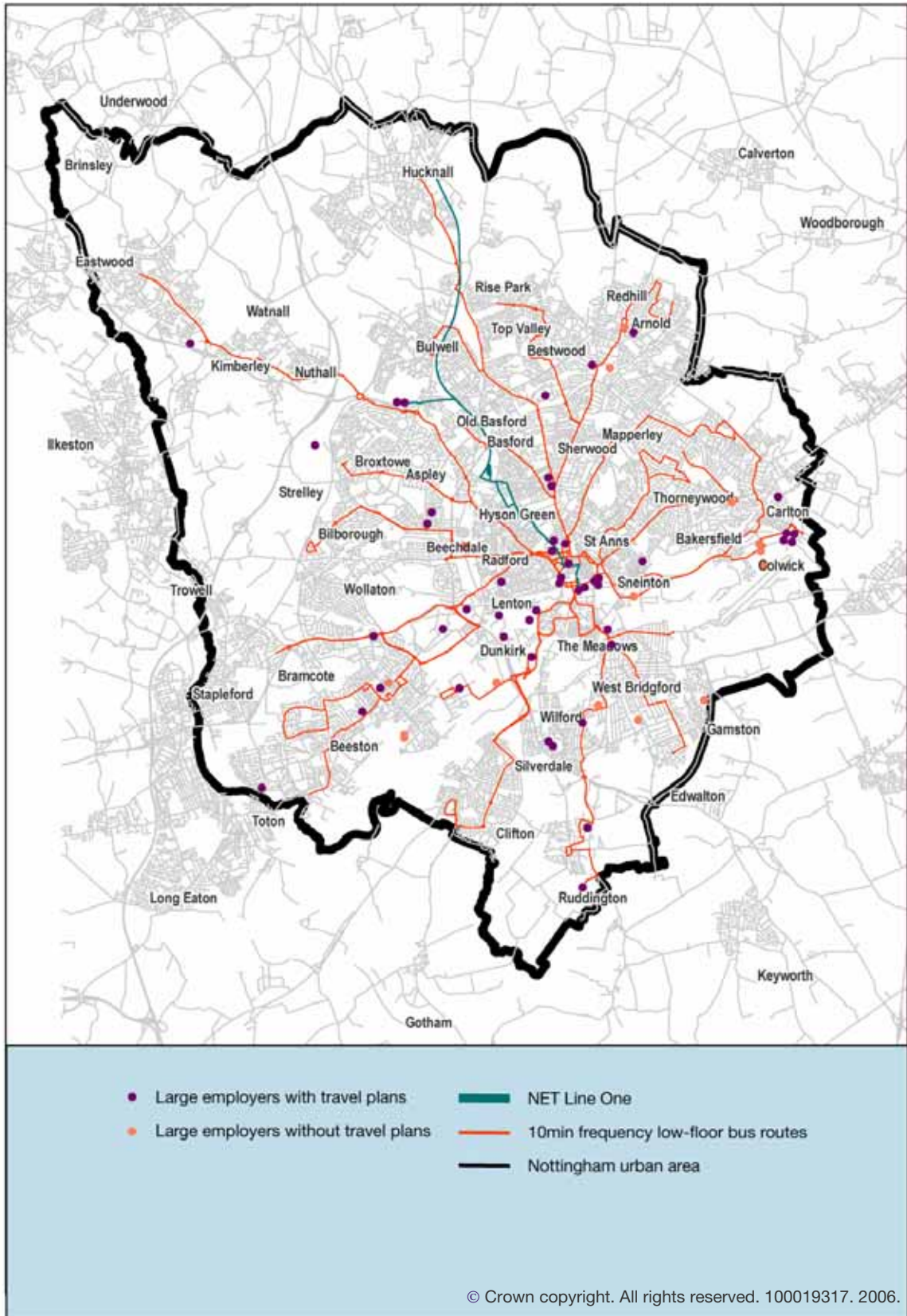
Access to Education and Training

8.28. The Strategic Accessibility Assessment highlights the low levels of educational attainment and skill levels in the Plan area. Also there are a number changes to national education policy which will impact upon accessibility of primary and secondary education including the Extended Schools Agenda, Building Schools for The Future, City Academies and the Education White paper. These local and national drivers make access to education and training another key theme for Greater Nottingham.

Access to schools

8.29. Throughout the Plan period the Accessibility Strategy will focus on adding value to ongoing areas of work which will help to improve accessibility. Local Accessibility Action Plan ED1 sets out how the authorities' programme of school travel plans will improve accessibility by improving transport choice for those families without access to car. Making journeys to school safe, affordable and local will also help to reduce non-attendance which is an issue in the City area. Initiatives such as SafeMark to improve safety and behaviour on school buses is another important element of this action plan. Figure 8.4 shows locations of schools with and without travel plans in the Plan area. The travel plan programme is also being extended to include Surestart/Children's Centre developments where possible.

8.30. Work is also ongoing to support the LEAs with the development of programmes for improving primary and secondary education. Nottingham City is in Wave 2 of the Building Schools for the Future programme and accessibility mapping has been used to develop the Outline Business Case and the Strategic Business Case submitted to DfES in January 2006. Accessibility planning is also being used to inform decision making for other education programmes including development of the academies proposals, primary school organisation and the later phases of the Children's Centres programme. This work will need to respond to the timetables already set by the LEA for these programmes and are given in Annex D. Accessibility mapping using Accession software is now reasonably robust for mapping bus journey times but there is still more work to be done to improve the accuracy of information about walking and cycling journeys to reflect the coverage and topography of local walking and cycling networks, especially if this is to be used to determine appropriate catchment areas for new schools.

Figure 8.4: Locations of schools in Greater Nottingham with and without travel plans. (urban area)

Legend:
- Schools with Travel Plans
- Schools without Travel Plans
- NET Line One
- 10min frequency low-floor bus routes
- Nottingham urban area

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Access to further education

8.31. In 2005 the Learning and Skills Council commissioned consultants to prepare a local accessibility study of access to post-16 education in Nottingham and Nottinghamshire. The locations of these further education establishments is shown in Figure 8.5. The final report was published in October 2005.

8.32. The study identified that 75% of existing learners in the Plan area live within 30 minutes travel time and 89% within 45 minutes travel time by public transport of the further education establishment they attend. The average travel time for learners attending colleges in Greater Nottingham is 38 minutes.

8.33. However despite the relatively good levels of accessibility travel is still perceived to be a barrier to post-16 education by students. Connexions and Jobcentre Plus confirmed that actual transport availability is only a barrier to education for 16-19 year olds who want to access specialised education. However perceptions of transport options were a big barrier in terms of students feeling that public transport was undesirable and students are reluctant to travel outside of areas familiar to them. Also literacy problems prevent learners from understanding transport timetable information. There are also issues with cross border travel in terms of services and funding for transport for post-16 students travelling into and out of the Plan area from Derbyshire, Lincolnshire and Leicestershire which prohibits their educational choices.

8.34. Areas highlighted for action include the need to address cross-boundary travel issues, consideration of accessibility of new developments, adoption of flexible attendance patterns to optimise the use of public transport and e-learning to reduce the need to travel, replacement of privately contracted transport with commercial local bus services and provision of better information to learners about transport options.

8.35. To take this work forwards the authorities, in partnership with the Nottinghamshire Post-16 Partnership and the Learning and Skills Council, set up a workshop for further education establishments in December 2005. The workshop discussed the role of travel plans to provide a framework for improving access to further education and considered feasibility of various public transport solutions including information provision. The outcomes of this workshop have been used to develop Local Accessibility Action Plan ED5. This will need to respond to any college mergers or site rationalisation taking place over the Plan period.

8.36. This will guide a programme of work with individual colleges or college clusters. Work has already started with Bilborough College as part of their travel plan which will include provision of a service from the city centre to the college entrance and provision of information kiosks.

Figure 8.5: Locations of further education establishments in Greater Nottingham

Legend:
- ○ University sites
- ● Further education
- ▬ NET Line One
- ▬ 10min frequency low-floor bus routes
- ▬ Nottingham urban area

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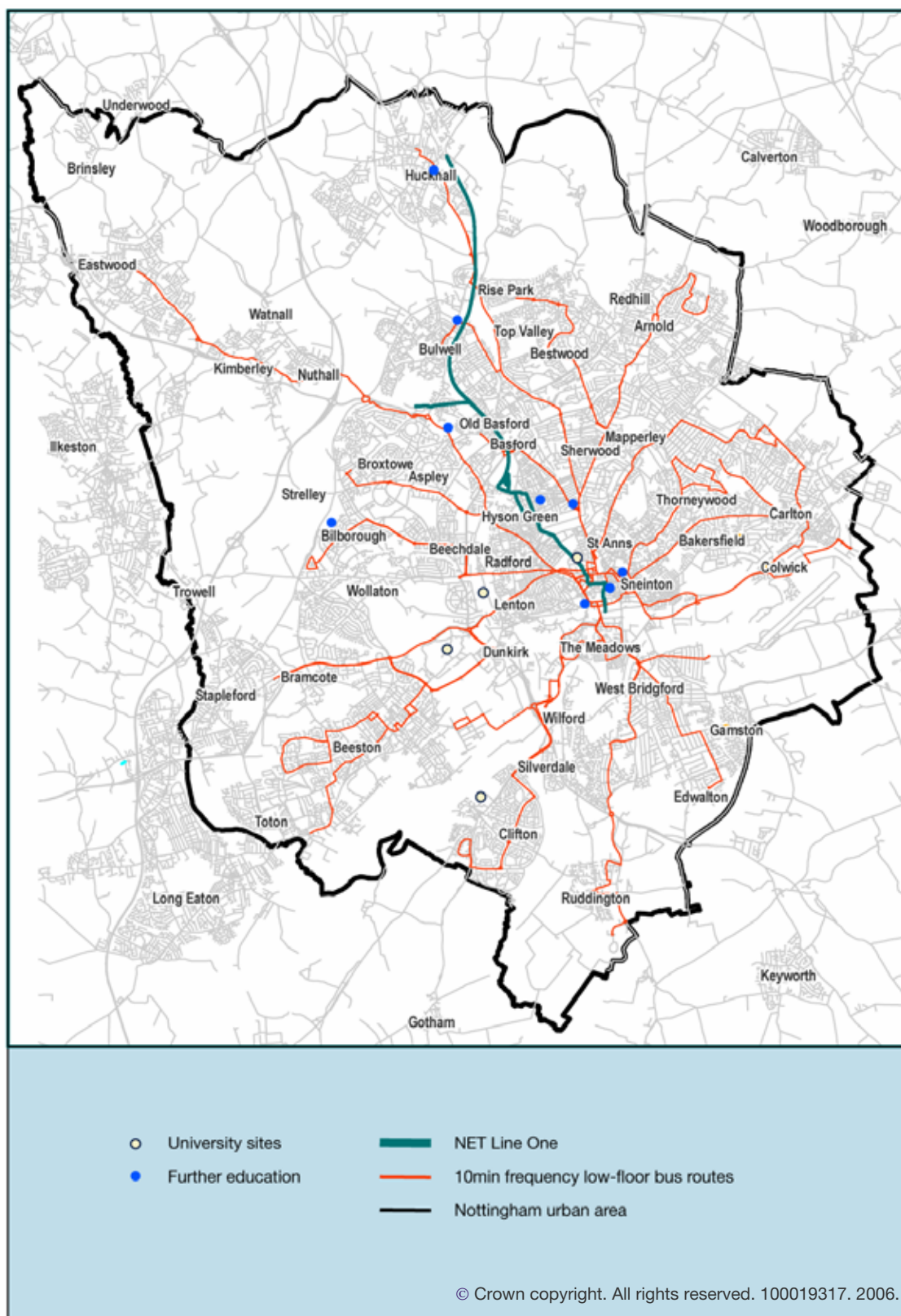
Other work:

8.37. Improvement to Nottingham Trent University Uni-link bus service to increase the daytime frequency of services from Nottingham City to NTU Clifton Campus to every 15 minutes (term time) have been implemented and improvements to increase the frequency of Nottingham University Uni-link serving Nottingham University Main campus to Jubilee Campus to Radford and Hyson Green (student accommodation) to every 15 minutes (term time) is programmed.

8.38. The authorities are also continuing to provide a series of tailored travel information leaflets for Nottingham Trent University, University of Nottingham, and further education colleges. A school themed bus and tram journey planner is to be published shortly.

Access to Health

8.39. The Strategic Accessibility Strategy shows that poor health is a significant factor in the Plan area, particularly for the City which is why Nottingham has been designated as a spearhead area for health improvement. The Accessibility Strategy has a role to play in supporting this agenda by focusing on two aspects of access to health: Access to core health services (hospital, health centres, LIFT sites, GP services, NHS Direct); and access to facilities/services which encourage healthy lifestyles (healthy affordable food, open space/active leisure opportunities, Healthy Living Centres).

8.40. There are a number of significant changes to the delivery of health services taking place in Greater Nottingham over the Plan period including the merger of the hospital trusts effective from April 1st 2006, the forthcoming merger of 3 or more of the 4 PCTs in the Plan area and the second phase of the LIFT programme. It will also be important to consider accessibility of future health provision as part of these changes.

8.41. The authorities have a long history of working in partnership with the health sector on transport issues including the development of travel plans for the two hospital sites and more recently the PCT sites, and the establishment of the successful MediLink bus services. Discussion with health partners via Nottingham Health Action Group (a sub-group of the SSP) confirmed that the accessibility planning process provided an ideal framework to consolidate and build on this work. The access to health work strand has been split into 4 sections: access to hospital; access to PCT services including GPs and medical centres; access to NHS Direct Walk-In Centre, a new facility located in the Boots Island Quarter of the city and access to other GP services not located on PCT managed sites and therefore smaller and more dispersed.

8.42. The focus in the earlier part of the Plan period is on building on established work programmes to address staff travel and public transport improvements. Two

Local Accessibility Action Plans to improve access to hospital (H1) and access to PCT services (H3) have been submitted alongside this Strategy.

Facilities management

8.43. Promotion and development of travel plans at the hospital and PCT sites will be important to raise awareness of alternative options for staff travel to alleviate parking problems. These action plans will be developed to look at patient travel and access needs, particularly in the context of the NHS Choice agenda, after the decisions about the PCT reorganisation and hospital merger become clearer.

8.44. Travel between the hospital sites and between the hospital and GP services is becoming increasingly important. The QMC and Nottingham PCT have indicated their interest in moving their travel plans forwards by developing a "safer routes to health" approach and are considering innovative solutions such as setting up a pool of cycles for staff inter-site travel to complement the MediLink bus service.

Public transport improvements:

8.45. More detailed analysis of the impact of the proposed MediLink service improvements will have on accessibility has been prepared. The two hospital sites are already well served by the main bus network which is complemented by bespoke link services:
- Link 3 is a free service around the Queens Medical Centre site and connecting to Queens Drive Park and Ride.
- Link 4 is a free service around the City Hospital site which connects the hospital with radial bus services on Edwards Lane and Hucknall Road.
- MediLink is a free half hourly service connecting the 2 hospital sites.
- Currently 10% of the overall urban (29% of residential areas in the City) and are within 400m of a direct 10 minute frequency service to either QMC or the City Hospital as shown in Figure 8.6.

8.46. Enhancements to the MediLink service are proposed for implementation in 2006/7 to upgrade this to a 10 minute frequency and the current non-stop service will become a stopping service allowing interchange with frequent radial bus routes. This will bring 16% of the overall urban area (47% of the residential areas of the City) within 400m of a 10 minute frequent service including interchange onto MediLink. This is a 6% increase in coverage (18% in the City area) as shown in Figure 8.7. These service enhancements will be particularly important when the hospital trusts merge on 1st April 2006.

Figure 8.6: Access to QMC and City hospital sites including MediLink operating to a 30 minute service

0 - 5 mins	5.1 - 10 mins	10.1 -15 mins
15.1 - 20 mins	20.1 - 25 mins	25.1 - 30 mins
30.1 - 35 mins	35.1 - 40 mins	40.1 - 45 mins

Greater than 45 minutes

- - - Nottingham Urban area

✚ Queens Medical Centre and City Hospital

All journeys have been calculated from origins in known residential areas only. Gaps in the travel time contours may therefore reflect that the underlying land-use is non-residential - e.g. business and industrial estates; green and open spaces, rather than necessarily being an indication of poor accessibility.

All journeys have been calculated from origins to the nearest available specified destination based on journey time.

Accessibility analysis parameters:
Accessibility area boundary = Greater Nottingham Local Transport Plan area
Origin set - Residential postcode points within GNLTP area
Destination set = Queen's Medical Centre; Nottingham City Hospital
Transport network = Commercial bus, tram, rail services (N.B. Walk links are 'as-the-crow-flies' but with a connection factor applied to approximate distances travelled through a road network)
Journey day/time = Weekday (Wednesday) 10.00 - 12.00 hours
Maximum walk distance (where required) = 400 metres
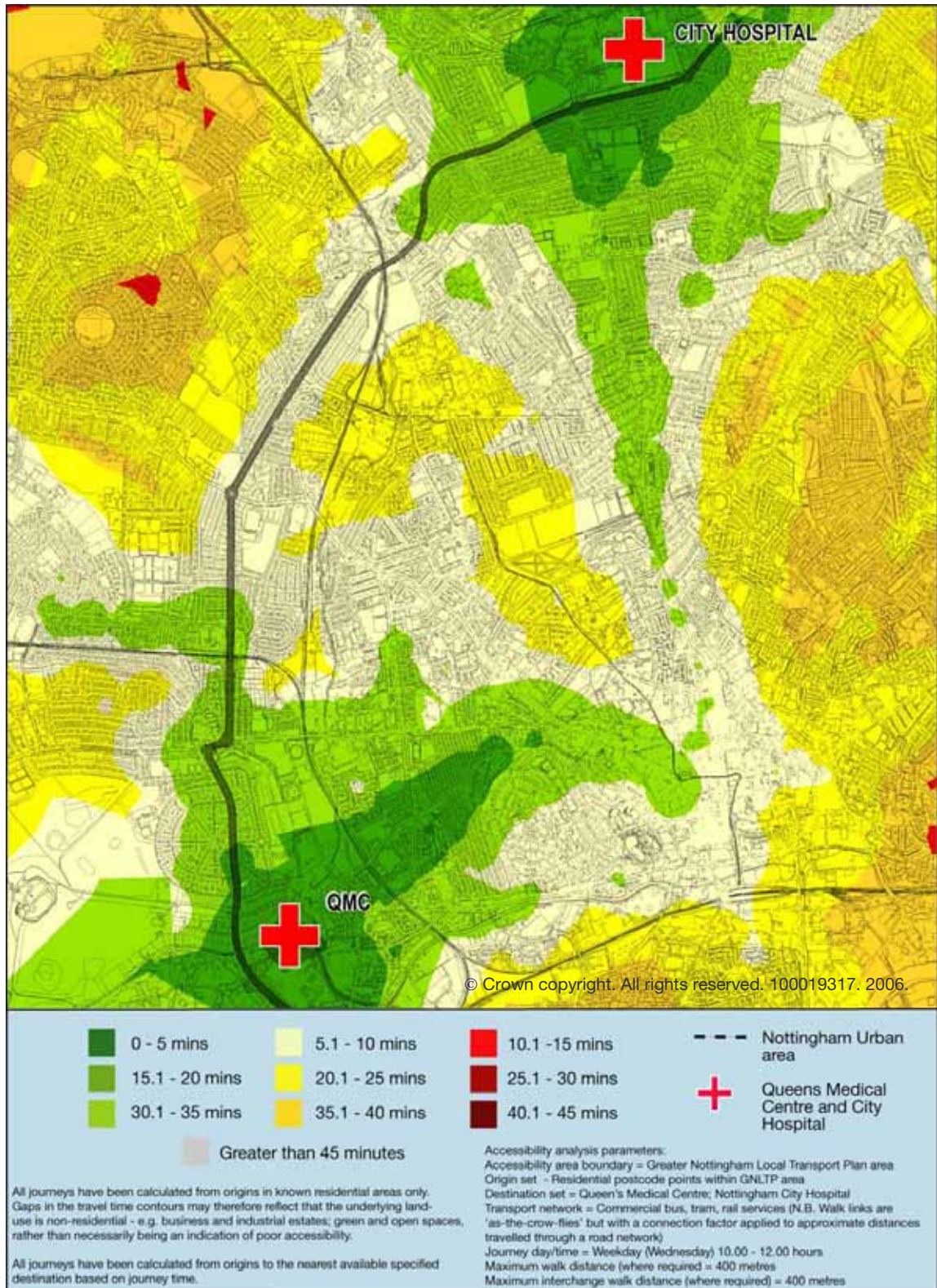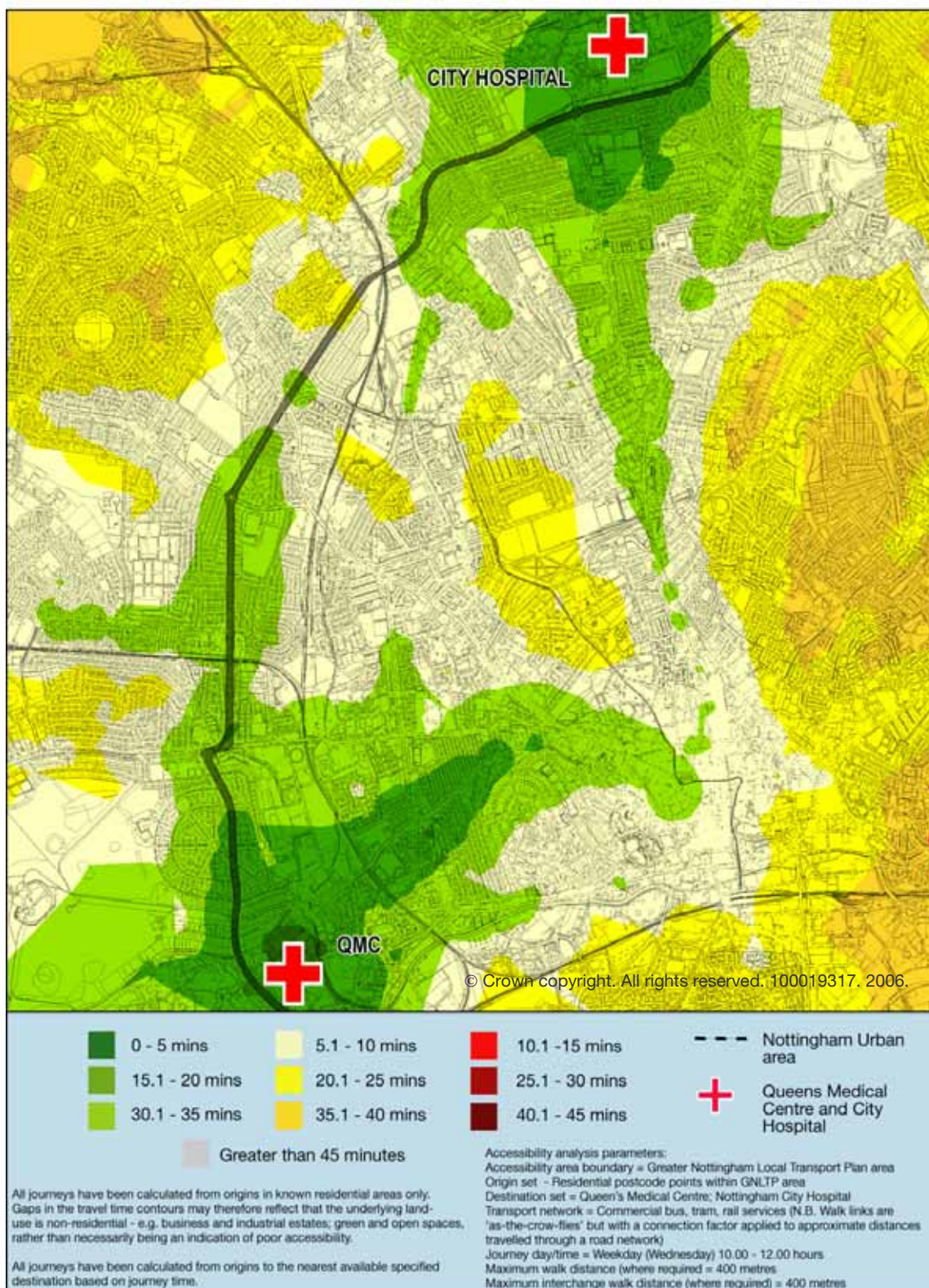Maximum interchange walk distance (where required) = 400 metres

Figure 8.7: Access to QMC and City hospital sites after MediLink service enhancements providing a 10 minute frequency

CITY HOSPITAL

QMC

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0 - 5 mins	5.1 - 10 mins	10.1 -15 mins
15.1 - 20 mins	20.1 - 25 mins	25.1 - 30 mins
30.1 - 35 mins	35.1 - 40 mins	40.1 - 45 mins

Greater than 45 minutes

- - - Nottingham Urban area

✚ Queens Medical Centre and City Hospital

All journeys have been calculated from origins in known residential areas only. Gaps in the travel time contours may therefore reflect that the underlying land-use is non-residential - e.g. business and industrial estates; green and open spaces, rather than necessarily being an indication of poor accessibility.

All journeys have been calculated from origins to the nearest available specified destination based on journey time.

Accessibility analysis parameters:
Accessibility area boundary = Greater Nottingham Local Transport Plan area
Origin set - Residential postcode points within GNLTP area
Destination set = Queen's Medical Centre; Nottingham City Hospital
Transport network = Commercial bus, tram, rail services (N.B. Walk links are 'as-the-crow-flies' but with a connection factor applied to approximate distances travelled through a road network)
Journey day/time = Weekday (Wednesday) 10.00 - 12.00 hours
Maximum walk distance (where required = 400 metres
Maximum interchange walk distance (where required) = 400 metres

Other work areas:

8.47. Access to facilities/services which encourage healthy lifestyles (healthy affordable food, open space/active leisure opportunities, Healthy Living Centres) will be developed under the Leisure, Culture and Tourism theme but there are strong links to the promotion of healthy lifestyles.

8.48. It will also be important to specifically consider the needs of people with disabilities and users of mental health services who may face additional barriers in terms of attitudes and understanding of their needs across all of the accessibility planning themes.

Access to Food and Essential Services

8.49. The Strategic Accessibility Assessment shows that in the urban area access to food and essential service located in local and district centres is generally good. However there are specific groups within the population, such as older people or people with limited mobility, for whom very local or demand responsive services provide an essential link to local shops and other services.

8.50. In the rural part of the plan area, due to the more dispersed nature of the population outside of the larger villages, access to local services by public transport is less good. Although the Personal Travel Survey showed that people considered that access to services was still relatively good, this is probably due to the high levels of car ownership in these areas. However there will still be isolated pockets of people without access to a car for economic or health reasons for whom there is no transport choice. In these areas community and voluntary transport schemes often provide a vital lifeline. The authorities will need to work with partners to explore alternative bespoke local solutions such as vegetable box delivery schemes, mobile library and pharmacy services.

Local Links

8.51. In the short term this work will focus on improving access to local and district centres by extending the branded 'locallink' bus services in the urban area including demand responsive services to connect communities to local shopping facilities and feeder connections to frequent City centre routes. The City Council will also implement local and district centres accessibility improvements linked to Area Committee priorities.

8.52. The City Council introduced its first demand responsive local link service, MyBus in the Mapperley and Sherwood areas of the City in 2003. The MyBus service operates hourly in each direction, giving these areas two buses each hour. The service follows a basic circular route, but comes off this on a demand responsive basis. It also serves adjoining areas to the north of Woodthorpe Drive.

8.53. There is a high concentration of elderly people and people with limited mobility in this area for whom the hilly topography is a real barrier. Woodthorpe Court and Winchester Court are two blocks of flats which are home to 250 elderly people and some distance away from radial services. The MyBus route was specifically designed to serve these flats. The route also serves Springwood Gardens, a small estate located in a former quarry off Woodthorpe Drive also with a high proportion of elderly residents.

8.54. MyBus provides a link from these areas to two district centres, at which interchange is available with frequent services to the city centre, Arnold, City Hospital and Mansfield. It also serves Sherwood Health Centre in Elmswood Gardens on a demand responsive basis. Around 10% of passengers make use of the demand responsive facility.

8.55. The service has proved to be very successful and carries 2,000 passengers per month of whom 94% are aged 60 or over, 67% are female and 95% travel using a concessionary permit. 31% use the service every day and 59% travel 2-3 times each week. Two regular drivers offer a personal touch and are very popular with the passengers.

8.56. Analysis shows that prior to the operation of My Bus 84% of the residential area of Mapperley and Sherwood wards were within 400m of a bus service and 11% within 100m. My Bus increased the coverage to 18% of the residential area being within 100m of a service as shown in Figure 8.8.

8.57. A second 'locallink' service was introduced in Clifton in December 2005 which connects Silverdale, Clifton, Clifton Village, Ruddington, West Bridgford and Gamston providing local access to a range of local and district shopping areas, two supermarkets, seven health centres and a leisure centre. It also offers a demand responsive service for Clifton Village. The service already carries around 500 passengers per week. See Figure 8.9.

8.58. Following the success of this approach 'locallink' services are planned in Wollaton Park Estate and Bulwell, with the possibility of a Bulwell Link extension to Rise Park:

- **Wollaton Park Estate** is a contained area of bungalows with a high concentration of elderly and disabled residents. The existing 195 service does serve the estate but currently only operates Monday to Friday twice a day in each direction. The ring road is a significant barrier to accessing the hourly radial bus services in and out of the city centre from this area. It is proposed to expand the 195 service to an hourly frequency, with demand responsive capabilities throughout the estate. These improvements would bring 92% of the Wollaton East and Lenton Abbey ward within 400m of an hourly bus service (an increase of 43%) and 57% of residents would be within 100m of a service operating hourly or better when the demand responsive service is considered as shown in Figure 8.10.

- **Bulwell Locallink** will connect the Bulwell Hall Estate, currently not served by buses due to narrow road widths, and Norwich Gardens, a small estate of elderly residents, to Bulwell town centre, Morrisons supermarket and the NET Line One via Moor Bridge Station. The new service will convert the current 73/74 services to a basic route with a demand responsive facility operating on a similar basis to MyBus using a vehicle suitable for the narrow roads in the estate. Bulwell Locallink will bring 85% of the residential area within 400m of a bus service and 19% within 100m as shown in Figure 8.11. This service has the potential to be extended to also serve a residential area of Rise Park currently over 400m from the main bus network.

8.59. Further 'locallink' services are also being planned for Aspley/Strelley (which ties into improving accessibility in the western quadrant of the City, priority A4), Bestwood and Hyson Green/Forest Fields.

Local Accessibility Transport Studies

8.60. The Local Accessibility Transport Study (LATS) approach will be used to develop accessibility improvements to local and district centres in the County area by identifying local need through consultation with stakeholders and the public. Targeted improvements include footway improvements, cycle lanes and parking facilities, additional pedestrian crossings to reduce the severance impacts of major radial routes into district centres, bus route improvements (including the upgrading of bus stops and provision of timetable information) and interchange improvements or provision in the centres themselves.

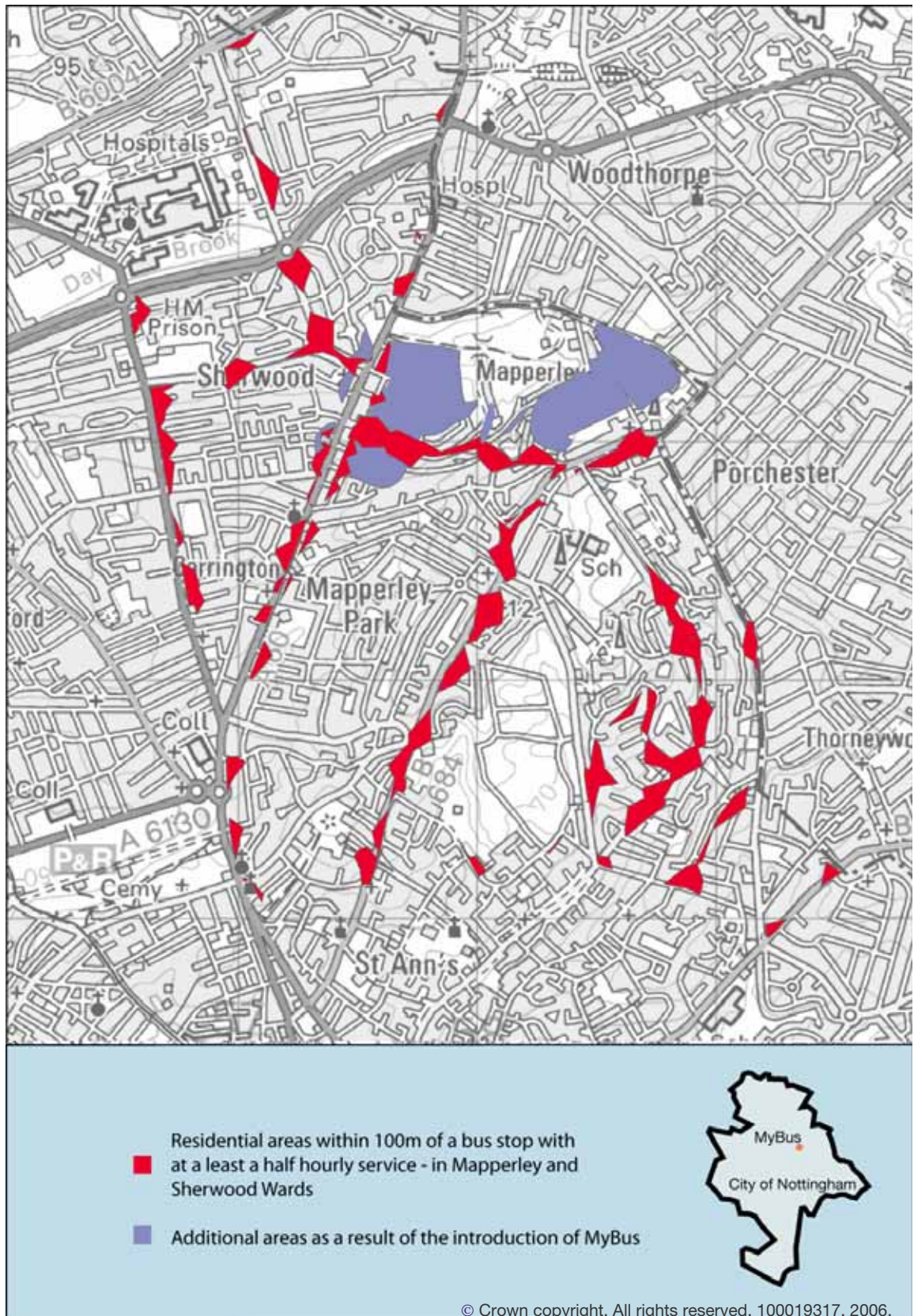**Figure 8.8: Accessibility improvements due to MyBus**

Residential areas within 100m of a bus stop with at least a half hourly service - in Mapperley and Sherwood Wards

Additional areas as a result of the introduction of MyBus

Figure 8.9: Accessibility improvements due to Clifton 'locallink'

Residential areas within 100m of a bus stop with at least a half hourly service - in Clifton North and Clifton South Wards

Additional areas as a result of the introduction of Locallink

City of Nottingham
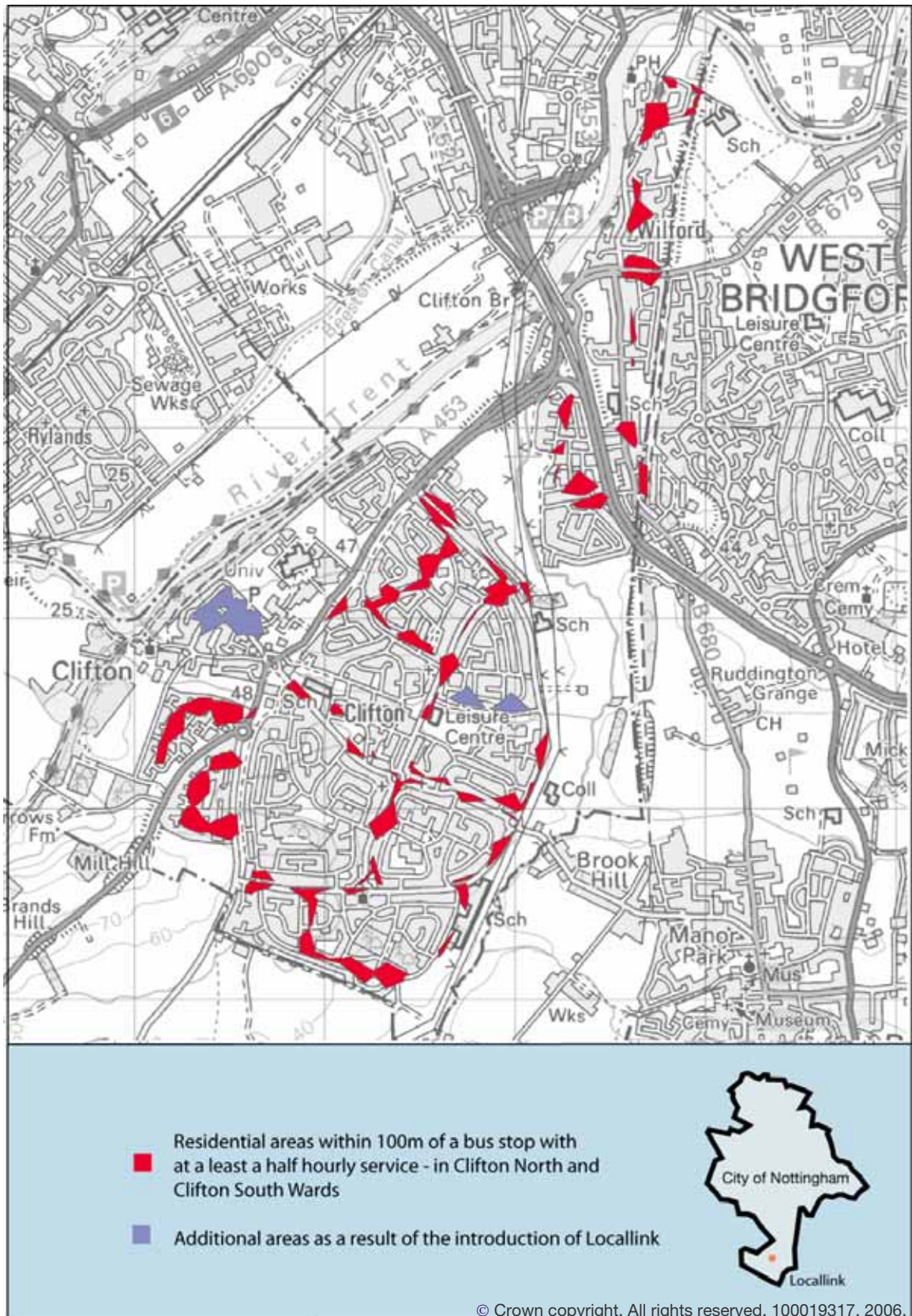
Locallink

Figure 8.10: Accessibility improvements expected from 'locallink' in Wollaton

Residential areas within 100m of a bus stop with at a least a half hourly service - in Wollaton and Lenton Abbey Wards

Additional areas as a result of the introduction of Locallink

Locallink City of Nottingham

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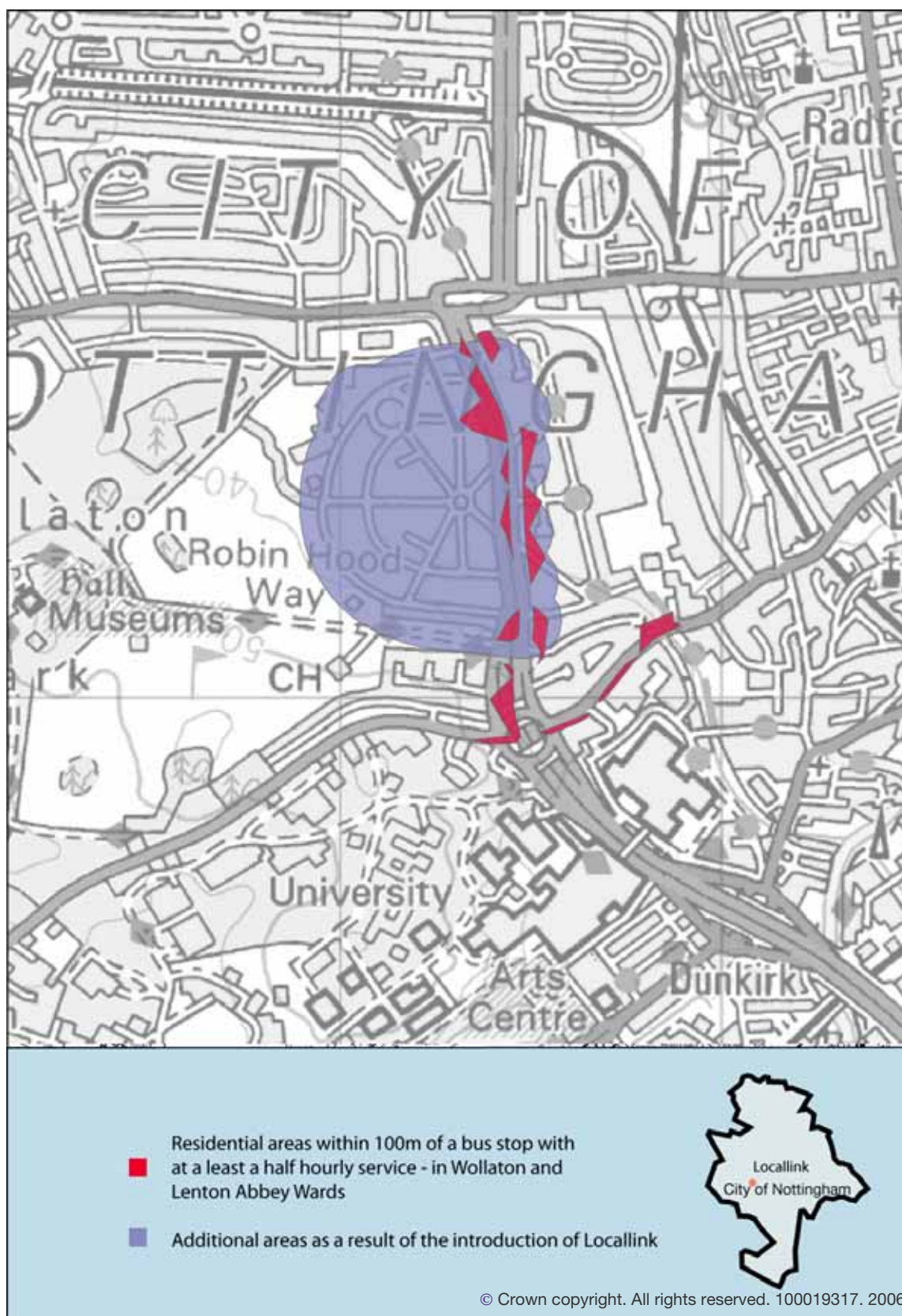
Figure 8.11: Accessibility improvements expected from 'locallink' in Bulwell

Residential areas within 100m of a bus stop with at least a half hourly service - in Bulwell and Bulwell Forest Wards

Additional areas as a result of the introduction of Locallink

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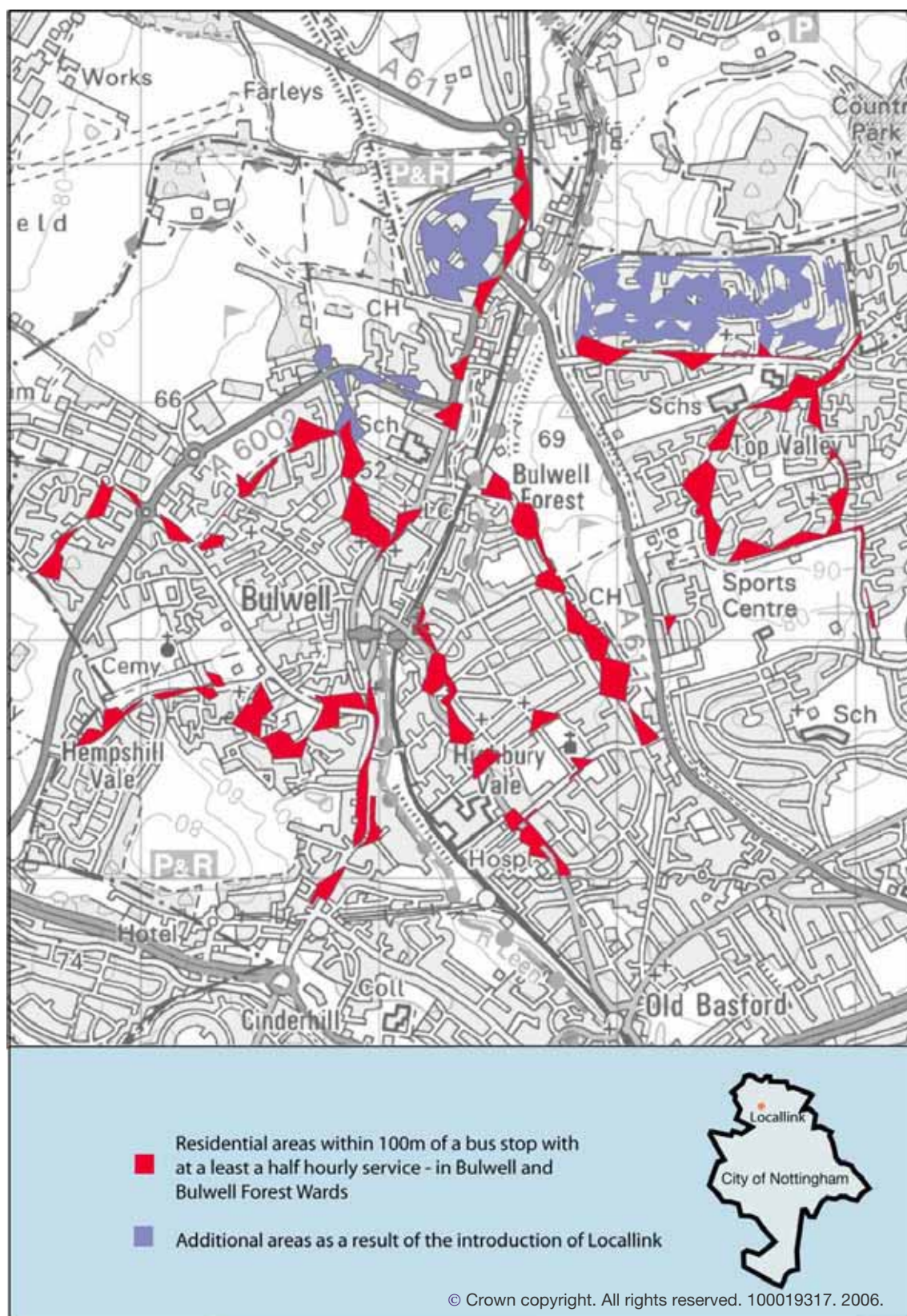
Further research

8.61. Detailed work to assess local access to healthy food is being piloted in the Ashfield area as the district has a high incidence of illnesses associated with poor diet and obesity. The absence of fresh vegetables and fruit in a diet has adverse consequences on health and adds to the demand on medical services. The County Council has provided funding to the Food Initiatives Group in Greater Nottingham to commence a project in February 2006 that will seek to identify the barriers to access to healthy food within the Ashfield district. Ashfield District Council is leading on the development of the work on behalf of the Food Initiatives Group.

8.62. This project aims to use GIS software to map those premises that provide an opportunity to purchase healthy food, and those that offer less healthy food. This will be overlaid with public transport information and relevant census data to identify the significant physical barriers to access to food. Once the research has concluded, the report will be disseminated and opinions and solutions sought.

8.63. This will inform future work with the Food Initiatives Group to explore issues around access to healthy affordable food, how to engage the supermarket sector, and work with the PCT Dietetics Service to develop specific area food studies including shopping basket surveys.

Other actions:

8.64. The City Council is rebranding its concessionary fares card as the CityCard, a smartcard that will act as a library and leisure card and offer discounts for card holders at a range of high street retailers.

Access to Leisure Culture and Tourism

8.65. The Strategic Accessibility Assessment demonstrates the significant contribution that leisure, tourism and the service industries make to the economy in Greater Nottingham. Local leisure facilities are also important for the promotion of good physical and mental health. Therefore the authorities have adopted access to leisure, culture and tourism as a locally important theme.

8.66. Local Accessibility Action Plan LCT1 sets out how provision of leisure destination information including transport and travel information will be delivered through an information hub and tailored public transport information resources.

Future work areas:

8.67. As part of the 'Stimulating Innovation for Success' initiative Nottingham Trent University is carrying out research to identify best practice for significant visitor attractions such as the Ice Stadium, the football grounds and other major venues, to explore approaches which could be used to develop a programme of leisure venue travel plans.

8.68. Other actions include:
- The authorities are also continuing to provide a series of tailored travel information leaflets including tram and bus journey planners for sporting events, leisure attractions and late night travel and city centre coach parking.
- Joint public transport and leisure destination ticketing facilitated through the Big Wheel marketing campaign.
- Support major redevelopment programmes for leisure service provision with accessibility planning information.

Multi-themed priorities

Work with older & disabled people

8.69. The Community Strategy for Nottinghamshire (2005 - 2009) has five priorities, one of which is Travel and Access: being able to travel easily and safely and being able to access all the services people need.

8.70. In particular, the Community Strategy highlighted that older people feel that quality, reliable and affordable transport is crucial for accessing services including recreation, health and hospitals, education, training and employment and people with a disability and/or access difficulties need good quality public transport that includes access to stations.

8.71. The Community Strategies for the Local Strategic Partnerships (LSPs) of the plan area encompass the priorities and themes that older and disabled people feel are particularly important. For example, Gedling Community Strategy includes a theme on safer communities that includes specific actions to reduce the fear of young people by older people and work to reduce the fear of isolation amongst older and disabled people.

8.72. The Nottinghamshire concessionary travel scheme helps to address accessibility problems caused by fare levels for people over 60 and the disabled. From April 2006, the County Council will offer free bus travel across the whole county. The scheme will operate after 9.30am Monday to Friday, and all day at weekends and on public holidays. Other features of the scheme include half fare off-peak tram travel, and half fare travel on trains and community transport at all times.

8.73. The County Council has a Flexible Transport Working Group, initially brought together for best value service reviews for young disabled adults and for older people, which comprises cross-departmental representatives and others from the Nottinghamshire Older Persons' Advisory Group. This group has been proactively working on promoting independence, particularly in relation to travel issues.

8.74. Local Accessibility Action Plan A1 demonstrates the work that the County Council is involved with in relation to improving access for older and disabled people.

Access to local authority services

8.75. The County Council undertook a review of access to services, which was audited by the Audit Commission in 2004. The scope of this review was to examine how people in Nottinghamshire gained access to the County Council's services and how the council communicated with its customers and public. The aims for customer access were established from the Best Value Review (BVR) and can be summarised as:

- A single and corporate approach for access to services;
- A customer contact centre;
- One stop access;
- A customer focussed website;
- Better management of customer relationships;
- Better quality of information; and
- Increased staff and public access to on-line information and services.

8.76. Local Accessibility Action Plan A2 highlights the actions throughout the first year of the plan period to improve access to the County Council's services.