

1. INTRODUCTION

This North Nottinghamshire Local Transport Plan (LTP2) is the second to have been produced by Nottinghamshire County Council. The Plan covers the five-year period from April 2006 to March 2011 and replaces the provisional second Local Transport Plan that was produced in July 2005. This full Plan has been amended following detailed feedback on the provisional plan from the Department for Transport (DfT), but also to take account of further comments received through consultation (particularly the Strategic Environmental Assessment) and more detailed analysis of targets. These targets have been set so as to be stretching yet realistic based on levels of funding available to the Authority. Further work has also been carried out on the detail and priorities of the programme to deliver these targets over the five year plan period. (More details of these changes are given in the relevant chapters 12 and 13.)

This document has been based on the final planning guidelines, as provided by the DfT, in addition to the actual settlement for 2006/07. It makes no assumption of funding for anything other than currently committed major schemes, in addition to the funding detailed in the planning guidelines.

The main functions of the Plan are to:

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

The structure and content of the Plan is thus formed around the 'Shared Priority for Transport' that has been developed by the Government in collaboration with the Local Government Association. This is based around the themes of:

- Improving access to jobs and services, particularly those most in need
- Improving public transport
- Reducing the levels of congestion, and
- Tackling air pollution and increasing road safety.

Setting out how these and the supporting local priorities (as identified by the County Council, and supported through the consultation process) will be delivered in North Nottinghamshire is the main focus of the document.

1.1 THE PLAN AREA

The plan area covers the whole of the districts of Bassetlaw, Mansfield, Newark & Sherwood and most of Ashfield (Hucknall, also in Ashfield, is included in the Greater Nottingham LTP produced jointly with the City Council). Following consultation with stakeholders no changes to the area covered by the Plan since the first LTP have been made, but consultation has led to a change in the internal boundaries within the Plan.

1.2 STRUCTURE OF THE DOCUMENT

The document has been structured to reflect the requirements of the guidance as provided by the DfT. Chapter 2 contains an analysis of the characteristics of the plan area and details the Authority's wider long-term vision, including a comprehensive set of objectives for transport, and the national, regional and local corporate links. The following chapter, Chapter 3, examines the local problems across the plan area and identifies some of the opportunities for the Authority. These opportunities are then detailed further in the following chapters. Chapter 4 provides a comprehensive strategy to enable the objectives of the plan to be met. The following seven chapters provide the individual shared priority and local priority strategies for delivering the

plan's vision and objectives. Chapter 12 provides a prioritised programme to deliver the strategy based on planning guideline allocations and also details some of the more significant schemes in the programme and the three potential major schemes to complement this programme. Finally, Chapter 13 discusses the Authority's position with regards to targets for the second LTP including target levels and year on year trajectories for the indicators, with comprehensive details of methodology, rationale and risk included in Appendix B. Further detail on the structure is provided in the table below.

Chapter	Content
Chapter 1: Introduction	Outlines the LTP process and sets out the structure and content of the document. It also assesses how this Plan relates to the first LTP.
Chapter 2: Wider Context	Assesses the context within which the LTP has been produced. The chapter starts by analysing the characteristics of the area before setting out the Authority's vision and how this is consistent not only locally but also nationally and within the region. Full details are then provided of how the plan was developed through consultation with key stakeholders, partners and members of the public.
Chapter 3: Problems and Opportunities	Assesses the background trends influencing both actual travel and the need to travel. It is structured so as to investigate the individual issues under the seven shared and local transport objectives.
Chapter 4: Overall Transport Strategy	Provides an overarching strategy to deliver 'sustainable communities' and explains how the elements of the programme link to the seven shared and local transport objectives. A brief summary of each is also provided.
Chapter 5: Accessibility	Sets out the North Nottinghamshire response to addressing the Government's Accessibility Shared Priority. It highlights the general areas of accessibility to be considered within the Plan and summarises the key elements of the Accessibility Strategy, the Bus Strategy, and the Vulnerable Road User Strategy.
Chapter 6: Safer Roads	Sets out the North Nottinghamshire response to addressing the Government's Road Safety Shared Priority. It highlights the general issues concerning road safety, provides a summary of the local strategies, and looks at the key areas of intervention and actions through which the road safety targets will be reached.
Chapter 7: Quality of Life	Outlines additional areas through which transport can impact upon the quality of life of residents across the plan area, in addition to the transport priorities previously established. It highlights how the Plan complements other initiatives and its contribution towards improving the quality of public spaces and streetscapes, addressing community safety issues, and developing healthy communities, including the Rights of Way Improvement Plan.
Chapter 8: Congestion Management	Sets out the North Nottinghamshire response to addressing the Government's Tackling Congestion Shared Priority. It highlights the general issues concerning congestion and looks at the key areas of intervention and actions through which congestion can be managed.
Chapter 9: Better Air Quality and Environment	Sets out the North Nottinghamshire approach to tackling transport related environmental issues including the response to the Government's Shared Priority for Achieving Better Air Quality. It also includes how the Authority is addressing climate change and the authority's approach to Strategic Environmental Assessment.
Chapter 10: Regeneration and Neighbourhood Renewal	Sets out the role of local transport provision in addressing the local priority of regeneration and neighbourhood renewal across North Nottinghamshire. It highlights general regeneration issues, specific local factors and problems, and draws out the key areas for intervention and actions through which the LTP may contribute towards securing regeneration and neighbourhood renewal.
Chapter 11: Making Best Use	Sets out the North Nottinghamshire strategy with respect to demonstrating efficiencies in highway maintenance investment and the relationship with the Transport Asset Management Plan requirements. It highlights the general issues concerning highway maintenance and looks at how maintenance resources are prioritised to maximise benefits in pursuit of performance indicator targets and making best use of the infrastructure.

Chapter	Content
Chapter 12: Implementation Programme	Outlines the planning guidelines, resources and scheme delivery programme for the Plan and details the major schemes, integrated transport measures and maintenance schemes which will be implemented. Project management and risk assessment are detailed to ensure value for money from all funding sources.
Chapter 13: Targets and Monitoring	Sets out targets and trajectories for the mandatory and other local indicators and briefly describes how all the indicators will be monitored.
Appendix A: Finance forms	Copies of required LTP F11 and F12 finance proformas as required by the Department for Transport.
Appendix B: Indicator methodology and rationale	This appendix details indicator definitions and risk, monitoring methodology and rationale.

Table 1.1 Structure of document

1.3 REVIEW OF THE FIRST LOCAL TRANSPORT PLAN

During the period of the first LTP for North Nottinghamshire the Authority received over £95 million for local transport improvements.

The following section highlights some of the key achievements during the first LTP plan period (with further detail provided in section 3.8). A comprehensive assessment of achievements over the whole five year period from April 2001 to end of March 2006 is required by the Department for Transport in July 2006 in place of the Annual Progress Report.

1.3.1 Schemes delivered

Over the course of the first LTP period the County Council has delivered many hundreds of schemes with varying levels of complexity. Every year to date the Authority has managed its budgets with great care to deliver full spend in an attempt to maximise the benefits to the residents of Nottinghamshire and to contribute to the Government's transport agenda. This process has been helped by the internal arrangements within the organisation to secure an external partner. The County Council has been able to deliver a vast number of schemes to help travellers by all modes of transport and to help people across all sectors of society. Highlighted below are but a few examples of the types of scheme that the Authority has been able to deliver:

- Mansfield Ashfield Regeneration Route
- Catergate pedestrianisation scheme
- A60 bus lane
- A611 bus priority measures
- Rainworth complementary measures
- Southwell Town Centre improvements
- Improvements to Chesterfield Canal
- Coddington cycle links
- Village gateway treatments
- Safety camera initiative, and
- Meden Valley environmental improvements.

Further details on lessons learnt during LTP1 are detailed as part of the LTP1 analysis in section 3.8 of problems and opportunities.

1.3.2 Outcomes and achievements

Over the Plan period the Council has consistently been highly rated for its achievements against its targets (as reported in the APRs) and has been awarded Centre of Excellence and Beacon Status for its work in the fields of Access and Mobility, Integrated Transport Planning and Local Transport Delivery. As a result of its involvement in these initiatives and its exposure to the work of other highly-rated authorities, the Council has been able to take on board best practice advice from other local authorities including programme management and Transport Asset Management Planning to name but a few. Work continues in order to refine and develop our programme management processes in order to achieve ever higher levels of scheme completion and value for money.

The successful implementation of a comprehensive programme of schemes from the first LTP led to:

- Significant moves towards achieving the national road safety targets
- Over three quarters of the population in rural villages within ten minutes of an hourly or better bus service
- Significant numbers of both employers and schools introducing travel plans
- An actual reduction in car use to school during 2004/05
- Limiting traffic growth across the plan area
- Public transport journeys continuing to rise
- No worsening of air quality with no Air Quality Management Areas declared, and
- Good progress made with more than a 50% reduction in the backlog of network needing repair.

1.4 SUPPORTING DOCUMENTS

This plan draws on a number of other comprehensive County Council documents. Clearly they could not all be included in full within this plan, but are summarised to show the key links and consistency of approach. Further details can be found in the full published documents. These include:

- Strategic Environmental Assessment
- Accessibility Strategy
- Strategic Plan
- Community Strategy
- Bus Strategy
- Rail Strategy, and
- Road Safety Plan.

These documents are all available from the County Council or via the County Council's website at www.nottinghamshire.gov.uk

Work is still ongoing on a number of other documents and for these, progress to date has been summarised. These include:

- Vulnerable road user strategy
- Transport Asset Management Plan, and
- Rights of Way Improvement Plan.