

2. WIDER CONTEXT

This chapter provides detail on the wider context. It starts by analysing the characteristics of the Plan area before setting out the Authority's vision and how this is consistent not only locally but both nationally and within the region. Full details are provided of how the Plan was developed through consultation with key stakeholders, partners and members of the public.

2.1 CHARACTERISTICS OF THE AREA

The area covered by the North Nottinghamshire Plan is shown in Figure 2.1. This represents an area of 147,496 hectares and includes the districts of Bassetlaw, Mansfield, Newark and Sherwood and the majority of Ashfield. The remainder of the Ashfield District, Hucknall, along with the other three districts of Nottinghamshire; Broxtowe, Gedling and Rushcliffe are all included in the Greater Nottingham Local Transport Plan, a separate document prepared jointly by the City and County Councils. The Plan area is bordered by four separate authorities: South Yorkshire, North Lincolnshire, Lincolnshire and Derbyshire, as well as the Greater Nottingham Plan. The requirements of these areas and the interactions between authorities have been considered within this plan.

North Nottinghamshire is a diverse area, but in strategic planning terms has two central and important themes which shape the format of the Plan - the need for social, economic and environmental REGENERATION and the RURAL nature of much of the area. While both of these themes overlap in many ways, they also have their own uniquely associated problems which are, to a large degree, area-based. Accordingly the Plan focuses on the individual urban areas and their surrounding hinterlands which rely heavily on the urban areas for their jobs, services and other facilities. In transport planning terms, each of the four urban areas (Mansfield/Ashfield, Newark, Retford and Worksop) is a separate unit with its own individual set of unique problems and priorities. Throughout the consultation process there has been strong support for looking at each of these urban areas separately by both stakeholders and the general public rather than dealing with all the market towns together as in the first LTP.

The Plan area has a population of almost 400,000 with the largest concentration around the towns of Mansfield, Sutton-in-Ashfield and Kirkby-in-Ashfield. The population density of these districts is more than six times the equivalent densities in the other two districts. The remainder of the area is dominated by the market towns of Newark, Retford and Worksop and their surrounding rural hinterlands.

Mansfield/Ashfield, as opposed to the other market towns, is largely urban as reflected by its higher population density (by a factor of 8) and with nearly 80% of its total population residing within its major settlements (over 143,000 people). By comparison the remainder of the Plan area's population density is less than 2 persons per hectare with less than 50% of its total population based in the major settlements (i.e. Newark, Retford and Worksop).

| Area | Population (2001 census) | Households (hh) | Population density | % hh with 0 car | % hh with 2+ car |
|-----------------------|--------------------------|-----------------|--------------------|-----------------|------------------|
| Mansfield | 98,181 | 41,601 | 12.8 | 29 | 26 |
| Ashfield (part) | 81,325 | 34,173 | 8.7 | 28 | 25 |
| Newark and Sherwood | 106,273 | 44,465 | 1.6 | 22 | 33 |
| Bassetlaw | 107,713 | 44,690 | 1.7 | 24 | 31 |
| North Nottinghamshire | 393,492 | 164,929 | 2.7 | 26 | 29 |
| Nottinghamshire | 1,015,498 | 430,139 | 6.5 | 24 | 31 |
| East Midlands | 4,172,174 | 1,732,482 | 2.7 | 24 | 31 |
| England and Wales | 52,041,916 | 21,660,475 | 3.4 | 27 | 29 |

Table 2.1 Characteristics of the area



Figure 2.1 Nottinghamshire plan areas

2.1.1 Car ownership

In Nottinghamshire car ownership has increased significantly, from 49% of households in 1971 to 59% in 1981, 66% in 1991 and 76% of households by 2001. The large increase partly reflects the changing nature of household formation, with the growth in single person households. In North Nottinghamshire the figure is marginally lower at 74%. Unfortunately there is no comprehensive local information since 2001, but information collected as part of a survey of 1200 residents indicates that the Plan area's latest household car ownership figures are relatively unchanged at between 73 and 75%.

These figures disguise some very wide variations, see Table 2.2, between some inner urban areas (up to 50% of households without a car) and some of the more rural areas (up to 94% of households with a car). Generally, car ownership in the urban areas is lower than that in the district as a whole, reflecting the lack of real alternatives to the car outside of the main urban areas. For the North Nottinghamshire Plan area, as at 2001, approximately 70% of households in the urban areas had access to a car compared to almost 80% in their hinterlands (see also Figure 2.2).

| Car ownership by ward | Low | High |
|-----------------------|------------------|---------------------------|
| Ashfield | Underwood (16%) | Sutton-in -Ashfield (37%) |
| Mansfield | Berry Hill (12%) | Ravensdale (51%) |
| Bassetlaw | Rampton (9%) | Worksop South East (45%) |
| Newark and Sherwood | Trent (6%) | Devon (43%) |

Table 2.2 Percentage of households with no access to a car

The impact of this pattern of car ownership can be seen in Table 2.3, which illustrates the proportion of journeys by each mode. Car use is by far the most popular form of transport in the urban areas, comprising between 63% and 71% of all journeys. Walking accounts for around 12% of all journeys and public transport between 3% and 7%. Given that roughly 70% of households have access to a car, that roughly the same percentage of journeys are by car, and that households with access to a car will also undertake journeys by other modes, it is clear that those without access to a car make fewer trips than those with a car. Regardless of this, the fact that many goods and services can only be accessed by car and that 30% of trips are by non-car modes, concern must be raised about social exclusion caused by a lack of accessibility.

| | Bus & Rail % | Walk % | Cycle % | Motorcycle % | Car % | Taxi % | Other % |
|------------------------------|--------------|--------|---------|--------------|-------|--------|---------|
| Urban Area | | | | | | | |
| Mansfield & Ashfield | 7 | 12 | 3 | 1 | 68 | 1 | 8 |
| Rural Nottinghamshire | | | | | | | |
| Retford | 3 | 13 | 6 | 1 | 69 | 0.4 | 8 |
| Newark | 5 | 12 | 10 | 1 | 63 | 0.3 | 9 |
| Worksop | 4 | 12 | 4 | 1 | 71 | 0.3 | 8 |

Table 2.3 Journeys by mode

2.1.2 Travel to Work Area

Table 2.4 below gives the modal share (in percentages) of each main mode of transport for journeys to work in 1991 and 2001. The figures reflect the increased dominance of the car as the preferred travel mode; in the North Nottinghamshire Plan area its share is higher than the county average. (It should be noted that the increase in car use in Newark and Sherwood was lower than in the other districts, such that car use now forms a much lower proportion than the Plan area average).

The increase in car use has mainly been at the expense of public transport, which has seen a large reduction in its share (despite a slight increase in Bassetlaw). Walking has also become less popular, although cycling levels have remained constant (falling in the rural districts but increasing in the urban ones).

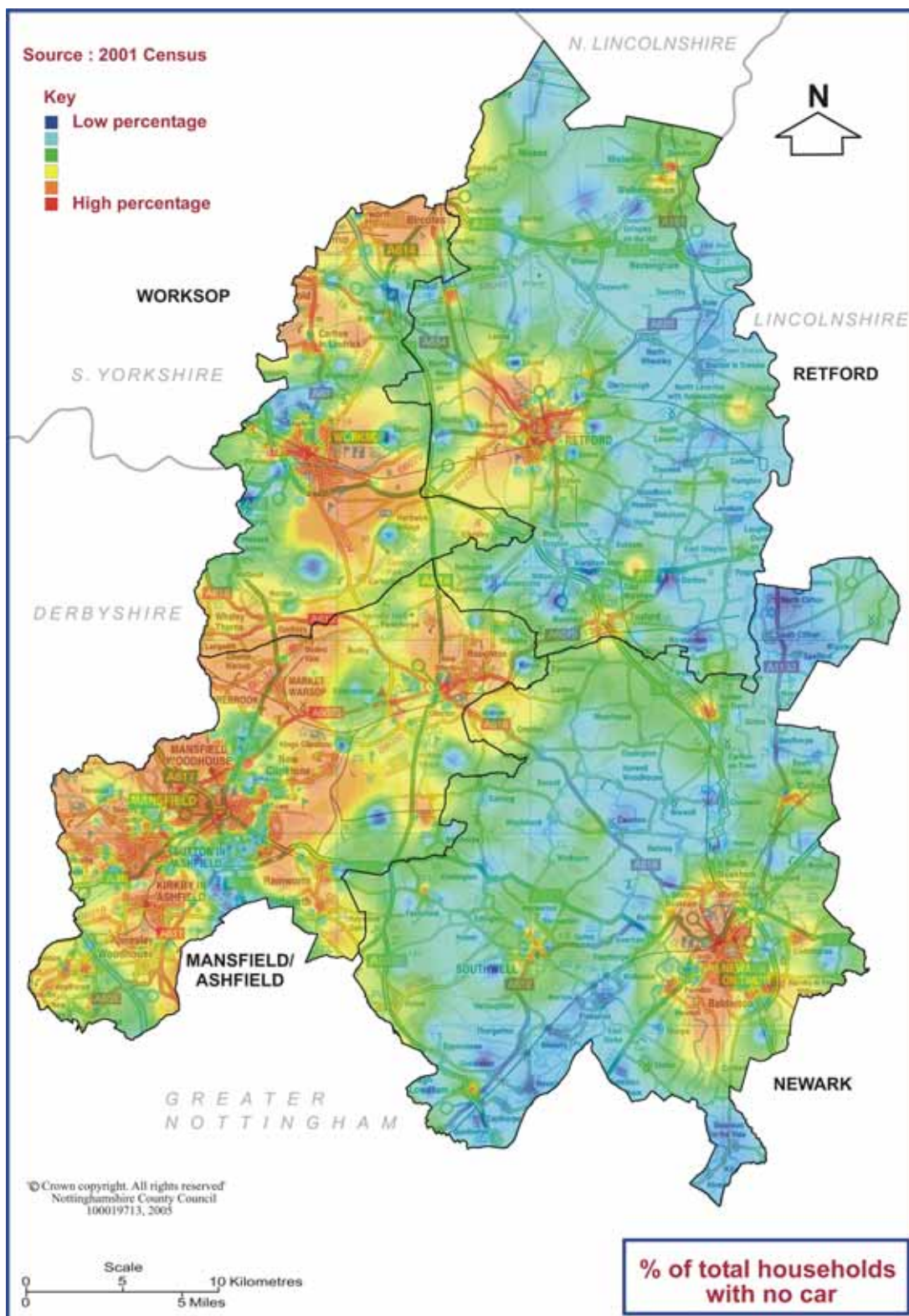


Figure 2.2 Percentage of total households with no car

Bus and rail patronage remains much higher in Mansfield/Ashfield than in the more rural districts, where cycling remains more predominant.

| Area | Bus & rail % | | Walk % | | Cycle % | | Motorcycle % | | Car % | |
|-----------------------|--------------|------|--------|------|---------|------|--------------|------|-------|------|
| | 1991 | 2001 | 1991 | 2001 | 1991 | 2001 | 1991 | 2001 | 1991 | 2001 |
| Mansfield | 11 | 8 | 13 | 11 | 1 | 2 | 2 | 1 | 68 | 69 |
| Ashfield | 10 | 6 | 16 | 12 | 2 | 3 | 2 | 2 | 65 | 69 |
| Newark & Sherwood | 7 | 3 | 11 | 11 | 7 | 6 | 2 | 2 | 64 | 65 |
| Bassetlaw | 3 | 4 | 15 | 11 | 5 | 4 | 3 | 2 | 65 | 71 |
| North Nottinghamshire | 8 | 5 | 14 | 11 | 4 | 4 | 2 | 1 | 66 | 69 |
| Nottinghamshire | 14 | 6 | 12 | 11 | 3 | 3 | 2 | 1 | 62 | 66 |
| East Midlands | 10 | 8 | 13 | 10 | 4 | 3 | - | 1 | 65 | 67 |
| England & Wales | 15 | 11 | 12 | 10 | 3 | 3 | - | 1 | 61 | 62 |

Table 2.4 Usual method of travel to work (by district)

The increase in car use for journeys to work is particularly disappointing given that 25% of these trips are of less than 2 km (50% of which are by car) (see table 2.5). Over two fifths (45%) of journeys to work are under 5 km (and again, a large portion, 62%, travel by car). This does, however, continue to provide great scope for reducing congestion and its effects in the North Nottinghamshire Plan area. This opportunity to switch mode includes not only to public transport but also to either foot or bike, with a third of all adults in the plan area having access to a bike.

| Area | Under 2 km % | 2-4 km % | 5-9 km % | over 10 km % |
|-----------------------|--------------|----------|----------|--------------|
| Mansfield | 23 | 27 | 18 | 20 |
| Ashfield | 25 | 21 | 20 | 22 |
| Newark and Sherwood | 25 | 16 | 12 | 29 |
| Bassetlaw | 25 | 15 | 16 | 31 |
| North Nottinghamshire | 25 | 20 | 16 | 26 |
| Nottinghamshire | 24 | 19 | 17 | 24 |
| East Midlands | 25 | 23 | 20 | 32 |
| England and Wales | 20 | 20 | 18 | 28 |

Table 2.5 Distance travelled to work

2.1.3 Sub area interaction

The sub-division of the Plan area into sub-areas is supported by trip origin and destination analysis. Each of the four sub-areas have between 57% and 63% of all journeys to work starting and finishing entirely within its own area. Worksop is most independent whilst Retford is the least. The interaction between sub-areas is surprisingly limited: for example, only 5% of Worksop residents travel to Retford (although 12% of Retford residents make the return journey) and only 3% travel to Mansfield/Ashfield.

In fact, there is greater interaction between North Nottinghamshire and surrounding counties than between sub-areas within the Plan area. Eighteen percent of trips originating in Worksop and 14% originating in Retford are to Yorkshire; 13% of trips originating in Mansfield/Ashfield are to Derbyshire, whilst 8% of trips from Newark are to Lincolnshire (the same as the number of trips to the Greater Nottingham Plan area).

2.1.4 Transport co-ordination

BUSES

Buses are already the major provider of the public transport network in North Nottinghamshire, and provision in the area is good compared to many other areas of the UK, which have seen a decline of up to 7% in use. There has been considerable investment by the County Council into bus infrastructure over recent years, which has created a positive climate for commercial operator investment. Moreover the County Council has significantly increased its revenue support for conventional bus services, voluntary car schemes and community transport schemes particularly in rural areas against a tide of rising costs above inflation in this sector (ATCO Price and Expenditure Survey 2005). This has enabled the wider network to be sustained and enhanced.

The most recent survey of public satisfaction with local bus services in Nottinghamshire identified a satisfaction level of 61%. Although this could be improved, it places the County Council in the top quartile within England. The linked Best Value Performance Indicator BV102, which measures overall bus patronage, shows year on year increases in bus patronage across the county as a whole, a trend not generally seen outside London.

However, despite this positive picture, there are a number of important issues which must be understood when planning the future of the bus network and maximising the contribution it can make to delivering LTP objectives. Actions to address these challenges can be viewed in the North Nottinghamshire Bus Strategy and Accessibility Strategy 2006/07-2010/11, which accompany this document.

Network coverage

Nottinghamshire starts from a relatively good base in relation to bus network coverage. Table 2.6 below compares access to bus services with national statistics as given in the DfT Personal Travel Survey and also includes a column showing the effects of withdrawing support for County-supported services.

| | <i>% of households within 800m walk of a bus stop with at least an hourly bus service on weekdays</i> | | |
|----------------------------------|---|-----------------------|--|
| | England | North Nottinghamshire | North Nottinghamshire with no supported services |
| Area category | | | |
| Other Urban (large-small/medium) | 95% | 99% | 98% |
| Small urban | 86% | 100% | 98% |
| Rural | 55% | 77% | 51% |

Table 2.6 Access to bus services

Notes:

- Weekdays for Nottinghamshire data includes Monday to Saturday 0600-1800 hrs
- Hourly bus service for Nottinghamshire includes 10 or more calls at each bus stop on weekdays Monday to Saturday 0600-1800 hrs
- Population definitions : Rural = settlements with <3,000 population; Small Urban = settlements >3,000 but less than 10,000 population; Other Urban = settlements >10,000 population
- Walking distances to bus stops in Nottinghamshire are based on a straight line distance from each household to its nearest bus stop with an hourly or better service adjusted to allow for curvature in the road network, and the average distance for each household to its nearest bus stop is output for the settlement (County Parish or Lower Super Output Area (LSOA))

Table 2.6 shows that the extent and frequency of bus service provision in rural areas puts the County well above the national average for the Rural White Paper rural accessibility target, and for the national average as given by DfT in Transport Statistics. 77% of rural households in North Nottinghamshire are within a 10 minute walk of an hourly or better bus service. Comparisons for urban accessibility are also given in the table, and it can be seen that North Nottinghamshire is again above the national average figures as calculated by DfT. The level of network coverage is considered also to be relatively good in the urban areas of North Nottinghamshire. The table also shows the hypothetical effects of withdrawing funding for County supported services in rural areas of North Nottinghamshire. The provision of commercial services alone in these areas would still ensure that rural accessibility targets as proposed in the 2000 Rural White Paper are met. The 'top-up' effect of the funding provided by the County to support socially necessary services in these small communities can clearly be seen, as it raises accessibility to a level considerably above the national average.

It is estimated that 80% of the bus network is operated commercially, although the extent of commercial bus service provision across the county varies both by area and time. Figure 2.3 shows the extent of commercial bus service provision on weekdays, and it shows that outside of the main urban areas and on inter-urban routes linking major settlements, the commercial network largely meets an hourly or better service frequency standard. In rural areas, overall service frequencies are largely maintained through services supported by the County Council marketed under the 'NottsBus' banner. Indeed the map shows significant areas of the county where all the services are provided by the supported bus network, indicating that without County support these communities would be without a bus service. Figure 3.3 relates this to access to the public transport network in terms of walking distances to bus stops with a minimum service frequency.

The extent of commercial bus service operation also varies by time and day. Outside of the main urban areas on weekdays and Sundays the majority of services are supported by the County under the 'NottsBus' banner, and a large number of communities have no services at all during these time periods. The urban bus networks on Sundays in Newark, Retford and Worksop largely consist of services supported by the County. The annual revenue expenditure for supported bus services is estimated at £5 million for the 2006/07 financial year; over £830,000 is received for Rural Bus Subsidy Grant. However the ratio between commercial and supported operations has changed over time, with a significant number of commercial routes being abandoned by operators over recent years. The County Council has stepped in and rescued many of these routes with a corresponding increase in the revenue budget for supported bus services.

This trend has been exacerbated by the significant like-for-like increases in the costs of supported bus services secured through tendering within the open market. Various factors within the industry such as driver and insurance costs have led to annual real-cost increases averaging 9% in recent years - well beyond the general rate of inflation. This along with withdrawal of commercial services has applied great pressure on the revenue budgets available for bus service support. The effects of withdrawing funding for County-supported services can be seen in Figure 3.4. Again this reiterates the point made in table 2.6 that funding provided by the County for local bus services ensures that rural accessibility targets for the Plan area are above the national average, and would decline considerably should all this funding be withdrawn.

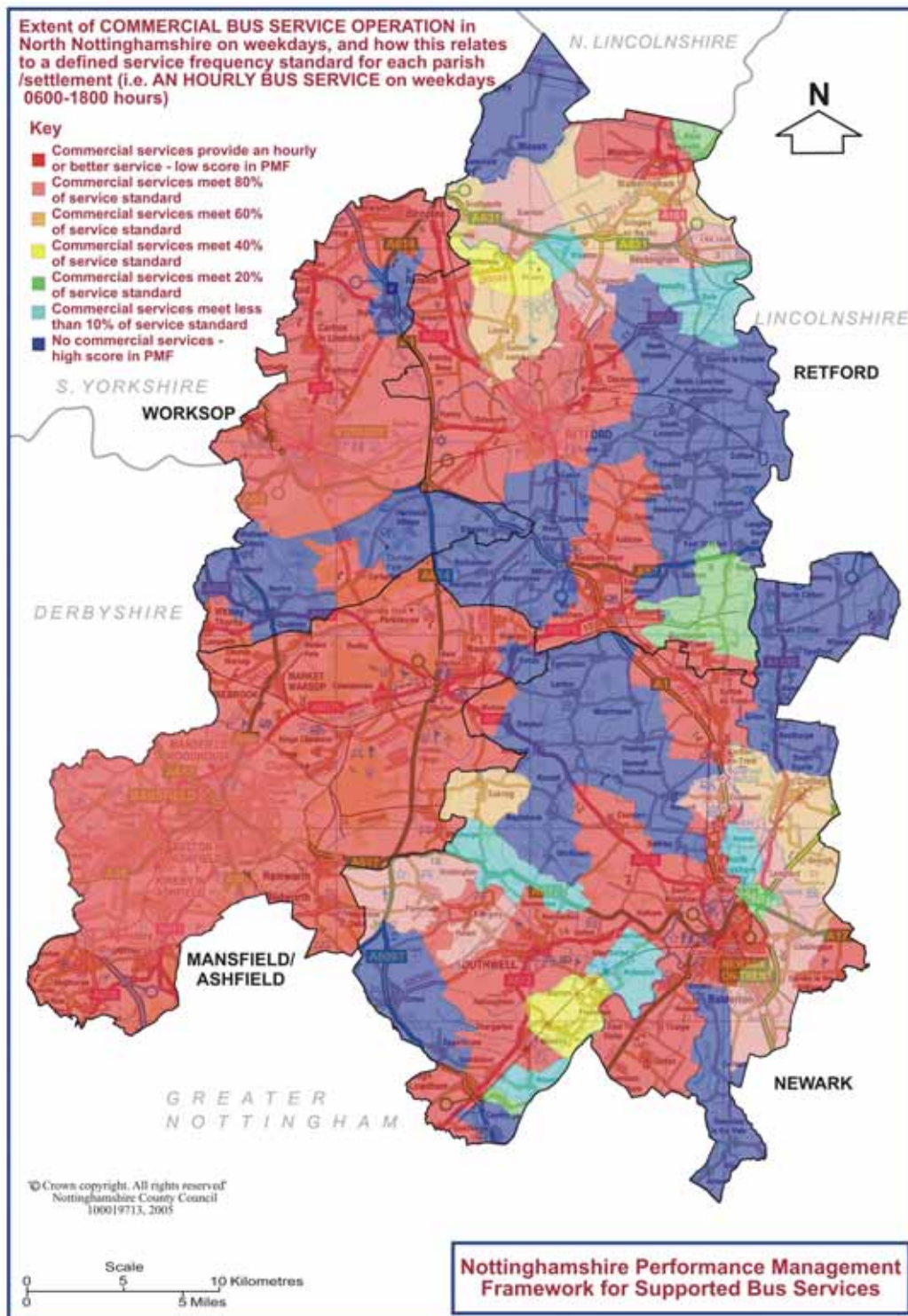


Figure 2.3 Nottinghamshire Performance Management Framework for Supported Bus Services

Although the County Council provides a high level of revenue funding compared to many local authorities in the UK, it is not possible to continuously increase the local bus budget in this way in the future due to other competing demands. The County has therefore been highly innovative in trying to meet the additional demand in other ways, for example by:

- Introducing a Performance Management Framework (PMF) for bus services, designed to ensure that the funding available for public transport support can be used in the most cost effective way possible to achieve the greatest benefit

- Trialling more flexible demand responsive transport services such as the Access Lynx, and Boughton Boomerang services
- Increasing investment in the community transport sector, both financially and in terms of advice and support. The Authority currently supports 10 community minibus and 13 voluntary car schemes with a total subsidy of around £190,000 a year, from a total budget of around £230,000. This initiative has been supplemented by the work of the Rural Transport Partnership which has enabled a joined up approach with the enablers and providers
- Setting up in April 2005 the Nottinghamshire Integrated Transport Centre (NITC), an integrated booking and journey planning system for social services dial-a-ride, special needs and demand responsive transport services. The Centre uses the latest route planning software and provides a single point of contact for the users
- Co-ordinating and integrating local bus and school transport to ensure that the best use of resources is achieved
- Working with the North West Centre of Excellence project on Procurement and Transport Integration
- Working with the commercial operators to introduce 'quality networks', as has been trialled in the Greater Nottingham area with the 'Bridgford Bus' network.

The County Council also has a specific role in providing transport to schools and colleges. Many of the pupils using these services have a statutory entitlement to free transport due to the distance between their homes and their school, and others receive subsidised transport. In total 10,000 pupils are transported daily. The provision of school buses has been subject to the same cost trends as have local bus services, and this has meant pressure on those services which are provided for 'non-statutory' pupils.

Continuing to stabilise and improve the bus network in North Nottinghamshire within existing revenue funding constraints represents perhaps the major challenge in this LTP. LTP funding can do little to assist directly, as it provides capital rather than revenue funding, although the purchase of buses may assist in driving upwards the standard of vehicles.

Service quality

Of equal importance to the extent of the network is the quality of the services themselves. This includes their reliability and punctuality, the speed of the journey, the standards of the vehicles and the customer care provided by the drivers.

Of all the components of bus quality, research and consultation show that perhaps the main factors which influence people's decision to use the bus are its reliability (how often a scheduled service fails to operate) and punctuality (to what extent services keep to their published timetable). Target indicators for punctuality and reliability of registered local bus services are set by the Traffic Commission as follows:

- Reliability: More than 99.5% of scheduled trips operate
- Punctuality: More than 95% of journeys are between 1 minute early and 5 minutes late at their timing points. For routes with frequency of every 10 mins or better: 'average wait time' is 6.25 mins or better in over 95% of observations.

Survey work undertaken recently with bus operators has shown that punctuality in North Nottinghamshire is 90% for vehicles starting their journey, but drops to 67% for stops en route. It has been agreed that these figures should be improved to 95% and 75% respectively over the period of the plan. To achieve this, a Nottinghamshire Punctuality Improvement Partnership (PIP) has been established, in accordance with Government guidance.

Vehicle standards are also an important component of bus quality. The County Council has undertaken a survey of operators to determine the percentage of the vehicle fleet that is accessible (either to 'DipTAC' or full Disability Discrimination Act (DDA) standards). This shows that only 29% are fully compliant with the DDA, 39% meet the lower DipTAC standard, and 32% meet neither. The County Council has no direct control over the vehicles used for

commercial services, but a significant proportion of the older vehicles are in use on contracted services. Whilst contracts could specify modern vehicles, a balance needs to be struck between the quality of the vehicles and the cost of provision. Exclusive adoption of the highest of vehicle standards would require current operators active in the tender market to invest in new vehicles, which would greatly increase the cost of tenders – and consequently reduce network coverage.

Quality of bus infrastructure



The quality of bus infrastructure – bus stops, interchanges, and bus stations, also plays an important role in making the bus network more attractive and accessible. Unfortunately there is a backlog of investment in basic bus-related infrastructure in North Nottinghamshire. A comprehensive audit of bus stops was carried out in 2005 to underpin investment programmes in bus quality corridors and the wider network. This identified that of the 2529 bus stops in North Nottinghamshire, only 36% have the basic standards of a bus stop flag and timetable case, 35% have bus shelters, and 26% have raised kerbs which comply with Disability Discrimination Act requirements.

Equally the main bus stations in the LTP area (Mansfield, Retford, Newark, Worksop and Sutton) are all below the standard that would be expected of a modern, efficient and attractive public transport network.

LTP2 seeks to address this backlog in a structured way, drawing a strategic balance between investment in high quality high demand corridors, and investment in the wider, less intensively used network. To this end, a Capital Investment Plan for improving bus infrastructure has been developed and is discussed in the North Nottinghamshire Bus Strategy.

Ticketing and fares

The accessibility planning process has provided evidence to suggest that fare levels within North Nottinghamshire are a significant constraint on accessibility for some people on lower incomes. Conversely the Nottinghamshire Concessionary Travel scheme helps address this problem for people over 60 and the disabled. This scheme will be improved further from April 2006 to offer free off-peak bus travel across the county on buses and trams, and half fare travel on trains, community transport, and on buses during the morning peak. This sustains the historic arrangement to provide a scheme in excess of the statutory minimum, which only requires concessionary travel benefits to be provided within district boundaries.

Benefits are currently provided across the county area for 90,000 elderly and 4,000 disabled people. The scheme is jointly funded by the District and County Councils and currently costs £2.5m per year – significantly in excess of the resources provided by Government for the statutory minimum scheme. The new county-wide free scheme will cost in excess of £7m per annum, through statutory and additional discretionary funding. The County Council will undertake work to see how schemes for other groups, e.g. 14-19 year olds and unemployed people, could be introduced.

There is evidence to suggest that as well as overall fare levels, there are also barriers to accessibility caused by a lack of integrated ticketing in North Nottinghamshire. Although commercial networks are relatively self-contained, with little competition between operators, there are nevertheless barriers to interchange both between commercial operators, and between the commercial and supported networks, which need to be addressed through the schemes discussed in the Bus Strategy.

Information and marketing

The Nottinghamshire Local Bus Information Strategy was published in 2003, as part of the wider Bus Strategy, and this set out standards and aspirations for improving local bus information with key targets. This placed at the centre the need to ensure high quality printed information is available to bus users, both in the form of service leaflets and at bus stops. The provision of electronic information is seen also as being very important, particularly support of the Traveline telephone information service, and internet based journey planning.

Evidence suggests that whilst electronic information, and increasingly service leaflets, are widely available, there is still a lack of accurate, high quality information at bus stops. This is partly a result of the lack of available infrastructure, which LTP funds can help to address, but also suggests increased effort is required by bus operators to make full use of the infrastructure that is available by supplying service information at stops where display cases are provided.

The most recent Best Value Performance Indicator survey of satisfaction with public transport information in 2004/05 indicates that 52% of users are satisfied with the information available. Although low, this compares favourably with other areas of the country, and the Authority is currently in the 2nd quartile for this indicator in England and Wales. The Authority will continue to work with commercial bus operators to build on this satisfaction level.

As the provision of accurate, high quality information is vital to meeting the aims of this LTP, the Authority has a programme in place to upgrade all of its bus stops across the county to provide bus timetable information (and a target for the provision of these is included within Chapter 13 Targets and Appendix B).

Personal safety and security

There is a perception that using buses can be unsafe from a personal security point of view. Whilst actual crime levels do not support this perception it is nevertheless important to work to allay this fear by the use of CCTV, lighting and other measures to improve the waiting environment. CCTV is becoming widely, and successfully, used by bus operators across the country as a deterrent, but also to prevent vandalism. The cost of the equipment is quickly offset by the reduction in costs to repair damage, and is therefore good value for money. As part of a project to improve behaviour on school buses Nottinghamshire County Council currently have 60 vehicles fitted with CCTV, with a rolling forward programme for further installations. In addition, a partnership to reduce town-centre violence in Mansfield has introduced a range of measures including on-bus CCTV and radio links.

RAIL



Nottinghamshire County Council has a long history in developing and promoting rail initiatives. In particular, it was the lead authority in the development of the Robin Hood Line (RHL) between Nottingham, Mansfield and Worksop. The project was developed following the devastating colliery closures in the north of the county in the early 1990s, and has been a great success. The line has achieved major economic, regeneration and transportation benefits and over one million journeys are recorded per annum. The County Council subsidised the RHL operation until 2003, when the Line was transferred into the national

franchised network, and funding responsibility was passed to the Strategic Rail Authority (SRA), and is now with DfT Rail.

Following the RHL success, the County Council launched a rail strategy in 1999 and this was included in the first Local Transport Plan for North Nottinghamshire. The emerging difficulties in the rail industry from 2000 meant that little progress on developing the strategy was made,

and in 2003, the County Council undertook a major review of the network in the South Nottinghamshire area which identified a preferred strategy for improvements at both a local and regional level. A countywide rail strategy will be developed to expand on this final LTP, and will build upon and expand geographically local and regional recommendations made in the 2003 network review for the Greater Nottingham LTP area. The provisional proposals are explained within this section, as well as sections 8.4 (Congestion) and 5.5 (Accessibility).

Nottinghamshire (including the City of Nottingham) has 28 stations (see Figure 2.4) which are served by a variety of local, regional and longer distance services. Services between Nottingham and London are provided by Midland MainLine, who have a franchise to operate the service until 2008. The East Coast Main Line serves stations at Newark Northgate and Retford and will be operated by GNER throughout this LTP period. Services between Sheffield and Gainsborough, which serve Shireoaks, Worksop and Retford are operated by Northern Rail on a franchise which commenced in December 2004 and ends in 2013. A number of regional services, which link Nottingham with the North-West, West Midlands, East Anglia and Lincolnshire are currently operated by Central Trains (CTL). Local services, including the Robin Hood Line and links to Newark/Lincoln and Grantham, are also currently provided by CTL on a franchise which is scheduled to terminate in November 2007.

The Secretary of State announced in November 2004 that the CTL franchise would not be renewed and its services would be distributed amongst existing franchises. In October 2005 the Secretary of State announced new franchise arrangements for services previously operated by Midland Main Line and Central Trains. The key feature of this is the creation of a new East Midlands franchise, which will operate services to and from London St Pancras, together with local services in the East Midlands and some regional services. Services between Nottingham, Birmingham and Cardiff will be transferred to a new cross-country franchise. The future operator of the Nottingham - Sheffield - Manchester - Liverpool service is still to be determined.

Passenger rail strategy proposals have been divided into two sections within this document, demonstrating how rail can help to meet the shared priorities of congestion and accessibility, and can be found within chapters 8 and 5 respectively. Rail freight is discussed later within this section.

The rail industry has been experiencing an uncertain time since the Hatfield crash in 2000. The emerging picture of a backlog in infrastructure renewal, escalating costs and problems with reliability and punctuality has created a crisis of confidence within the industry. The high cost of modernising infrastructure has greatly reduced the development opportunities for investment for the industry and local authorities, and the main funding mechanism through which improvements at the local level could be secured, the Rail Passenger Partnership, was withdrawn by the SRA in 2003.

The franchise process for passenger services has further restricted opportunities for operators and local authorities to invest in the railway. The complicated nature of the refranchising process and short duration discourage longer term investment and make it difficult to engage with operators in making meaningful improvements to the industry.

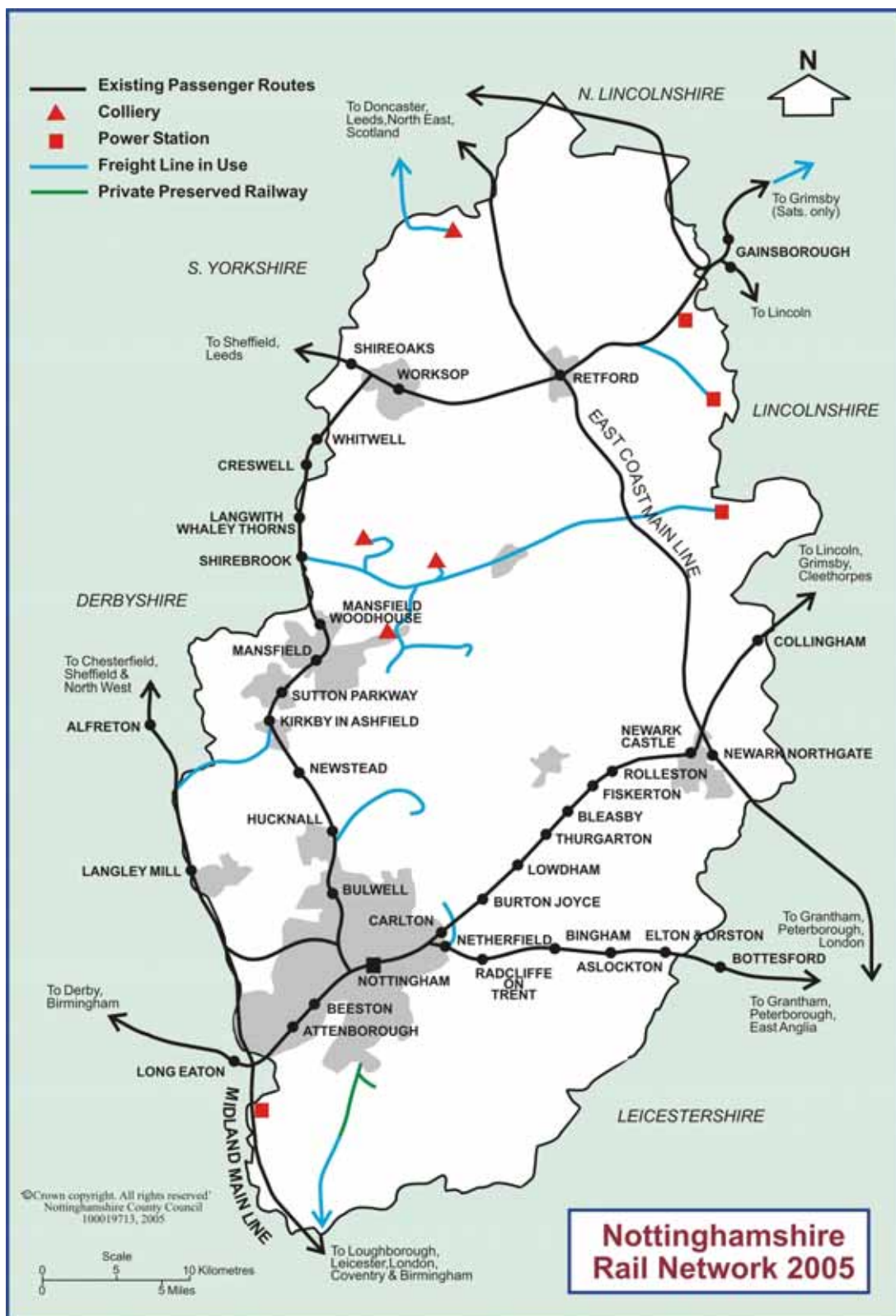


Figure 2.4 Nottinghamshire rail network

The escalating costs also highlight the need to demonstrate value for money for any development proposal, as endorsed by the SRA in their Strategic Plan and the Capacity Utilisation Policy. Development projects must be affordable and deliverable within resourcing constraints and criteria laid down by the SRA/DfT for evaluation. Proposals that do not meet this requirement will not be considered for funding.

Against this uncertain backdrop however, passenger levels continue to grow and overcrowding continues to give serious problems on services throughout the region. The very significant capacity constraints within the rail infrastructure is also limiting the further expansion of services to meet the growing demand to travel by train, and the SRA introduced a Capacity Utilisation Policy (CUP) for all major routes, which is now being taken forward by DfT Rail, which will identify service priorities.

In setting the local rail strategy and in view of the infrastructure, capacity and resource constraints, it is important to set in context the role of rail. Rail is at its most effective as a longer distance form of public transport, serving well spaced out markets which will allow its speed and reliability benefits to be maximised. Strong rail links with regional and national centres are a vital part of the national transport infrastructure and fast direct services linking the East Midlands with London and other regions are essential for economic growth and to maintain the competitiveness and economic vitality of the area. Where conflicts arise, these services should be given the highest priority. Broadly, these services contribute positively to relieving road congestion.

There will however be opportunities for rail development at the local level where there is a particular economic, social or environmental need, and rail investment should be encouraged where it is cost effective and likely to contribute to the regional and local transport plan objectives. At a local level, rail can provide good access to services and opportunities available in larger centres, and improvements are best focused on enhancing interchange at local stations. Such services promote social inclusion through improving accessibility.

The Council has a strong record of partnership working with many of the key parties within the rail industry, particularly the SRA, DfT Rail, Network Rail and the train operators. This has ranged from large scale projects, like the hugely successful re-opening of the Robin Hood Line, through to a variety of small-scale enhancements such as CCTV or cycle lockers at local stations. The Council has also been very proactive in its engagement with the rail industry through processes such as the SRA's Midland Main Line Route Utilisation Strategy and the East Midlands Rail Forum which is chaired by a Nottinghamshire County Council officer. The Council will continue to be proactive in all such future opportunities, such as the East Midlands resignalling scheme consultation, in which Nottinghamshire County Council will lead the local authority input for this area.

The Council also has a strong tradition of involvement with local communities over local rail services and facilities. Such local council and community liaison is an invaluable source of influence on the Council's rail strategy and programmes, and helps maximise responsiveness to local needs (see section 5.5 for further details).

FREIGHT

It is imperative that Nottinghamshire County Council works with freight management companies and other partners to deliver the economically and environmentally sustainable movement of goods into, out of, and around the county. The performance of every sector of the economy is affected by effective freight distribution services. Whilst it is inevitable that a majority of freight will need to be transported by road, there are also opportunities to promote alternative methods of haulage.

The Future of Transport White Paper (2004) set out Government's key aims for the freight industry - that is, 'to facilitate the continuing development of a competitive and efficient freight sector, while reducing the impact that moving freight has on congestion and the environment'. It recognises the need for regulation and enforcement to protect society without impeding business, and to make logistics more efficient through engagement with the freight industry. Government sees its role as 'providing a policy which complements their decisions while minimising the negative impacts of freight movement on safety, the environment and congestion'.

It sets out a framework strategy based on the reality of inter-modal freight movements, rather than focusing on specific transport methods. It aims to achieve more sustainable distribution of goods through the following methods:

- Better access to road infrastructure, and clearer rights over the rail network
- National and international regulation governing safety and environment, streamlining domestic regulation
- Fair enforcement of regulation
- Developing and disseminating best practice covering all freight modes
- Encouraging transfer to rail and waterways where possible
- Taxing road haulage, with lorry road user charging scheduled for 2007-08, and
- Encouraging tracking of goods through new technologies.

Sustainable Distribution Fund

Following the 2004 Transport White Paper, a ministerial statement delivered in February 2005 announced measures to be put into place over the following three years to move towards this new 'mode-neutral' approach. Existing separate grants to shift road freight to rail and water, and those to promote efficiencies in road haulage, are seen as having the same objective - to reduce pollution and congestion, and improve safety. The road, rail and water freight budgets are to be combined by 2007 into a 'Sustainable Distribution Fund' and expenditure prioritised by schemes' value for money in terms of impact on environment, safety and congestion. The transport impacts of aggregates movements will be minimised by funding from the Aggregate Levy Sustainability Fund. A further ministerial statement in July 2005 restated Government's objectives for rail freight and confirmed that Government will ensure that grant funding is targeted towards the shared priorities of reducing congestion, pollution and accidents.

Regional Freight Strategy 2005

Regional Planning Guidance (RPG) 8 (2002) endorsed the need for a Regional Freight Study, whose headline findings were used to inform the revised draft Public Consultation Draft of RPG8 (2003). This recommended that East Midlands Regional Assembly (EMRA) develop a Regional Freight Strategy (RFS) in conjunction with a range of organisations, including local transport authorities, other public bodies, and of course representatives of the freight industry. The RFS was published in July 2005 with the aim of informing this current round of LTPs.

With this clear and timely regional guidance, this provisional strategy for freight in the North Nottinghamshire LTP area seeks to highlight where Nottinghamshire County Council as local transport authority can facilitate or assist partnership arrangements to work towards the action plan within the RFS.

The County Council has been one of just three local authorities that have been active members of the Steering Group, and has been instrumental in the establishment of a regional freight group, the *East Midlands Freight Group*, which is being launched as this LTP goes to press.

Freight Quality Partnerships

An action from the RFS is for a regional group of freight stakeholders to review the geographical coverage and roles of local Freight Quality Partnerships (FQPs) across the region and suggest the establishment of additional or expanded FQPs, with local transport authorities (LTA) requested to support this, and as a member of the RFS Steering Group the Council will continue to be proactive in this.

The 'Delivering the Goods' group for Nottingham was established in 1999 as a joint initiative between the Freight Transport Association (FTA) to encourage partnership working between the freight industry and local authorities. This was subsequently expanded to form a FQP, including representatives of the FTA, Nottingham City Council, Nottinghamshire County Council, Nottinghamshire Police, Tarmac, Boots, Marks & Spencer, TNT, Jessops, Pork Farms, Securitas and Imperial Tobacco.

The Council will establish an expanded FQP at the level required by hauliers. This will need to provide the most time-efficient means for hauliers to raise their concerns. Given that most freight crosses local authority boundaries, hauliers may well wish to have a forum covering more than a single authority. The Council will work through the East Midlands Freight Group to establish at what level - regional, sub-regional, or county - hauliers regard their input as being most effective. The crucial element in this will be the wishes of hauliers. If the hauliers want a specific FQP for North Nottinghamshire, then the County will establish this; if the hauliers would prefer to raise the issues through a regional or sub-regional FQP, then the Council will facilitate that.

Road

Initially a reinvigorated FQP is likely to focus on the development of routing and delivery frameworks and their promotion, and a review of HGV parking and driver facilities, particularly in the light of the Working Time Directive, which may have made redundant the former pattern of facilities. Figure 2.5 shows HGV flows on North Nottinghamshire's main roads. Road haulier members may also want to monitor the local roll-out of lower-emission vehicles, and consider pressing for traffic management measures which give priority to HGVs.

Nottinghamshire County Council, as an FQP partner, can assist in progressing more effective enforcement of parking restrictions where road freight operators experience movement difficulties, and also agree standards for design, maintenance and signage that assist the road freight industry in defining the strategic road freight network. The Regional Freight Group was to assist in progressing and implementing the Lorry Road User Charging scheme throughout the East Midlands. However, recent developments mean the Lorry Road User Charging scheme due to be introduced in 2008 will no longer be going ahead due to Government's plans for a national road pricing scheme covering all vehicles.

Water-borne freight

Maximising the potential for goods from deep-sea ports to pass effectively through Nottinghamshire and for potential interchange in the county is vital. The section Rail below explains how the potential inter-modal rail freight terminal at Toton Sidings could service ports and provide onward distribution through, and to, North Nottinghamshire.

Whilst certain loads can be moved very effectively and sustainably by inland waterways, any modal shift from road to water is likely to be modest. Suitable locations for inland docking facilities are under pressure from residential developments, and so the planning process must support aspirations for additional facilities, particularly where good road or rail access exists or can be provided.

Rail

The RFS concludes that rail is the most viable alternative to road-based transport, and sets a target of 30 extra 500 tonne freight trains per day to start or finish in the East Midlands by 2010, a rate of growth which should then continue in future years. However, it does recognise a number of constraints which would need to be addressed to pave the way for meeting this target, including capacity 'pinch points' on the network which constrain growth, limited availability of rail routes with a gauge to accommodate 9'6" containers, and scarce inter-modal freight terminals providing general access to the network, and connections to specific markets.

Network Rail will be producing a national freight utilisation strategy that will have an impact on and provide input to the route utilisation strategies.

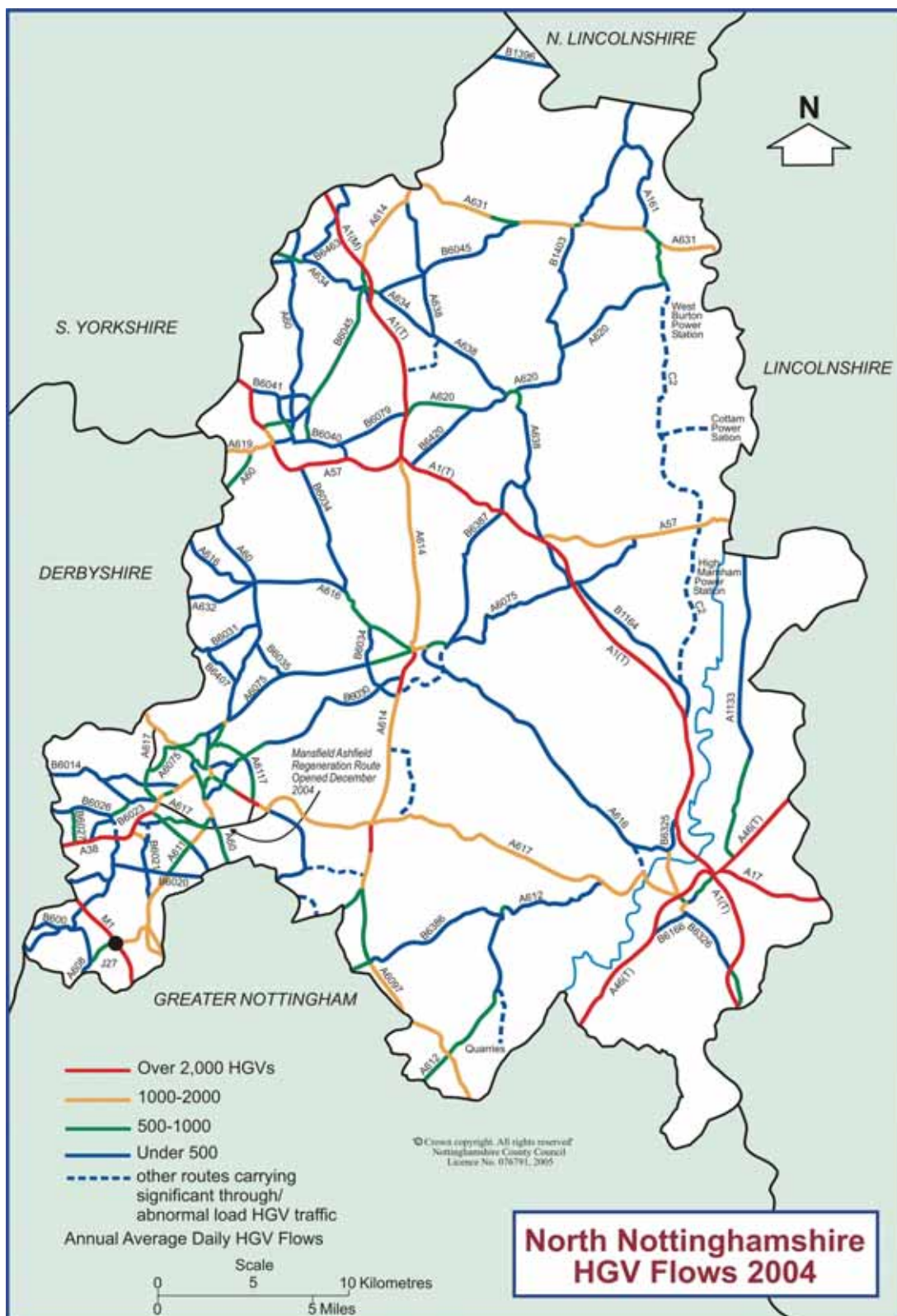


Figure 2.5 North Nottinghamshire HGV flows 2004

Inter-modal Freight Terminals

The RFS identifies an action to address the need for a new sub-regional inter-modal terminal within the Three Cities sub-area. Whilst located within the Greater Nottingham LTP area, it will serve a wide catchment including all of Nottinghamshire. The preceding Regional Freight Study 'The State of Freight in the East Midlands' 2002 identifies Toton Sidings and Castle Donington

(Derbyshire) as strong candidate sites. The Toton site is mentioned in the Nottinghamshire and Nottingham Joint Structure Plan (February 2006); and crucially the Inspector of the Broxtowe Local Plan Review (2003) supported the designation of the Toton Sidings as a 'Major Developed Site' in the Green Belt, and alluded to such development being acceptable despite the Green Belt designation.

Interest in a site to the west of Nottingham at Toton Sidings as the location of an inter-modal rail freight terminal to serve the Three Cities 'core' area of the East Midlands dates back to the late 1980s. It is strategically well located, on the Erewash Valley Railway line near its junction with the Midland MainLine, and is proximate to the A52 and Junction 25 on the M1.

A study was commissioned by Nottinghamshire County and Broxtowe Borough Councils to examine potential access options into the Sidings area, following concerns from DfT about possible provision of direct access into the site from the A52 on safety grounds. The study concluded that accesses from both the A52 and Toton Lane were technically feasible, but later British Rail took the view that insufficient traffic would be generated.

In 1994, a planning application was submitted for a freight terminal and associated development, with access into the site by a new road from Toton Lane. Planning permission was refused due to intrusion into a prominent and sensitive area of the Green Belt with a loss of amenity to local residents, unacceptable levels of traffic generation, access through Green Belt land, and the lack of clear linkages between the terminal and associated development. A similar application in 1997 was subsequently withdrawn when it became clear that planning permission was unlikely to be granted for the same reasons.

The County and Broxtowe Councils recognised that the key to unlocking the site's potential lay in the provision of a satisfactory access into the site which would minimise Green Belt impacts, probably by a direct access from the A52. The Highways Agency commissioned a highway access study in 2001 to determine a preferred access strategy to serve any future development at Toton Sidings and the immediately adjacent land to the west. The study concluded in late 2002 that access via Toton Lane was considered to be the most appropriate access to the site, with access from the A52 technically possible but not in accordance with national standards. It also advised that a more detailed second study should be carried out to identify more precisely the highway implications of the two options, together with scheme costings. However, the interested parties first decided to address the critical issue of whether there is a viable business case for a freight terminal at Toton, with or without associated development.

The partnership of Broxtowe Borough Council, East Midlands Development Agency, East Midlands Regional Assembly, English Welsh and Scottish Railway, Highways Agency and the Strategic Rail Authority, led by Nottinghamshire County Council, commissioned the study in late 2004. Its scope was to investigate the potential economic and commercial feasibility of an inter-modal rail freight terminal at Toton Sidings, taking account of the likely demand for such a facility; the potential of other candidate sites; relevant Multi-Modal Study findings; planning and environmental constraints; the likely costs of road access into the site; the possible need for associated development to ensure its viability; and likely development costs and benefits including revenue generation prospects.

This recent study concluded that:

- The East Midlands is the centre of gravity for the UK distribution industry, and the businesses that depend on it – a unique selling proposition for the region, but constraints on development sites and labour in the region are forcing economic activity further north
- The rail freight industry continues to grow, with new interchanges causing little abstraction from other sites, and support given to additional regional facilities by potential users, but that there is a lack of suitable sites at strategic transport intersections
- The study's analysis emphasises that demand, as confirmed by discussions with the rail freight industry, is such that **two** rail freight terminals are required in the East Midlands
- Toton has a number of strengths (location, connectivity, existing railway uses and policy support), but also significant challenges (planning, highways access, and previous local

opposition). Other potential regional sites also face a range of challenges and the results of the study are to be taken forward to inform regional priorities. The study advises that there would be merit in maintaining the Major Developed Site status of the Sidings area to protect the site for future use

The report also makes a series of recommendations for policy measures that could be applied to support and accelerate the growth of rail freight in the East Midlands.

Now the study has established the need for a terminal, the Council will seek to establish how it could be done without encroachment on greenfield Green Belt land. Further discussions are being initiated with the Highways Agency about the question of direct access from the site onto the A52, and whether this could be done without breaching the required national safety standards, as direct access would minimise any encroachment onto Green Belt land.

Bridge Strikes

Nottinghamshire County Council will assist the Regional Freight Group's work to monitor the regional pattern of rail bridge strikes and help to develop an action plan to minimise their incidence and effect.

AIR

The RTS identifies the need to address agreed surface access needs for the region's airports through liaison with delivery agencies, and ensure efficient access to airports with significant freight functions. Robin Hood Airport Doncaster Sheffield (RHADS), which opened in April 2005, lies within the Metropolitan Borough of Doncaster, but only 2km from the border with Nottinghamshire, and will have a significant freight operation.

RHADS will be an international airport for the local market, with associated business park. By 2014 it will handle an estimated 62,000 tonnes of freight per annum, providing employment and creating inward investment from international companies. It has relatively easy access to the strategic road network and the East Coast Main Line; its long runway makes it particularly suitable for air freight operations. However, it is unlikely to rival the UK air freight leader Nottingham East Midlands Airport (NEMA) in its freight operations and is likely to market itself at niche markets, such as perishable goods and livestock.

The Transport Assessment prior to the Public Inquiry for the airport had revealed that the impact of additional movements generated by RHADS would be minimal, and that the capacity in the current road network was considered to be adequate. In January 2006 the Secretary of State approved a scheme for Blyth roundabout to become grade-separated and work is scheduled for summer 2006 as part of the Highways Agency's upgrade of the A1, work which has been brought forward through airport operator Peel's developer contributions. A distribution freight storage park is to be located on the Blyth roundabout to ensure that increased HGV traffic will impact only on the main roads leading to the airport.

Further monitoring of increased traffic flows has commenced and will be ongoing on the A614 Bawtry Rd, A638 at Everton, A631 at Bawtry and A638 at Ranskill, and possible improvements to parts of the road network are being considered. Early results indicate that the airport has made little or no impact at these locations, except for a slight rise on the A614 between the A1 and Bawtry. The A614/A616 Ollerton Roundabout may give rise to localised traffic congestion and scheme options are currently being prepared. RHADS and its freight operation will take many years to mature and traffic volumes will therefore need to be assessed over time.

Nottinghamshire County Council will continue to be represented on the Air Transport Forum for RHADS. It is also represented at Member level on its Airport Consultative Committee, which has a Noise Monitoring Sub-Group to oversee the impact of noise generated by all aircraft movements, including freight, on the local community.

Just as the Authority will benefit from an understanding of noise impacts at RHADS, it will also be keen to input into any noise assessment where freight traffic is a primary cause of concern.

2.2 AN OVERALL VISION FOR NORTH NOTTINGHAMSHIRE

The overall vision for North Nottinghamshire, as part of the wider county, is set out in Nottinghamshire's Community Strategy for 2005-09 '*All Together Better*'. This landmark strategy was adopted in September 2005 by the Nottinghamshire Partnership, (www.nottinghamshirepartnership.org.uk), which includes over 70 of the key organisations which have an influence over people's lives in the county. This includes the County Council, Police, district/borough councils, voluntary and community sector, primary care trusts and Nottinghamshire Fire and Rescue.

2.2.1 Community strategy

All Together Better draws closely from the more localised vision set out in District Community Strategies, including those for Ashfield, Bassetlaw, Mansfield and Newark and Sherwood which fall within the North Nottinghamshire LTP area. This integration of vision between local and county level is reinforced by the strong representation on the Nottinghamshire Partnership of district Local Strategic Partnerships (LSPs).

All Together Better, in defining its shared vision for the future of Nottinghamshire, sets out five key priorities for action:

| Priority | Vision |
|----------------------|--|
| Safer and stronger | Making Nottinghamshire safer, building a strong sense of community and enriching lives |
| Healthier | Improving health and well being |
| Learning and earning | Helping everyone to reach their potential |
| Cleaner and greener | Protecting and improving the environment |
| Travel and access | Travelling easily and safely and being able to access all the services people need |

Table 2.7 Community strategy key priorities

2.2.2 LTP consistency with overall vision

The Local Transport Plan has a major part to play in delivering elements of this vision. Travel and access feature prominently as a priority in their own right, reflecting the importance that partners place on achieving an efficient and effective transport network which provides people with the accessibility they need. However, transport also has a major role to play in delivering the other four key priorities. These contributions are set out in the following table:

| Nottinghamshire Community Strategy priority | LTP contribution |
|--|--|
| Safer and stronger – making Nottinghamshire safer, building a strong sense of community and enriching lives | <p>Improving road safety is a key priority for the LTP, with a dedicated road safety programme and associated core targets.</p> <p>Tackling transport related crime and reducing the fear of crime, through measures such as lighting and CCTV, are also part of the LTP proposals.</p> <p>The LTP and related land use planning documents emphasise the need for facilities and services to be located close to people, partly to generate more cohesive communities.</p> <p>The LTP and the related Building Better Communities programme both focus resources on improving local environmental quality and neighbourhood renewal.</p> |
| Healthier – improving health and wellbeing | The LTP stresses the role that transport can play in promoting exercise, and promotes cycling and walking schemes. The Rights of Way Improvement Plan is being prepared in association with the LTP. |

| Nottinghamshire Community Strategy priority | LTP contribution |
|--|--|
| | <p>A core objective within the LTP is to improve air quality, and this is subject to a specific target within the Plan.</p> <p>The LTP places a high priority on accessibility, including access to health services.</p> |
| <p>Learning and earning – helping everyone to reach their potential</p> | <p>The LTP places highest priority on accessibility in North Nottinghamshire, including access to education, training and job opportunities. The County Council commits high levels of revenue expenditure to public bus services and school transport.</p> <p>The LTP seeks to create a positive environment for business investment, and in particular to assist business competitiveness by improving access to local, regional, national and international markets.</p> |
| <p>Cleaner and greener – protecting and improving the environment</p> | <p>The LTP has measures to improve poor air quality and local environmental quality, and as part of this to tackle noise hotspots.</p> <p>At the global scale, the LTP has adopted a target for reducing growth in traffic levels and the subsequent emissions of greenhouse gases.</p> <p>The strategic environmental assessment of the LTP has demonstrated its broadly positive impact on the environment.</p> |
| <p>Travel and access – travelling easily and safely and being able to access all the services people need</p> | <p>Effective traffic management, improved transport choice, improved public transport services, effective maintenance of transport infrastructure, better information and measures such as travel plans in businesses and schools are all components of the LTP which meet specific commitments within the Community Strategy.</p> <p>Accessibility lies at the heart of the LTP, and the document is based on a rigorous process of accessibility planning involving key partners. Commitments to improve public transport infrastructure through the LTP are complemented by historically high levels of County Council investment in revenue support for local bus services, education transport, and fare subsidy through the concessionary travel scheme.</p> |

Table 2.8 LTP links to community strategy

This vision is set out for the five year period covered by the Community Strategy, which will be revised and refreshed in 2009. However the evidence base which underpins the strategy, including community consultation, suggests that addressing these priorities (and the role that transport has to play in doing so) will remain part of the vision in the much longer term. The longer term transport vision is detailed below.

2.2.3 Transport vision

As set out above, transport has a key and vital role to play in delivering all five priorities in the overall vision set out in the Nottinghamshire Community Strategy. Nonetheless, it is useful in developing transport policy to distil these into a specific transport vision which will underpin the LTP.

The transport vision for North Nottinghamshire is to establish sustainable communities by achieving:

- A county that has excellent links with the national and international transport network
- A first class public transport system that is accessible to all
- Vibrant towns and villages that are sustainable, safe, accessible and attractive to the local community and business investment
- Sustainable environmental and land use policies that improve the quality of town centres and encourage cycling and walking
- A safe, well maintained and efficiently managed road network that supports community needs and business competitiveness.

The development of this transport vision, and the objectives which follow, has partly been underpinned by analysis of the priorities of local communities, as expressed in local community strategies and *All Together Better*. These in turn have been based on wide consultation with local communities and stakeholders. There has also been specific LTP-related consultation, set out in section 2.5 below.

However there has also been a significant amount of technical research and monitoring which has been used alongside the views of local communities to shape the vision, objectives and delivery programmes. Examples include traffic flow, congestion and bus punctuality data, road condition surveys, accident data and investigations, air quality monitoring data, accessibility planning and the use of Accession.

Longer term vision

As for the wider vision for North Nottinghamshire, this transport vision responds to the problems and needs that have been identified and predicted for the future. These have been identified through the various national, regional and local strategies for transport, as well as those that transport impacts upon. The Regional Spatial Strategy, Joint Structure Plan, and developing Local Development Frameworks have played a significant role in developing the vision.

In the longer term it is likely that there will be continued emphasis on ensuring that transport fulfils the accessibility and wider social needs of the local community, and that North Nottinghamshire can compete economically with other parts of the UK and beyond. However it is also likely that reducing congestion will grow in importance as traffic levels continue to rise. It is essential that any change in vision, objectives or strategy is fully evidence based, and there will be close monitoring of key performance indicators over the period of LTP2 to ensure this evidence is available.

The longer term transport vision for North Nottinghamshire is at three spatial levels.

Firstly, within **local neighbourhoods**, there will be safe and sustainable access to local facilities and services such as health, schools, colleges and local shops. There will be priority for pedestrians, cyclists and those with mobility difficulties.

Secondly, for **movement within our towns and district centres**, there will be safe and sustainable transport options for all. This will require a fully integrated, high quality public transport network and appropriate parking provision for private cars.

Thirdly, to **connect our towns, district centres and villages to other parts of the Plan area and beyond** (including regional and national trip generators) there will be safe and sustainable strategic links by road and rail.

2.2.4 Plan objectives

In 2003, national and local government agreed the four 'shared priority' themes of **congestion, accessibility, safety** and **air quality**. These themes are seen as countrywide issues of national importance that need to be addressed in all local transport plans, and are wholeheartedly supported by the County Council as core priorities for the LTP.

However in order to address the Transport Vision set out above, and to meet local community priorities, the County Council has decided, in consultation with external stakeholders and the public, that local transport strategy should also address three other local priorities as set out below:

North Nottinghamshire LTP Objectives

National

- Reducing congestion
- Improving accessibility

- Improving road safety
- Improving air quality

Local

- Promoting economic regeneration
- Improving quality of life by;
 - Neighbourhood renewal
 - Improving the quality of public space
 - Delivering safer communities
 - Improving health and well-being
 - Reducing noise levels
 - Improving access to the countryside
 - Reducing greenhouse gas emissions
- Maintaining transport infrastructure to a high standard

2.3 NATIONAL/REGIONAL LINKS

Transport is not an end in itself, but a means to enable people to access vital employment, education, health services, shopping, leisure, and other services. Similarly, transport infrastructure exists not in isolation, but as part of a wider pattern of land use. For these reasons, transport strategy must be closely integrated with other plans and strategies designed to improve quality of life for local people and to encourage sustainable communities. These exist at national, regional, and local levels, and it is vital that the LTP is consistent with this wider policy framework. This may be illustrated in the following table:

| Plans and strategies | Multi-policy | Spatial (i.e. land-use plans) | Transport specific |
|---------------------------------------|------------------------------------|---|--|
| National | Sustainable Communities | Planning Policy Statements | The Future of Transport White Paper (2004) |
| Regional (East Midlands) | Integrated Regional Strategy | Regional Spatial Strategy | Regional Transport Strategy |
| Local | Nottinghamshire Community Strategy | Nottinghamshire and Nottingham Joint Structure Plan. Local Plans/Local Development Framework | Local Transport Plans |

Table 2.9 LTP links to national and regional policy

2.3.1 Consistency with national policy framework

The national policy framework for local transport is set out in the Transport White Paper, 'The Future of Transport: a network for 2030', published in July 2004. Further elements of transport policy are presented in a series of other policy papers and documents, particularly PPG13, and the full guidance on the preparation of Local Transport Plans prepared by DfT in December 2004. This transport plan is set within the national policy framework as comprehensively and effectively as possible, taking account of local economic, social and environmental circumstances for North Nottinghamshire.

The Government's national transport strategy, is built around three central themes,

1. **Sustained investment** - A commitment by Government to deliver sustained improvements to transport networks

2. **Improvements in transport management** - Better traffic management, efficient use of the network, innovative congestion management and appropriate road network capacity improvements
3. **Planning ahead** - Ensuring that transport planning is integrated with spatial planning policies.

The local contribution to the delivery of the national transport strategy and the delivery of the local transport objectives is dependent on the policies, commitments and actions within this LTP. The actions are derived from the first LTP and new initiatives. These are summarised in the table below.

| Government strategy | Actions | Transport Objectives | | | | | | |
|--------------------------------------|------------------------------------|----------------------|--------|---------------|-------------|--------------|-----------------|-------------|
| | | Congestion | Safety | Accessibility | Air quality | Regeneration | Quality of life | Maintenance |
| Sustained investment | Infrastructure improvements | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ |
| | Maintenance of assets | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ |
| Improvements in transport management | Education & awareness | ✓ | ✓ | ✓ | ✓ | | ✓ | |
| | Travel demand management | ✓ | ✓ | ✓ | ✓ | | ✓ | ✓ |
| Planning ahead | Accessibility planning | ✓ | | ✓ | | ✓ | ✓ | |
| | Strategic Environmental Assessment | ✓ | ✓ | | ✓ | | ✓ | ✓ |
| | Land use planning | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| | Rights of way improvement plan | ✓ | ✓ | ✓ | | | ✓ | ✓ |

Table 2.10 LTP contribution to national transport objectives

Of particular importance are the Government and Local Government Association's four shared transport priorities, reducing congestion, improving accessibility, improving road safety and improving air quality, which the transport plan for North Nottinghamshire has placed at the heart of its strategy.

2.3.2 Consistency with regional & sub-regional policy framework

Regional Spatial Strategy and Regional Transport Strategy

Nottinghamshire County Council has engaged prominently in the development of regional policy, in particular the Regional Spatial Strategy (RSS8) published in March 2005, and the Regional Transport Strategy (RTS) within it. In line with Government policy, the core strategy within these documents is based on:

- Reducing the need to travel and traffic growth
- Promoting a 'step change' in the level of public transport, and
- Only developing additional highway capacity when all other measures have been exhausted.

The Policy in the RTS that sets the regional transport objectives states that local authorities should "have regard to the following objectives when drawing up their Local Transport Plans". The thrusts of the six objectives are:

1. To support sustainable development in the region's principal urban areas and sub-regional centres (i.e. Mansfield, Worksop, Retford and Newark)

2. To promote accessibility and overcome peripherality in rural areas
3. To support the region's regeneration priorities
4. To promote improvements to inter-regional and international linkages
5. To improve safety and reduce congestion
6. To promote opportunities for modal shift away from the private car and road based freight transport

The North Nottinghamshire Local Transport Plan has been developed to be wholly consistent with these objectives. This is illustrated in the following table:

| Regional Transport Strategy Objective | | LTP response |
|---------------------------------------|--|---|
| 1. | To support sustainable development in the region's principal urban areas and sub-regional centres (eg, Mansfield, Worksop and Newark). | There is strong emphasis in the LTP on integration between land use planning and transport to reduce the need to travel and achieve sustainable development patterns. This is reinforced through land use planning policy, particularly as set out in the Nottinghamshire and Nottingham Joint Structure Plan, which applies a sequential approach to new development to promote appropriate development in the county's sub-regional centres. |
| 2. | To promote accessibility and overcome peripherality in rural areas. | Accessibility is a primary objective of the North Nottinghamshire Local Transport Plan, given its rural nature over large parts. There has been a major focus on identifying areas of poor accessibility through the Accessibility Planning process, and working through the Nottinghamshire accessibility planning partnership to address these gaps. Many parts of the Plan area are rural where there are specific accessibility needs. |
| 3. | To support the region's regeneration priorities. | Equally, delivering transport projects that support economic regeneration is a major focus for the North Nottinghamshire LTP, particularly within the Mansfield, Ashfield and Bassetlaw areas. Proposals within this LTP build on the highly successful Mansfield and Ashfield Regeneration Route (MARR), which is already stimulating business investment. Proposals will also support local district council visions for town centre redevelopment plans in Mansfield, Sutton in Ashfield, Kirkby in Ashfield, Worksop, Retford and Newark. |
| 4. | To promote improvements to inter-regional and international linkages. | The LTP has a major focus on managing and maintaining roads to a high standard. This will include the national and regional road network, particularly those that have been detrunked. The County Council maintains high levels of engagement with the Highways Agency and Strategic Rail Authority/DfT Rail on the inter-regional and international road and rail networks respectively. |
| 5. | To improve safety and reduce congestion. | Reducing road accidents is a core objective of the LTP policy within North Nottinghamshire. Consultation and analysis has identified however, that congestion is less evident in the north of the county, and therefore a secondary rather than key priority. |
| 6. | To promote opportunities for modal shift away from the private car and road based freight transport. | Achieving modal shift, and thereby reducing congestion, CO ₂ emissions, and improving air quality are all core objectives of the LTP, supported by specific programmes such as bus quality improvements and Smarter Choice campaigns. Although limited, there are also proposals to reduce the adverse impacts of road-based freight distribution. |

Table 2.11 Consistency between LTP and regional transport objectives

A checklist of conformity was sent to the East Midlands Regional Assembly for consultation. They stated,

"Overall, the checklist demonstrates that the North Nottinghamshire LTP broadly supports the East Midlands RTS and is in full conformity with the relevant RTS Policies."

Revised RSS and the Northern Sub-area Strategy

Nottinghamshire County Council has engaged closely in the current review of RSS, and in the debate about future growth levels and patterns. It has also taken the lead in the early work to develop a Northern Sub-area Strategy within revised RSS. Although in both cases work is at an early stage, the following considerations are key to the County Council's position:

- The need to adopt growth levels and patterns which support sustainable communities, improved accessibility, and a reduction in the need to travel
- The need in North Nottinghamshire in particular to achieve economic regeneration, and support business competitiveness
- The need for appropriate transport infrastructure to support the levels and pattern of growth provided for in RSS.

The County Council will continue to engage in regional policy on spatial planning and transport to ensure compatibility with the transport objectives set out in this LTP.

Regional Funding Allocations for transport, housing and economic development

The Regional Funding Allocation process for transport, housing and economic development has taken place between the provisional and this final LTP2. This process has developed a regional view, recently submitted to the Secretary of State, on a recommended programme for funding regionally important transport projects. This included the major projects promoted through the provisional North Nottinghamshire Local Transport Plan – namely Mansfield Public Transport Interchange, Pleasley bypass extension and Kelham bypass. The County Council took a full and active role in developing the prioritisation methodology used to develop the draft programme.

The outcome of this process for North Nottinghamshire’s proposed major schemes was as follows:

| Scheme | Outcome |
|--|---|
| Mansfield Public Transport Interchange | Recommended for funding with start in 2006/07 |
| Pleasley bypass extension | Not recommended for funding until beyond 2011 |
| Kelham bypass | Not considered to have enough detail to programme |

The County Council will continue to engage proactively in any future rounds of the Regional Funding Allocation process.

Other regional strategies

The LTP has also been developed to respond to other regional strategies, notably:

- Integrated Regional Strategy (IRS) which was published in early 2005
- Regional Freight Strategy (RFS) which was published in July 2005
- Regional Economic Strategy (RES) which was published in 2000. A revised draft has been subject to widespread consultation and the final RES is due for adoption in April 2006
- Sustainable Communities in the East Midlands (SCEM) - Government's regional plan for sustainable communities published in 2004.

The following table sets out how the LTP responds to these regional strategies:

| Regional strategy | LTP response |
|------------------------------|---|
| Integrated Regional Strategy | The Integrated Regional Strategy sets out the overall sustainable development strategy for the region. The strategy covers a wide range of policy objectives influenced by transport, including housing, health, culture, community safety, environment (including climate change), employment, learning and skills, and location of development. It also has a specific set of objectives on transport and accessibility, designed to reduce traffic, increase the levels of rail and bus patronage, promote travel plans and integrated ticketing. All of these objectives are supported by the LTP. Moreover the LTP has been evaluated for conformity against IRS objectives through use of the East Midlands Integrated Toolkit as part of the Strategic Environmental Assessment process. |
| Regional Freight Strategy | The RFS includes policies to reduce the environmental impact of freight, to maximise the efficiency of road freight, to increase the use of inland waterways, and to achieve a shift from road to rail freight within the region. These are all supported within this LTP. Whilst the need for the LTP to adopt realistic aspirations means that activity is likely to focus on the first of these, the County Council will take advantage of any opportunity arising from the rail and inland waterway networks in the plan area. |

| Regional strategy | LTP response |
|--|---|
| Regional Economic Strategy | Transport and logistics have been identified as one of ten strategic priorities within the revised RES draft, and consequently will play a major part in delivering the aspirations for economic development within the region as set out within the RES. The adoption of economic regeneration as a core objective within the LTP sets the framework for ensuring this happens. The County Council has and will continue to work closely with the East Midlands Development Agency and with the Alliance Sub-regional Strategic Partnership. This will ensure that new industrial and commercial development are located in sustainable locations, that transport infrastructure supports the needs of employers and employees, and that people have the access they need to training. |
| Sustainable Communities Plan for the East Midlands | Sustainable Communities in the East Midlands (SCEM) sets out challenges and actions in a number of policy areas including planning, housing, transport, economic growth and skills, tackling deprivation, renewing communities, and liveability. All are influenced by LTP policy, and the North Nottinghamshire LTP is consistent with all of the actions set out in the plan. In particular under transport the LTP seeks to address the challenges set out within SCEM to relieve congestion in urban areas, to improve accessibility (particularly in the former coalfields area), to reduce car use in urban areas, and to increase the capacity and use of public transport. |

Table 2.12 LTP response to regional strategies

Sub-regional strategies

There is also an increasingly important sub-regional dimension to policy within the East Midlands. As well as the Northern Sub-area strategy being developed within the RSS, as mentioned above, the Alliance Sub-regional Strategic Partnership (SSP) is developing an economic development business plan for North Nottinghamshire. Although this has not placed transport as the highest priority for the region, the Alliance SSP has been actively involved in discussions concerning, for example, the proposed improvement to surface access to Robin Hood Airport Doncaster-Sheffield from North Nottinghamshire, and have already allocated significant funding to improve bus services from Worksop and Retford.

2.4 LOCAL POLICY INTEGRATION

As well as being consistent with the vision for Nottinghamshire set out in the Community Strategy, and with national and regional policy, it is important that transport strategy, and the objectives and targets within this plan, are consistent with those set with the wider corporate and public planning framework operated by Nottinghamshire County Council and other local partners.

In particular it is important that the LTP is consistent with the following:

- Nottinghamshire County Council's Strategic plan
- The Nottinghamshire Local Area Agreement
- Statutory Development Plans
- Other local strategies, in particular for housing, economic development, education and social services
- The Highways Agency programmes, and
- Neighbouring LTPs.

2.4.1 Nottinghamshire's draft Strategic Plan 2006-10

Following the local elections in May 2005, Nottinghamshire County Council has developed a new draft Strategic Plan covering the period 2006-2010. This draft plan sets out the Council's commitment to play its part in delivering the Nottinghamshire Community Strategy. Specific actions are set out in relation to the key Community Strategy objectives - safer and stronger, healthier, learning and earning, cleaner and greener, and travel and access.

Where relevant, the specific commitments within the draft Strategic Plan have been directly translated into LTP policy and programmes. Conversely delivery of the LTP will contribute to achieving the vision set out in the Strategic Plan. This integration between the two documents is detailed below:

| Draft Strategic Plan Commitment (where relevant to LTP) | LTP response |
|---|---|
| Safer and stronger | |
| Reduce the number of deaths and serious accidents on the Nottinghamshire's roads, particularly those involving children | Tackling road accidents is major objective within the LTP, and significant resources are to be used to deliver accident reduction targets |
| Strengthen community care to help more vulnerable, elderly or infirm people to live independently at home | Another aspect of promoting independence is the availability of accessible public transport, community transport, and dial-a-ride services, and provision of concessionary travel, all of which are promoted through the LTP |
| Protect consumers from poor quality goods and services | The LTP and associated Bus Strategy seek to deliver high quality bus services as part of a wider transport network |
| Healthier | |
| Help adults with mental health problems or learning disabilities to be more independent and to enrich their lives | The availability of suitable transport and concessionary travel will also help these groups |
| Increase participation by older people in sport, learning and leisure activities | Access to sport, learning and leisure are all priorities within the North Nottinghamshire Accessibility Strategy, as are the accessibility needs of older people. |
| Support actions to improve life expectancy and reduce health inequalities | Access to health facilities also features, particularly in disadvantaged areas, in the Accessibility Strategy |
| Work to reduce obesity in adults and children | Cycling and walking provision in the LTP, and their promotion through school and workplace travel planning, will help tackle inactivity and obesity |
| Learning and earning | |
| Improve the educational attainment of children and their appreciation of learning | Access to education and provision of school transport again are strong elements of the Accessibility Strategy |
| Help people into work and increase the proportion of people in employment | Access to employment also features strongly in the Accessibility Strategy |
| Cleaner and greener | |
| Reduce CO2 emissions through energy conservation and buying green energy | The LTP has a CO2 related target, and will help reduce the rate of growth of car traffic (though not reverse it) |
| Improve the physical environment in local communities | LTP related measures will have a major impact, in conjunction with Building Better Communities and other neighbourhood renewal initiatives, in the improvement of local urban environments |
| Travel and access | |
| Work to tackle congestion and its associated pollution | Tackling congestion is an important priority for the Local Transport Plan |
| Widen transport choice in public transport, cycling and walking and improve the major bus stations that serve our communities | This objective lies at the heart of the LTP, and significant resources will be allocated for the improvement and promotion of public transport, cycling and walking. The LTP specifically promotes Mansfield Public Transport Interchange as a major scheme, and Retford Bus Station in the Integrated Transport Measures programme |
| Improve the condition of roads and footways | Improving the maintenance of roads and footways is another key priority for the LTP, and will involve both LTP and County Council revenue funds |
| Consider the needs of children and young people in a holistic way and integrate the services we provide to support this | Transport services for younger people are considered in the LTP alongside those of the elderly and other specific groups |

| Draft Strategic Plan Commitment (where relevant to LTP) | LTP response |
|---|--|
| Help more older people to take up financial assistance or services they are entitled to | Promoting greater uptake and usage of the Concessionary Travel Scheme is a specific action within the LTP and Bus Strategy |

Table 2.13 Links between LTP and draft strategic plan

2.4.2 Consistency with local community strategies and the Local Area Agreement

The Nottinghamshire Community Strategy '*All Together Better*', described above in section 2.2, sets out the overarching vision for the county shared by the wide range of organisations involved in the Nottinghamshire Partnership. Section 2.2 makes clear how the LTP helps address the key priorities set out in the Nottinghamshire Community Strategy.

As well as a county-wide Community Strategy, each of the districts within the county is subject also to a Local Community Strategy, developed through the Local Strategic Partnerships. These express at a more local level the vision, objectives and priorities that the local community collectively has for their area. Although the Local Community Strategies have been major contributors to the development of '*All Together Better*', it is nevertheless important to ensure that the LTP is consistent with local priorities. Indeed, it is partly the local differences in priority identified in respective district-level community strategies that has led to the approach within this LTP of defining slightly different emphasis in transport objectives in each area (as detailed within section 2.5, Consultation).

The following table sets out how the LTP addresses the priorities within the four Local Community Strategies in the Plan area:

| Local Community Strategy – key priorities | LTP response |
|--|--|
| <p>Ashfield:</p> <ul style="list-style-type: none"> • addressing health inequalities • reducing crime and disorder and the fear of crime and disorder • increasing accountability and community involvement • creating a learning culture • well maintained and affordable housing • attracting new industries • protecting the environment and working for sustainable regeneration. | <p>The LTP seeks to address access to health, education and employment difficulties. There is also a commitment in the LTP to tackle crime on public transport, to assisting in economic and local regeneration, and to improve the environment.</p> |
| <p>Bassetlaw:</p> <ul style="list-style-type: none"> • increasing the GDP of the area by at least 1% above the national average • increasing the percentage of 19-year-olds achieving a level 2 qualification • providing at least one hectare of local nature reserve per 1000 population by 2005 • reducing health inequalities by focusing on those in greatest need • reducing the number of wards in Bassetlaw that are amongst the most deprived in the country • reducing the number of reported crimes. | <p>The emphasis on education, training and economic regeneration in Bassetlaw is reflected in the LTP where supporting accessibility and economic regeneration are high priorities. So too is the emphasis on health inequalities reflected in the LTP through the accessibility planning process.</p> |
| <p>Mansfield:</p> <ul style="list-style-type: none"> • crime reduction • health, including avoidable injury and encouraging healthier lifestyles | <p>The LTP has a strong emphasis in Mansfield on local neighbourhood regeneration and economic development, reflecting these priorities in the</p> |

| Local Community Strategy – key priorities | LTP response |
|---|--|
| <ul style="list-style-type: none"> ● learning, including post-16 participation, as well as increasing workplace skills ● environmental, including improving neighbourhood services, quality of life and local sustainability ● economic prosperity – including workforce skills, promoting tourism and progressing urban regeneration ● housing. | <p>community strategy. Access to jobs and health, reducing accidents and achieving healthier lifestyles are also all part of the LTP strategy.</p> |
| <p>Newark and Sherwood:</p> | |
| <ul style="list-style-type: none"> ● reducing the level of crime ● participation in cultural activities in rural areas and towns ● achieving a diverse and sustainable local economy ● promoting the conservation and protection of our surroundings ● improving health and well being and reducing social exclusion ● maximising the reach and accessibility of lifelong learning opportunities. | <p>The greater emphasis in Newark and Sherwood on the needs of rural areas is reflected in the LTP. There is also, as for other areas, a strong emphasis on improving accessibility to education and health facilities, and achieving economic development benefits.</p> |

Table 2.14 Local Community Strategies key priorities

Nottinghamshire Local Area Agreement

One of the main delivery mechanisms for the Nottinghamshire Community Strategy, which will further forge integrated thinking and joint working, is the Nottinghamshire Local Area Agreement (LAA). This is due to come into force on 1 April 2006. It sets out a number of key outcomes and targets which collectively local partners have agreed to deliver, and in many cases there are pooled funding arrangements to enable this to happen. The importance of accessibility in the county, and particularly in the North Nottinghamshire area, has led to its adoption as a key outcome in the LAA, alongside the definition of countywide targets which are consistent with those in this LTP. The LAA also seeks to pool Rural Bus Subsidy Grant, one of the Government funding streams that has a major impact on accessibility in the county.

Other partnerships and strategies

Although the establishment of the Nottinghamshire Partnership, LSPs and the Local Area Agreements have been major steps forward, there is a strong tradition of partnership work in Nottinghamshire which goes back much further. The County Council is active in over 300 partnerships across the county, including those working regionally and sub-regionally, those based primarily on district boundaries, and others addressing town, parish or neighbourhood issues.

In addition to this partnership work, the County Council has been increasingly engaged with local district councils to develop master plan visions for their major town and village centres. Work is currently underway in Worksop and Mansfield, with important elements of their action plans already featuring in current LTP programmes and scheduled for Kirkby and Sutton.

2.4.3 Integration with the Local Development Framework

Integration between transport and land use planning is essential if transport, accessibility and sustainable community objectives are to be realised. Planning Policy Statement 13 'Transport' (PPS13) advises on how local authorities should achieve this integration. Specific areas where development planning can help deliver transport objectives are as follows:

- Allocation of land for new development in appropriate locations
- Assessment of development proposals
- Formation of development control policies that support the delivery of sustainable transport, i.e. policies on parking provision, design features which facilitate non-car access

- Obtaining infrastructure through planning obligations and developer contributions to integrated transport measures
- Requiring travel plans as a condition of planning consent
- Safeguarding land for transport proposals.

Equally the LTP must support land use planning objectives by informing the development of these policies, and by seeking to provide appropriate transport infrastructure. Nottinghamshire County Council has placed integration between land use planning and transport at the heart of policy in both areas.

The new statutory planning system and LTP2

The Planning and Compulsory Purchase Act 2004 has introduced a new land use planning framework, whereby the strategic land use planning role performed by Structure Plans has been replaced by the Regional Spatial Strategy, and Local Plans are being replaced by Local Development Frameworks. However the deadline for the new provisions is not until 2008, and for the first half of this LTP period the old planning system will at least partially be in force. It is vitally important that the LTP is consistent with, and integrated into, both frameworks.

Joint Nottinghamshire and Nottingham Structure Plan

The Joint Nottinghamshire and Nottingham Structure Plan (JSP) was adopted on 16 February 2006, and is expected to be part of the statutory development plan for a period of up to 3 years. The LTP fully complements and supports the vision for the JSP,

'A thriving and prosperous County and City, with a good and improving quality of life for the whole community based on new development which promotes greater accessibility to homes, jobs, services and facilities in an enhanced environment.'

The policies of the JSP have been framed with this vision in mind. In order to realise this vision the following objectives have been set:

- To further social inclusion through the regeneration of disadvantaged areas by ensuring that all members of the community have improved access to a wide range of employment, housing, services, education, training, cultural and leisure opportunities
- To promote health and social well being through the provision of sufficient suitable good quality housing, designing safer and more attractive environments and improving accessibility to leisure and recreation facilities
- To produce good quality environments in urban and rural areas so that the unique character and distinctiveness of Nottinghamshire, with its attractive market towns, the Trent Valley and Sherwood Forest and the City of Nottingham, with its industrial heritage, parks and waterways are protected and enhanced
- To improve economic prosperity and employment opportunities by encouraging economic diversification and by providing for a wide range of suitable sites and premises for business
- To further integrate land use and transport so that the need to travel is reduced while accessibility to employment, homes, services, facilities and other resources is improved by enhanced sustainable transport choices
- To protect the environment of the Plan area by avoiding significant harm and securing appropriate mitigation with particular regard to protecting and enhancing biodiversity
- To ensure that finite natural resources are managed prudently and to encourage energy efficient patterns of development, including maximum use of urban and previously developed land.

At the heart of the JSP lies the general policy on sustainable development (Policy 1/1) which adopt the sequential approach to the location of new development set out in Regional Planning Guidance (now RSS). This sequential test will reduce the need to travel and help achieve modal shift by placing most new development in urban areas or in other locations where good public transport services are available.

Furthermore the JSP responds to the call within PPS13 for development to play its part in meeting transport and accessibility needs. In policy 1/3 it identifies that developer contributions may be sought for integrated transport measures.

Further policies within the JSP which complement the LTP include the following:

- Policy 5/4 which requires development to meet the accessibility needs of cyclists, pedestrians, and people with restricted mobility
- Policy 5/7 which requires development to make provision for traffic reduction measures and to minimise off-street parking; and requires that transport assessment and travel plans be submitted alongside planning applications that are likely to have significant transport implications, in accordance with advice in PPG13.

Finally the JSP requires Local Plans to safeguard land for major transport projects which are part of the overall strategy set out in the LTP. In particular it makes provision in this way for Mansfield Public Transport Interchange (Policy 5/1), and for Pleasley bypass extension and Kelham bypass (Policy 5/10), as well as for rail, inland waterway and other road proposals.

Local Plans and Local Development Frameworks

As mentioned above, the Planning and Compulsory Purchase Act 2004 requires all local planning authorities to replace their Local Plans with Local Development Frameworks (LDF) by 2008. Currently all planning authorities in Nottinghamshire have prepared and submitted Local Development Schemes under the new legislation, setting out their programme for delivering LDFs. This information, along with the status of each of the County's current North Nottinghamshire District Local Plans is shown in the table below:

| Local Planning Authority | Local Plan Status | Local Development Framework – anticipated date of adoption |
|--------------------------|---|--|
| Ashfield | Local Plan adopted Nov 2002 | Core strategy 2007 |
| Bassetlaw | A Local Plan placed on deposit in 1995 and has been through all the stages save adoption. | Core strategy 2007 Allocations and policies 2008 |
| Mansfield | Local Plan adopted Nov 1998 | Core strategy 2007 Allocations and policies 2007 |
| Newark & Sherwood | Local Plan adopted Feb 1999 | Core strategy 2006 Allocations and policies 2006 |

Table 2.15 Development Plan status

The Local Plans in the four districts within the plan area are all supportive of the current or the previous JSP (which also strongly supported integrated transport objectives). In particular they pursue a sequential approach to development location, seek to ensure development control supports transport objectives, for example in approach to parking provision, and the securing of planning obligations for transport measures. They also make specific policy commitments to major projects promoted through the Regional Transport Strategy and JSP, including the Mansfield Public Transport Interchange, the Pleasley bypass extension (Mansfield) and Kelham bypass (Newark and Sherwood).

Although LDFs will replace the Local Plan system, there are significant changes which will impact on the way that transport considerations are brought to bear in planning decisions. One of the new elements to the revised planning system will be a more pro-active role for Local Development Frameworks in shaping the way development takes place in a particular area. There will be considerable emphasis on partnership working between the local planning authority, developers, and others to ensure that the LDF helps to deliver the wider vision and objectives within the Local Community Strategy. This is to be welcomed, as it offers the opportunity for transport, and in particular accessibility, objectives to be considered at the earliest stages in the planning of new development. LTP2 will form a strong platform for these discussions to take place.

2.4.4 Consistency with wider local strategies

Transport strategy must integrate at the local level not just with land use planning policy, but also with wider policies including those related to:

- Housing
- Economic development
- Education
- Health
- Social inclusion and social services provision
- Crime and disorder
- The environment.

In many of these cases, the interaction relates mainly to accessibility, and the ability or otherwise of people to access relevant services. The accessibility planning process is a powerful new mechanism to not only identify public transport needs, but also to review the means by which a range of agencies, including the County Council, deliver their services. Much of this review work will take place throughout the LTP period as part of the local accessibility action plans. A programme of such plans has been included in the Accessibility Strategy, which is published as an accompanying document to this LTP.

Housing

The main interaction between housing and transport lies in the amount and location of new residential development. These are defined in the Joint Structure Plan and district Local Plans (and in the future the Regional Spatial Strategy and Local Development Frameworks respectively). As set out above, these have a strong policy commitment to sustainable development patterns which reduce the need to travel and enable settlements to be served by public transport links. Conversely, the accessibility planning process has placed major emphasis on understanding the travel needs of communities, and the mapping process used in accessibility planning reflects housing concentrations. It is also sensitive to the social nature of housing, highlighting areas of high unemployment, lower income and car ownership, and therefore higher reliance on public transport.

Economic regeneration

The regeneration of Nottinghamshire has long been one of the County Council's key priorities, reflected within its strategic planning processes. As part of a re-assessment of the local economy, its drivers and its weaknesses, the County Council is promoting an approach based on the 'Local Futures Audit', a policy tool developed in collaboration with the Audit Commission and the Local Government Association. This has helped to shape the County Council's draft Strategic Plan.

Economic development and transport policy are integrated at the local level partly through the allocation of land for industrial and commercial development in land use plans, and partly through the planning of transport infrastructure and services to provide access to jobs and markets. The policies within the JSP and local plans seek to balance the need to locate businesses near their potential workforce and/or public transport links, but also with good access to the national transport network.

Equally, transport strategy within the LTP has been designed to support economic regeneration. The centrepiece of the first LTP was the Mansfield and Ashfield Regeneration Route (MARR), which has been highly successful in linking former coal mining communities to the national road network and to new employment opportunities. The new LTP contains proposals to build on the opportunities provided by MARR. Furthermore the accessibility planning process has placed priority on providing access to jobs and training.

A major success of the first LTP has been the links created between the Mobility Management Action Area (MMAA) studies and the undertaking of tandem economic health-check surveys. This is an approach that will be echoed in this LTP with the added benefit of additional information

coming on stream from the accessibility planning work. This joint approach, very often in partnership with the local district council's economic development staff, has been extremely successful in engaging with the local business community. Jointly developed action plans are produced that target a range of needs and foster a collaborative approach, both from the community and from other agencies, to integrate the delivery of services.

Education

The interaction between education and transport objectives lies partly in the extent to which transport supports access and choice in education, which is addressed in the accessibility planning process. It also relates to the extent to which schools, colleges and other educational establishments contribute to transport problems such as congestion.

Accessibility planning in relation to education has focused on the level and cost of transport provision, and has also considered policies on educational choice, religious denomination, school/college specialisation and special need. The LTP (and more specifically County Council revenue funding for educational transport and fares subsidy) seeks to balance the objective on the one hand of promoting educational choice and access, and on the other of reducing the need to travel, promoting efficient use of public transport, and encouraging non-car modes of travel. The County Council's own Building Schools for the Future programme, though largely focused on existing sites, is also taking account of accessibility issues.

In response to the impact of education on wider transport objectives, the LTP places renewed emphasis on the delivery of School Travel Plans to minimise the adverse impacts of travel to education on congestion, and reduce accidents related to school journeys.

Health

Access to health facilities has been a major focus of the accessibility planning process in partnership with local primary care trusts. This has mapped health establishments, and identified areas of accessibility problems. At the same time the health community has considered the transport impacts of new health facilities, particularly as part of its new build programme.

The LTP has also been developed with the aim of contributing to the delivery of the "Choosing Health" White Paper, which highlights the role of exercise in tackling obesity. The LTP supports the creation of urban parks, better access to the countryside, safer routes to schools, better cycle and footways, all of which will contribute to a healthier community. The LTP includes a summary of the emerging Nottinghamshire Rights of Way Improvement Plan (within Chapter 7, Quality of Life section 7.6) and the accompanying Accessibility Strategy which seeks to promote opportunities for healthy lifestyles.

Although reducing accidents does not feature strongly in the health White Paper, it is clearly still a significant health issue, and the strong priority within the LTP on reducing road accidents will assist in improving health and reducing health service costs. Moreover there is a particular emphasis on reducing accidents within disadvantaged communities, which supports the local and national priority to tackle health inequality.

Social inclusion and social service provision

North Nottinghamshire contains significant levels of social deprivation, as identified in the 'Social Need in Nottinghamshire 2004' study. Achieving social inclusion is an important objective for the County Council, and for many other local partners. Major problems still exist to the west of the county with the legacy of the decline of the coalfields and the impact this has had on employment, skill levels and environment. Rural isolation in the north-east has its own problems of access to jobs, education and services. The north-west combines problems of rural isolation, the decline of heavy industry and the poor quality of its environment. In the east, relative prosperity and a good quality environment are marred by pockets of deprivation.

Social need exists not just geographically, but also with specific groups. These including the elderly and those with physical and learning disabilities, many of whom fall within the scope of social services provision, and others such as ethnic minorities.

The LTP aims to tackle social inclusion in its widest sense. This has been pursued primarily through the accessibility planning process, which has sought to remove barriers in particular for those who are socially excluded. Specific measures promoted through the LTP include the Local Bus Performance Management Framework which guides the County Council's use of revenue funding to support bus services. This uses the Index of Multiple Deprivation and car ownership as major criteria in funding decisions on which bus services can be supported. This has been complemented by a strong emphasis within the LTP on the provision of accessible vehicles, a programme to install raised kerbs at bus stops, and the production of public transport information that is accessible to all including those who are sight impaired or cannot read English.

For those who cannot take advantage of the bus network, the County Council also supports community transport providers which operate in many areas, and operates a dial-a-ride service which provides specialist transport for those with more severe mobility problems.

For many the cost of transport contributes to social isolation. The County Council together with districts operate a highly regarded concessionary travel scheme that is considerably more comprehensive than the statutory minimum, and enables the elderly and disabled to travel (from 1 April 2006) free of charge on buses and trams, and at half price on trains and community transport. It also offers discounted travel for some students.

Finally, as for health and other services, the County Council is considering the need to locate social services facilities in accessible locations as part of the accessibility planning process.

Crime and disorder

The role that transport has in reducing crime and the fear of crime has been recognised in the LTP through the support it provides for tackling crime on transport and in town centres. This includes the introduction of CCTV on school transport and other services, and a programme to upgrade bus stops and include lighting where possible. When such measures are introduced, particularly in relation to school transport, they are accompanied by awareness campaigns (modelled on the Respect for Transport initiative in Greater Nottingham) which reinforce the need to address crime and disorder on the transport network.

The LTP will also respond to public concern on safety issues by ensuring that its schemes are 'safer by design' and that where concerns are highlighted additional safety features such as increased street lighting will be available.

The environment, climate change and air quality

"Cleaner and Greener" is a key objective of both the County Council's draft Strategic Plan, and the Nottinghamshire Community Strategy. Furthermore environmental sustainability is a core part of the vision set out within the Joint Structure Plan. A high quality environment is fundamental to the development of sustainable communities, both in relation to local environmental quality and global challenges such as climate change. The environmental impacts of the LTP have been comprehensively assessed in the Strategic Environmental Assessment (SEA) which is described in Chapter 9, Air Quality.

The County Council is committed to taking a strong community leadership role in tackling climate change. As well as taking action to reduce its own emissions of greenhouse gases, the Council is also spearheading local climate change plans for the area and is a signatory to the Nottingham Declaration on Climate Change. The Council's work around the climate change agenda has contributed to its award of Beacon Status for Sustainable Energy in March 2005.

The Nottingham Declaration includes a commitment by the County Council to encourage all sectors in the local community to reduce their own greenhouse gas emissions and to make public their commitment to action.

The Nottinghamshire Agenda 21 Partnership has developed a Climate Change Strategy which seeks an average saving of 1% a year from all sectors, including transport. Although this target is proving unachievable, there is a commitment to reduce growth in carbon emissions within LTP objectives, and the plan contains a specific indicator in this regard.

A more localised issue is that of air quality. The local strategy for air quality management is expressed, where levels of pollution are above the relevant thresholds, in the form of Air Quality Management Area (AQMA) Action Plans. The LTP is essentially the action plan for tackling those AQMAs that are caused by traffic pollution. No AQMAs have been designated in the North Nottinghamshire LTP area.

Other aspects of local environmental quality which the LTP can have a particular impact on include biodiversity, landscape, townscape, cultural heritage, noise and vibration, water quality and flooding. The relevant strategies in each of these issues are described in detail in the SEA Environmental Report, which accompanies this LTP. The SEA has shown that the LTP is broadly supportive of environmental objectives, with the exception of CO₂ emission reductions and some potential impacts on biodiversity, landscape and cultural heritage.

Of particular note however is the interaction between the LTP and the County Council's Building Better Communities (BBC) environmental enhancement programme, which is seeking to undertake improvement schemes (many transport related) in town and village centres across the LTP area. By integrating the LTP and BBC programmes the County Council has already achieved major benefits for local communities in the plan area, delivering together more than either could have achieved in isolation, and this will continue at least until the end of the current BBC programme in 2008/09.

Cross-service working

Cross-service working on transport issues is key to delivering both transport and wider strategies. As such it is at the core of all the County Council's strategy, as well as those developed by partners, such as district councils. Cross-service working, both internally and with external partners, to deliver the transport objectives is detailed throughout this Plan, such as the Nottinghamshire Integrated Transport Centre, 'Manage and Operate' Partnerships, Nottinghamshire Environmental Protection Working Group, Programme Development Groups, School Travel Steering Group, Building Schools for the Future, RideWise, District Planning Managers Group and Road Safety Forum. To highlight briefly a number of these examples:

1. The Road Safety Forum helps to shape the road safety strategy and the subsequent work cascaded down to the Road Safety Board and associated teams. The Road Safety Forum is an annual event to ensure that partners and stakeholders have an input into policy formulation and strategy review. The forum is attended by various external organisations, such as district councils, Driving Standards Agency, Emergency Services, GOEM, Highways Agency, neighbouring highways authorities, partner organisations, Police and primary care trusts. The forum is also attended by all of the County Council services involved in delivering safer roads, such as accident investigation, culture and community, education, highways operations, network management, public transport, publicity and communications, road safety and transport strategy.

The decisions made at the forum are then developed into the road safety strategy (cross-service road safety plan) which is monitored by the internal cross-service Road Safety Board on which accident investigation, highways operations, network management, publicity and communications, road safety and transport strategy are represented. The developed strategy is then cascaded into the work programmes of all the internal stakeholders and external organisations through the partnerships attended by the members of the Road Safety Board.

2. Nottinghamshire County Council is reviewing efficiencies in transport provision by undertaking a feasibility and implementation plan for the introduction of a Nottinghamshire Integrated Transport Centre. This process will centralise provision of transport that is currently undertaken across a number of Departments. This includes Social Services Transport Unit, Environment Departments Passenger Transport Group, Education Department and Culture and Community Department. Whilst all these independently work towards common goals, it is considered that efficiency savings should be achievable by the pooling of resources.

3. As part of the Building Schools for the Future, the County Council has embarked on a massive programme of school rationalisation and renewal, using the Private Finance Initiative process. This has already been completed in Mansfield and is now underway across the Bassetlaw district. This process has allowed significant benefits to be built in, by providing enhanced links to the wider communities. This initiative is being assisted through strong links and close working between education, road safety and transport officials.

2.4.5 Consistency with Highways Agency

The County Council maintains high levels of engagement with the Highways Agency and DfT Rail (the organisation that has taken over the responsibilities of the Strategic Rail Authority) on the inter-regional and international road and rail networks respectively. (More information of working with DfT Rail is included within section 2.1.4, transport co-ordination, Chapter 5, Accessibility and Chapter 8, Congestion). Regular liaison meetings are held with the Highways Agency to ensure consistency and complementarity of the two organisations' inter-connecting programmes.

Multi-modal studies

A national programme of multi-modal studies sponsored by Government's Regional Offices was undertaken to determine how congestion problems on motorways and trunk roads could be resolved through improvements to public transport, traffic management and measures to change travel behaviour. Two multi-modal studies have been undertaken in the region which impact on the North Nottinghamshire area, namely:

- M1 in the East Midlands (J21 – 30)
- West to East Midlands

The key recommendations of the M1 study has been incorporated into the Regional Transport Strategy and the Council will continue to work with regional partners to deliver the measures recommended by this study.

The views of the Secretary of State on the West to East Midlands study is still awaited. It is intended that the recommendations will be incorporated into the Regional Transport Strategy review.

Trunk roads

The Council has consulted with the Highways Agency in the preparation of this Plan, both to consider the impact of Highways Agency proposals on the Plan area and to enable the Highways Agency to consider the impact of LTP proposals for trunk road users. The key issues arising from the consultation impacting on the Plan are as follows.

Transport Regional Report

In addition to the multi-modal studies, the Highways Agency has undertaken a series of Route Management Strategies to guide the Agency's actions and expenditure for key routes. Of relevance to the plan area has been the work undertaken on the A46 Route Management Strategy. The Highways Agency is however replacing the Route Management Strategies produced in the past with a Transport Regional Report (the East Midlands is the pilot for this). This will highlight where the main congestion and safety problems are on the trunk road network and

will then be used to assist in developing a programme of measures to resolve these problems. The Council will take account of the outcomes from these reports in the implementation of this Plan.

Schemes in the Targeted Programme of Improvements

On 1st December 2004 DfT announced that the Highways Agency's Targeted Programme of Improvements was being split into national and regional schemes. Two schemes in the programme which are designated as being of national importance fall partly within the Plan area, the M1 widening between junctions 21 and 30 and the A1 grade separated junctions between Blyth and Peterborough.

Widening of M1 junctions between 21 and 30

As part of a wide-ranging multi-modal study conducted by independent consultants in 2002, it was recommended that the M1 is widened to four lanes between Junctions 21 and 30. This scheme is one of the top three schemes nationally, and will be constructed in two phases. Phase 1 comprises improvements on the most congested sections of the motorway within the existing highway boundary enabling early congestion relief. Implementation is due to commence in 2006 for completion by 2010. Phase 2 will involve works requiring additional land. This will need to be taken through a Statutory Orders process. Implementation is unlikely to commence until 2010 for completion by 2015. The Highways Agency aim to keep three lanes of motorway traffic running in each direction at most times in order to reduce delays and avoid the transfer of traffic onto local county roads.

A1 Peterborough to Blyth grade separated junctions

The Highways Agency is proposing to replace the existing A1 roundabouts at Blyth, Apleyhead (Five Lanes End) and Markham Moor with new grade-separated junctions. Each junction is likely to take the form of two linked roundabouts with the A1 passing under the link road. All movements will be possible from newly built slip roads. It is expected that Blyth and Apleyhead will be upgraded in 2006/07 and Markham Moor in 2007/08.

The County Council continues to lobby the Highways Agency for a scheme to relieve Elkesley, which can only be reached from the A1. The Agency consulted the public concerning this in August 2005 and are currently determining their preferred option. As part of the Agency's route management strategy it proposes to improve road safety and improve access to the village of Elkesley by providing access to the local county road network.

Schemes in the Regional Prioritisation

One further scheme, the A46 Newark to Widmerpool dualling improvement scheme has been designated as a regional scheme and has been the subject of regional prioritisation.

A46 Newark to Widmerpool dualling improvement

This scheme involves upgrading the existing road from a single carriageway to a dual carriageway, mostly along its existing route (although bypasses will be built around East Stoke and Farndon). All of the junctions along the route will be grade-separated. The details of the scheme have been revised following public consultation in April 2003, and the Secretary of State announced a Preferred Route in July 2005. The draft orders for the scheme were subsequently published by the Secretary of State in December 2005. It is expected that a public enquiry into these orders will be held before an independent inspector in September 2006.

It is of concern to the County Council that, as a consequence of the Regional Funding Allocations process, the A46 Newark to Widmerpool improvement scheme, although still included within the preferred funding package, has been split into two sections with commencement pushed back to beyond 2012. The County Council, along with other regional partners, have engaged with Central Government to attempt to seek appropriate alternative funding sources outside the Regional Funding Allocation process.

The business sector in particular identifies these schemes as being of high importance to business competitiveness and the County Council will continue to work closely with the Highways Agency to ensure their expedient delivery.

It remains the case that the highway improvements form only part of the solution within these corridors and supporting measures including public transport improvements, restraint measures, behaviour change and small scale local measures must be progressed in tandem with the highway capacity improvements in order to fully capture the benefits of the trunk road investment and avoid the additional capacity simply being filled up again by induced traffic.

Co-ordination of work programmes

As detailed within Chapter 11 (Making Best Use), it is essential to co-ordinate the implementation of transport schemes with maintenance measures to ensure that the complementary benefits are captured and to reduce disruption effects. In the latter respect, it will also be important to co-ordinate local and trunk road maintenance with the Highways Agency at locations where these networks interface. Opportunities to work with the Highways Agency will also be explored to ensure effective integration of these schemes.

The Roads Information Framework is a joint initiative involving the Highways Agency, DfT and local authorities. It is intended to improve the data that is collected on the highway network and how this information is used. The aims of the project are to:

- Utilise existing information to improve efficiency of operational management and improve performance
- Improve the quality and availability of data relating to congestion and safety
- Provide better means of analysing data to inform strategic decision making.

The Council is participating in the project by sharing information that is currently collected. This includes both the provision of traffic data and the survey methods that are used to collect and record it. The project will also identify any improvements that can be made in data collection that will help to raise the operational performance of the network. The framework opens up greater opportunities for sharing information between different agencies, thereby facilitating intelligence based network management across the whole East Midlands region.

At the local level, better co-ordination and sharing of information relating to the traffic management for special events has been identified by the Highways Agency as an area where improvement is required. This is an area of work which falls under the responsibilities of the newly appointed local authority Traffic Managers. Over the period of the Plan the County Council will work in partnership with the Highways Agency to improve local information co-ordination, with the specific intention of managing the network more efficiently. This will be one of the key factors used to reduce congestion (see chapter 8) and in helping meet our network management duty (see chapter 11, Making Best Use).

2.4.6 Consistency with neighbouring authorities

Nottinghamshire has boundaries with Derbyshire, Leicestershire, Lincolnshire, North Lincolnshire and South Yorkshire. Within Nottinghamshire there is also Nottingham City which is a unitary authority, with whom the County produce the joint Greater Nottingham LTP which adjoins the North Nottinghamshire Plan area. Joint cross-boundary working takes place with all of these authorities in all aspects of the work undertaken to meet the objectives of the LTP.

The County Council has been actively involved in consultation with neighbouring authorities in the development of its LTP2. The County Council has consulted its neighbours, and has been consulted by neighbours, on the development of both the provisional and full second LTP. This consultation has involved surveys and discussions, as well as attending workshops on the development of the integrated transport measures to help ensure there is consistency across administrative boundaries.

The development of regional strategy for transport, housing etc. as well as Government's four shared priorities have helped consistency with neighbours as the authorities have shared aims and objectives. The County Council has been involved in active participation in regional groups/partnerships, as well as on-going partnership working with other authorities and continuous dialogue with neighbours. This has helped ensure an understanding of other authorities' perspectives, priorities and experiences, as well as fostering good working relationships with neighbouring authorities throughout the first LTP period. These activities will be continued throughout the second LTP period as they have all played a significant role in ensuring that there is consistency with neighbouring authorities.

Regional groups/partnerships

The County Council is actively involved in various regional working groups and partnerships to avoid set backs that other authorities have suffered, share best practice, develop common understanding, aid cross-boundary working, maximise value for money through effective use of resources and to benchmark practice and results within the groups. The partnerships also allow neighbouring authorities to adopt similar standards and principles to offer a seamless cross-boundary service. Such groups include:

- National Streetworks Highways Group
- Regional Accessibility Groups
- Regional Best Value Working Groups
- Regional Freight Quality Partnership
- East Midlands Traffic Managers Forum
- East Midlands Rail Forum
- Midlands Service Improvements Group
- East Midlands Transport Advisory Group EMTAG
- Road safety partnerships, including LARSOA (national), Shiny Side Up (regional), and local cross-boundary partnerships.

An example of the work carried out by these groups includes the Midlands Service Improvements Group, which will help the Council to aid cross-boundary working (to offer value for money, such as reciprocal routine maintenance arrangements), share best practice, and to benchmark practice and results within the group. The partnership allows neighbouring authorities to adopt similar standards and principles to offer a seamless cross-boundary service. Further examples of the work carried out by these groups and others are detailed throughout this Plan.

The County Council is involved in a variety of cross-boundary work, with all of our neighbouring authorities, and examples of this work is detailed throughout this Plan, including:

- Reciprocal routine maintenance arrangements for roads, footways, bridges and lighting with all adjoining authorities
- Cross-boundary Bus Quality Partnerships, such as the Service 19 Doncaster to Worksop route with South Yorkshire and the Rainbow 5 service with Derbyshire
- Building road schemes, such as the Awwsworth to Ilkeston link which crosses the boundary with Derbyshire
- Traffic engineering schemes, such as, implementing consistent and complementary speed limits across county boundaries such as on A6006 Leicestershire boarder
- Accessibility planning with all of our neighbours on cross-boundary issues, such as involvement in both regional accessibility planning meetings and individually themed workshops held by individual authorities
- Road safety education/publicity campaigns on specific corridors with all of our neighbours.

The County Council are also currently working with Derbyshire and Leicestershire County Councils to investigate the feasibility of jointly procuring a long-term partner for the provision of engineering services from April 2007.

2.5 CONSULTATION

In December 2005 the County Council adopted a 'public engagement policy' as a direct result of the Council's commitment to improve its consultation processes. The policy has been developed using best practice elsewhere and draws on the International Association of Public Participation.

The Council's public engagement policy sets out:

- What the Council are trying to achieve through public engagement
- Public engagement values
- When the Council will engage the public
- How the Council will engage the public
- Who the Council will engage
- How the Council will use the results of public engagement
- The public participation spectrum
- The Council's standards of public engagement.

Continuing the processes set up throughout the first full Local Transport Plan period, this new plan has been prepared following Government's written guidance and the County Council's 'public engagement policy' as closely as possible. Both documents make clear the need for effective partnership and participation with the community, as well as keeping the various interest groups engaged. The consultation has therefore been undertaken on a number of different fronts.

The use of existing groups, such as transport groups, business forums, freight groups and local strategic partnerships has been utilised whenever possible as part of the consultation process. The Authority utilised the lessons learned throughout the first LTP period to enable more inclusive and accessible consultation to be undertaken in its development of the second provisional and full LTP.

Consultation on the development of this LTP has been carried out with a wide range of the community, such as key stakeholder groups, partners, organisations, other teams/groups within the Council and members of the public, including those detailed below. During the production of the LTPs this has allowed the County Council to involve a wide cross-section of partners, interested parties and the general public across the Plan area by use of a number of complementary techniques.

2.5.1 Mobility Management Action Areas

Nottinghamshire did not wait for the second round of LTPs to start consulting again, but kept its promise to remain engaged throughout the first LTP period. Whilst this has included systematic meetings with the various stakeholders, of more significance has been its detailed local transport studies (Mobility Management Action Areas – MMAAs). These have included extensive consultation at a very localised level, starting with a blank sheet of paper to ascertain exactly what the local community need to improve the viability and vitality of their local areas.

The County Council pioneered this fresh approach to developing a programme of transport policies and schemes for its towns and district centres throughout the first LTP period. Essentially this places the emphasis upon the needs of individual travellers and the origin and destination of their trips rather than focusing entirely on the transport network. Public consultation and engagement therefore represents a key element throughout the study from identification of concerns and needs through to actual implementation of projects via the LTP process. This practice has generally gained extensive public support and local ownership of the priorities and schemes developed.

In fact it is this approach, and the differing messages received in different geographical areas, that led the County Council to consult on a new strategy for LTP2 based on four separate geographical areas.

Where possible, the MMAA studies have been linked to economic 'health-check' surveys to establish the broader needs of the community. This has been particularly useful in supporting a holistic approach and the development of local action plans that address issues such as regeneration and environmental problems. This has added considerably to the value of the transport surveys as it has allowed an integrated approach to the development of transport measures and sustainable communities. This approach has also promoted a much better engagement with the local community and businesses. The action plans empower local partnerships to take greater control of their environment and to have a greater say in local priorities.

These detailed MMAA studies involved extensive consultation / participation in the first year, scheme development and further consultation in the second year, before scheme implementation commenced in year three. Wherever possible, feedback from these MMAA studies has been utilised along with the results from the specific consultation undertaken for the new plans.

MMAA studies will be taken forward into the LTP2 period but will be further enhanced under the title Local Accessibility Transport Studies, which are explained in more detail in section 2.5.5, Future consultation and participation.

2.5.2 Public consultation

As detailed in section 2.5.1, the County Council has committed to engaging the public through effective consultation. As part of general on-going consultation with the public, the following consultation has been undertaken:

- Personal travel surveys undertaken as household interviews in 2003 and repeated at two yearly intervals
- Transport perception study undertaken as telephone survey
- Utilising current tandem surveys and research being undertaken by the County Council on quality of life issues, specifically 'Living in Nottinghamshire' December 2004
- Detailed Mobility Management Action Area transport studies carried out in major urban areas across the Plan area throughout first Plan period
- Comprehensive leafleting with questionnaires and supporting exhibitions.

In addition to this, extensive public consultation has also been undertaken as part of the development of LTP2.

Consultation on priorities and strategies within the second LTP

Specific consultation on the second LTPs was undertaken extensively with the public. Feedback from this has helped to shape both the detail of the strategy, as well as local priorities, and has also supported the decision to split the North Nottinghamshire area into four locally focused sub-areas for the purposes of the second LTP.

Whilst developing the provisional LTP2, consultants undertook attitudinal perception surveys on behalf of the County Council in the four sub-areas of Worksop, Retford, Newark and Ashfield/Mansfield. These surveys were undertaken to help determine whether the public supported Government's national priorities and also to determine whether the County Council should adopt any additional objectives/priorities to Government's four shared priorities.

The perceptions survey confirmed that car use is by far the dominant mode throughout North Nottinghamshire. However, perceptions of ease of access to destinations by non-car modes and the provision of public transport services were relatively positive, particularly among those who use these services. However, around a quarter of the population appears to know little about public transport service provision or related information.

There is general agreement that poor air quality can impact upon an individual's health. However, air quality in the region is generally perceived as good and the contribution of traffic emissions to poor air quality is only thought to be significant by around a third of the population.

Traffic congestion is considered to be a problem by just under two thirds of the population, but for the majority of people traffic levels do not influence how they travel. Traffic levels have more of an influence on when or if people travel, but this is only a major influencing factor for around one third of the population.

The survey indicates very high levels of satisfaction among residents of North Nottinghamshire as a place to live. There is agreement that good access to the countryside and good transport links are strong contributing factors to a good quality of life, which combine to reinforce the generally positive attitudes to accessibility throughout the area.

Opinions about the quality and availability of services were mixed throughout the area. However, the importance of the role of transport improvements in the regeneration of an area was acknowledged.

Residents' feelings of safety when travelling in their local area by public transport, bicycle or on foot were generally positive. There was support for both increased emphasis on road safety and particularly on the safety of pedestrians and cyclists on local roads.

Variations in opinions between the four sub-areas of North Nottinghamshire often appeared to be stronger than variations in opinions based upon gender, age or residence in a rural or urban location. Analysis by frequency of mode use showed that mode use does have an influence on opinions regarding issues such as the quality of public transport provision, information and priorities for safety improvements.

Some of the strongest variations were:

Residents of Newark

- Were least positive about the provision of transport information
- Indicated that they rate transport as more important for regeneration than the other areas

Residents of Retford

- Find it easiest to access their day-to-day destinations without using a car
- Were more willing to state that the air quality in their area was very good compared to other areas
- Showed greatest concern about congestion and were more likely to be influenced to change how they travel by traffic levels
- Felt the quality of life in Retford is less based around transport links than in other areas
- Felt access to sufficient and good quality jobs and services to be greater in Retford than the other areas
- Feel safer when travelling round their area by public transport, bike or on foot than residents of the other areas, which is mirrored by the fact that they had lower support for placing increased emphasis on safety for pedestrians and cyclists on local roads

Residents of Worksop

- Indicated that they rate transport as more important for regeneration than the other areas.

Table 2.16 and Figures 2.6 to 2.9 below lists the differences in priorities for each area.

| Sub-area | Priorities |
|-------------------------|---|
| Ashfield/Mansfield | <ul style="list-style-type: none"> • Quality of life was rated the top priority (43% of respondents) • Road safety and congestion featured highly as well |
| Newark and hinterlands | <ul style="list-style-type: none"> • Quality of life was rated the top priority (over 30% of respondents) • Accessibility and congestion second priorities (over 20% of respondents) |
| Retford and hinterlands | <ul style="list-style-type: none"> • Congestion was rated the top priority (40% of respondents) |

| Sub-area | Priorities |
|-------------------------|--|
| | <ul style="list-style-type: none"> • Quality of life second priority (20% of respondents) • Accessibility featured highly as well |
| Worksop and hinterlands | <ul style="list-style-type: none"> • Quality of life was rated the top priority (over 50% of respondents) • Congestion second priority (14% of respondents) • Air quality and road safety featured highly as well |

Table 2.16 Public perception of local priorities

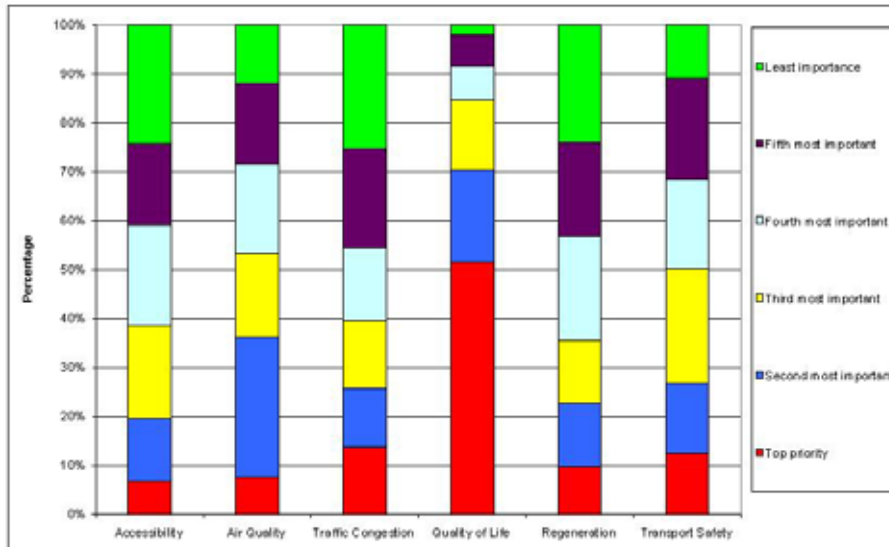


Figure 2.6 Future priorities for Worksop residents

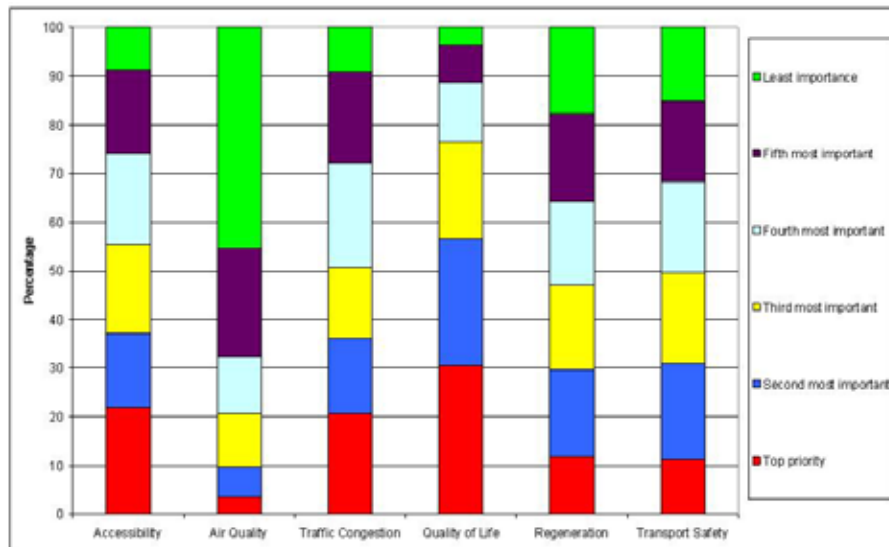


Figure 2.7 Future priorities for Newark residents

These area ratings combine to show that improving the quality of life (linked to the quality of transport provision in most areas), and the reduction of traffic congestion were the overall priorities in the opinion of the residents of North Nottinghamshire. Air quality and regeneration were shown to be the lowest ranked of the six priority topics, but were still supported by the majority of residents.

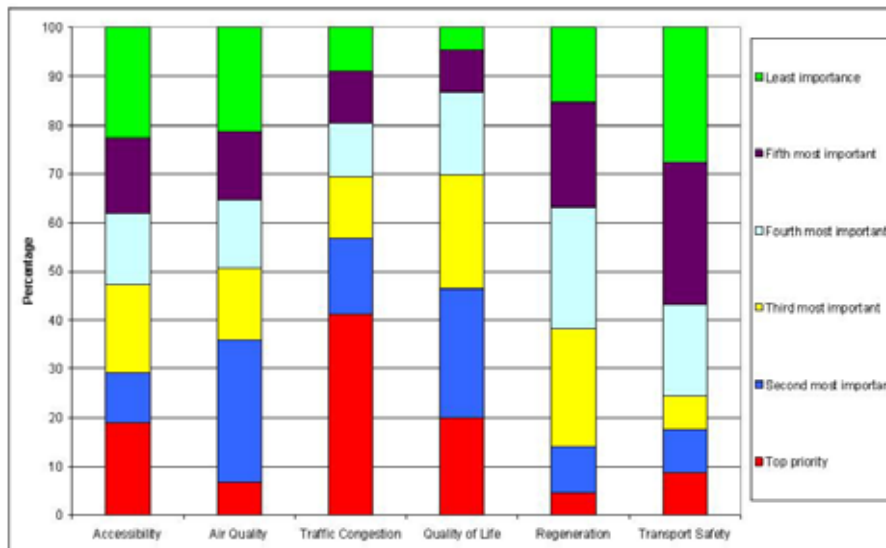


Figure 2.8 Future priorities for Reford residents

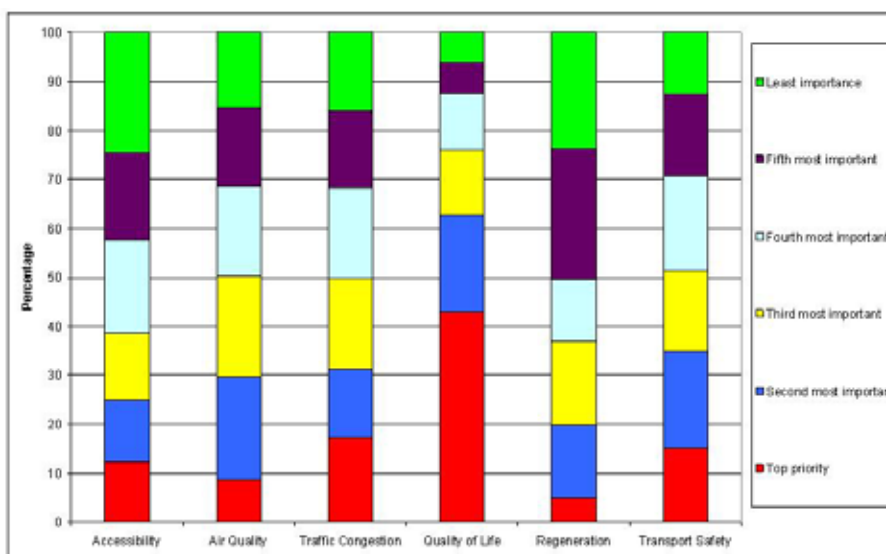


Figure 2.9 Future priorities for Mansfield residents

The public responses to this consultation resulted in the adoption of two further objectives / priorities (and consequent strategies) for the second North Nottinghamshire LTP, namely:

- Quality of life
- Regeneration.

Consultation on integrated transport measures to deliver the objectives of the second LTP

Consultation was also undertaken in each of the four sub-areas to develop the programme of integrated transport measures that will be undertaken to meet those objectives detailed within this Plan. This consultation involved the distribution of a survey on the types of measures that the public would like the Authority to deliver during the lifetime of LTP2 to meet the objectives of the Plan. Surveys were sent to 6,000 households in the four sub-areas. The households were selected using super output areas to try and ensure they reflected the views of the whole public, from those living in deprived wards to those living in more affluent wards.

In addition to this, public exhibitions were held within each of the four sub-areas and surveys were distributed at each of these events. The survey was also available on the County Council's website. The County Council publishes its own paper 'Your Environment', and the paper included special issues explicitly on the LTP and progress to date, including a public questionnaire.

The survey resulted in a 17% response rate which was spread almost evenly between the four sub-areas. The survey had a high response rate amongst those with disabilities, as almost a third of respondents (32%) considered themselves to have a disability. There was also a high number of respondents (55%) aged over 55, which may indicate how important transport issues are to this age group.

The results of the survey are detailed in the table below and, as can be seen, the majority of respondents endorsed all of the measures to be used to help meet the objectives of the second LTP. Each of the four sub-areas endorsed all of the measures. There were, however, slight variances in support of some of the different measures between the four sub-areas.

Table 2.17 below details the percentage of respondents that felt that improvements within each of the types of measures below are important (or above) to help meet the objectives of LTP2. It also details the sub-areas that scored types of measures significantly higher or lower than the average score where applicable (where no sub-areas scored a type of measure significantly higher or lower than the average, these are marked 'No significant difference between areas').

| Type of measure | Percentage of respondents stating measure important (or above) | | |
|------------------------------|--|---|---|
| | Average percentage across all four sub-areas | Higher percentage sub-area | Lower percentage sub-area |
| Bus priority | 55% | Ashfield/Mansfield (59%) | Newark (51%) |
| Public transport interchange | 73% | Ashfield/Mansfield (77%) Retford (77%) | Newark (67%) |
| Bus infrastructure | 72% | Ashfield/Mansfield (75%) Retford (76%) | Newark (65%) |
| Cycling | 66% | No significant difference between areas | Ashfield/Mansfield (59%) |
| Walking | 83% | Worksop (89%) | Retford (79%) |
| Travel Plans | 68% | Worksop (77%) | Newark (61%) |
| Safer routes to school | 82% | Worksop (86%) | Ashfield/Mansfield (78%) |
| Local safety schemes | 82% | No significant difference between areas | Worksop (78%) |
| Traffic management | 69% | No significant difference between areas | No significant difference between areas |
| Road crossings | 80% | No significant difference between areas | No significant difference between areas |
| New roads | 68% | No significant difference between areas | No significant difference between areas |
| Maintenance | 84% | No significant difference between areas | No significant difference between areas |
| Parking controls | 77% | Worksop (82%) | No significant difference between areas |
| Town centre improvements | 73% | No significant difference between areas | No significant difference between areas |

Table 2.17 Public consultation survey results

It is interesting to note that the Ashfield/Mansfield and Retford sub-areas supported bus priority, bus interchange and bus infrastructure measures more highly than the other sub-areas. This support endorses the intention to provide new bus stations and associated bus facilities in these areas during the lifetime of LTP2 and may reflect the extensive public engagement in these areas on the development of the schemes.

The results of public consultation on integrated transport measures to deliver LTP2 objectives have been used to help shape the programme of measures and spend profile to be delivered during the second LTP period. As all of the sub-areas rated all of the measures so highly, the public supported the development of a varied package of integrated transport measures across all of the sub-areas and therefore this is what has been developed.

2.5.3 Key partners / stakeholders

Key partners, such as the local strategic partnerships, district councils, neighbouring county councils, transport operators, transport groups, Highways Agency and Environment Agency, have been involved in detailed bilateral discussions, meetings and surveys in respect of LTP2.

The results of consultations with some of these groups resulted in changing the way that the second LTP was developed, as it was through this consultation that it was determined that the Plan should be developed around the four sub-areas of Ashfield/Mansfield, Newark and hinterlands, Retford and hinterlands and Worksop and hinterlands.

District councils

Strategy included within this Plan is developed in conjunction with the district councils as a matter of course through existing partnership arrangements. These include strategies relating to:

- **Accessibility**, for example through their involvement in the wider reference groups and detailed workshops
- **Air quality**, for example through their work on monitoring of air quality
- **Congestion**, for example through effective development control and local plans
- **Making best use of the existing network** for example through the 'Manage and Operate Partnership' maintenance arrangements
- **Quality of life**, for example through their involvement in MMAA studies, crime and fear of crime, lighting, CCTV and noise abatement
- **Regeneration**, for example through their involvement in MMAA studies and 'health checks'
- **Road safety**, for example through their involvement in the road safety forum.

As part of the development of the provisional LTP2 and accessibility strategy, meetings were held with the district councils to help determine the objectives/priorities to be included. These meetings were also used to further develop the strategies to achieve the objectives of LTP2. More recently meetings have been held with district councils to discuss the packages of integrated transport measures that will be undertaken to meet those objectives. The meeting concerning the integrated transport measures was supported by surveys that were sent to each of the district councils to determine how important they felt each of the measures is in achieving the aims of the Plan. This information was then used to help determine the integrated transport programme.

The results of the key partner/stakeholders' consultation is included later in the sections 'Results of the consultation on priorities and strategies within the second LTP' and 'Results of the consultation on integrated transport measures to deliver the objectives of the second LTP' below.

DfT Rail

Regular meetings are held with DfT Rail and these are detailed within sections 2.1.4, 5.5 and 8.4 of this Plan. DfT Rail (the organisation that has taken over the responsibilities of the Strategic Rail Authority), as stakeholders, were also consulted on the development of objectives/priorities in the first round of consultation. More recently, as stakeholders they have been consulted on strategies included within the Plan, the Strategic Environmental Assessment (SEA), and to determine how important they felt each of the integrated transport measures is in achieving the aims of the Plan. This information was then used to help determine the integrated transport programme.

The results of DfT Rail's consultation is included in the sections 'Results of the consultation on priorities and strategies within the second LTP' and 'Results of the consultation on integrated transport measures to deliver the objectives of the second LTP' below.

Environment Agency/Highways Agency

The Environment and Highways Agencies are consulted on highway schemes whenever they may have an impact on their responsibilities or work programmes. Additionally, meetings were held with the two agencies to consult with them to help determine the objectives/priorities to be included within LTP2. These meetings were also used to further develop the strategies to achieve the objectives of LTP2.

More recently the agencies have been surveyed on the strategies within the Plan and to determine how important they felt each of the integrated transport measures is in achieving the aims of the Plan. This information was then used to help determine the integrated transport programme.

The results of the Environment and Highways Agencies' consultation is included in the sections 'Results of the consultation on priorities and strategies within the second LTP' and 'Results of the consultation on integrated transport measures to deliver the objectives of the second LTP' below. The Highways Agency was consulted on the SEA as were all stakeholders. The Environment Agency were consulted on the SEA as a statutory consultee and consultation as part of the Strategic Environmental Assessment is detailed within section 9.6 of this Plan.

Transport groups

Specific topic groups have already been established to discuss issues such as rail developments, bus quality partnerships and accessibility planning and these have been utilised to consult on LTP2. These include transport interest groups, public transport operators' groups, business forums, and 'hard to reach' groups. (More detail on consultation with disabled groups is included in section 7.4 of this Plan).

A wide range of representative groups with interests in transport issues have been involved in discussions concerning the broad objectives of the LTP, and the integrated transport measures to achieve these aims. These groups were also surveyed to determine how important they felt each of the measures is in achieving the aims of the Plan. This information was then used to help determine the integrated transport programme.

The results of the transport groups' consultation is included in the sections 'Results of the consultation on priorities and strategies within the second LTP' and 'Results of the consultation on integrated transport measures to deliver the objectives of the second LTP' below.

Neighbouring county councils

Consultation with neighbouring county councils is detailed within section 2.4.6 Consistency with neighbouring authorities.

Results of consultation on priorities and strategies within the second LTP

Specific consultation on the second LTPs was undertaken extensively with stakeholders. Feedback from this has helped to shape both the detail of the strategy, as well as local priorities, and has also supported the decision to divide the North Nottinghamshire area into four locally focussed sub-areas for the purposes of LTP2.

The results of the survey showed that 98% of stakeholders supported the aims of LTP2, with the remainder challenging the national priorities.

The stakeholders supported all the transport priorities and ranked them in the following order:

1. Safety
2. Accessibility
3. Quality of life
4. Congestion
5. Air quality
6. Regeneration.

This is different to the public response which, as expected, varied by sub-area (as detailed previously). The County Council recognises the importance of each of the priorities and that they vary in significance across the Plan area.

The stakeholder responses to this consultation resulted in the adoption of three further objectives/priorities (and consequent strategies) for the second North Nottinghamshire LTP. Making best use of existing assets was adopted, in addition to quality of life and regeneration, due to the importance placed upon it by stakeholders and the County Council.

Results of consultation on integrated transport measures to deliver the objectives of the second LTP

Surveys to help develop the five year programme of integrated measures were sent out to over 250 partners, stakeholders, transport operators, and transport and disabled groups, along with summaries of the provisional LTP2 and the Strategic Environmental Assessment for them to comment upon.

Overall, the stakeholders thought that all of the integrated transport measures proposed were important in meeting the objectives of LTP2, with particular support for:

- Public transport interchanges
- Bus infrastructure
- Walking facilities
- Safer routes to school
- Local safety schemes
- Maintenance
- Town centre improvements.

There were, however, some variances within the sub-areas. Interestingly, in some cases the variances in the stakeholder views often mirrored the views of the public. For example, within the Ashfield/Mansfield sub-area the consultation indicated that cycling facilities were of least importance, as was the case in the public consultation.

Conversely, however, in some cases the variances in stakeholder views contradict the public views. For example, within the Newark sub-area the stakeholders considered public transport interchanges (along with parking control) the most important measure, whereas the public in the Newark sub-area rated public transport interchanges lower than all the other sub-areas.

As all of the stakeholders rated all of the measures so highly, the stakeholders supported the development of a varied package of integrated transport measures across all of the sub-areas and therefore this is what has been developed.

2.5.4 Local Strategic Partnerships

Local Strategic Partnerships (LSPs) have a key role as forums that involve all sectors of society; public, private, community and voluntary. They facilitate consultation with community level structures and identify strategies and actions to improve the quality of life in a particular locality.

The County Council is a proactive member of all LSP partnerships in Nottinghamshire and has also invited LSP input into major strategies and policy decisions. LSPs have led on several of our Mobility Management Action Area schemes, as well as acting as key consultation bodies. As part of the LTP2 consultation they have also been involved in helping to identify areas to be considered for local accessibility transport studies during the lifetime of the second LTP.

Presentations of the current and proposed transport strategy, as well as the development of programmes for the integrated transport measures have been given at meetings of all the LSPs. The presentations have outlined the Local Transport Plan process, reported on the progress made to date (as provided in the APRs) and provided the opportunity for working groups to be developed in each area. This has offered the opportunity for LSPs to input into strategy development, prioritisation of localised requirements, annual programme development for the forthcoming financial years and also to be kept informed of ongoing progress.

Government sees LSPs as the main mechanism for co-ordination in the delivery of better services. We look forward to further developing these partnerships to help deliver key strategies and services, such as the Local Transport Plan and Accessibility Strategy.

2.5.5 Future consultation and participation

The County Council is committed to continuing its current process to enable full participation across the Plan area throughout the Plan period. The County Council has endeavoured to make all published documents as widely available as possible, including all main libraries and via the County Council's website. The documents are also available in a variety of other formats such as audio, foreign languages and large print versions.

Future consultation will continue to be undertaken on individual schemes and strategy as part of their development. Similarly, involvement in the local strategic partnerships will continue throughout the Plan period.

During the period of the second LTP there will again be a programme of continued consultation at a local level, similar to the MMAAs of the first LTP. These initiatives in the second round of the LTP will be called Local Accessibility Transport Studies and will be linked to the development of Local Accessibility Action Plans.

Local Accessibility Transport Studies

To build on the lessons learnt during the first LTP period, it is intended to broaden the scope of the current MMAA process so that Local Accessibility Transport Studies (LATS) include an element of accessibility planning to widen the range of the results. LATS will be integrated into the wider needs of the community by including:

- Transport needs assessments
- Partnership working with active town centre management groups (reporting to the area Local Strategic Partnership)
- Partnership working with district council planning authorities in support of the development of Local Area Action Plans (as required by the new Local Development Framework process in the place of Local Plans)
- Use of accessibility planning techniques
- Economic healthcheck analysis.

This work will be undertaken with the support of relevant local partnerships. Where no partnership exists, a capacity building exercise will be used to establish a community group.

Objectives

The aims and objectives of LATS are to:

1. **Encourage local empowerment** through consultation and the development of **local transport strategies** to tackle local problems
2. Help **improve people's quality of life** through developing sustainable district centres (including rural centres) that are **safe**, healthy and attractive places to live, work and visit
3. **Enhance and maintain accessibility** to local services within the district centres (including rural centres) and the hinterlands
4. **Make best use of the existing network** through re-allocating road space to favour public transport, walking and cycling; improving walking, cycling and public transport networks; maintaining satisfactory access by car; and ensuring appropriate car parking facilities and controls
5. **Reduce the need to travel** through promoting 'smarter travel choices' such as public transport; and promoting healthy travel choices such as walking and cycling
6. **Aid regeneration** through helping to promote the role of district centres as shopping and service centres, promoting leisure and tourism and add to attractiveness of each area. Studies will help maintain and enhance the economic well-being of district centres, promoting each as a competitive and attractive place to work, shop and invest in
7. **Ease congestion and improve air quality** by reducing traffic dominance through effective traffic management.

Process for delivering LATS

The main features of the LATS process are:

- Early consultation with the stakeholders, such as district councils and key organisations
- Involvement of hard to reach groups such as disabled groups
- A survey of residents to determine transport needs and aspirations, including staffed exhibitions, leaflets to households in the area, questionnaires etc.
- Further consultation on a proposed package of measures
- Partnership working to assist with the detail of policies and schemes and to guide implementation.

The County Council, in partnership with other stakeholders, will develop a comprehensive programme of measures to deliver the objectives of each LATS within a value for money framework. It is not possible to be prescriptive on the details of the programme of measures for each LATS but it is likely that there will be some common features such as:

- Measures to assist the delivery of goods and ensure the vitality of the area
- Better travel information and advice provided both en masse and on a one to one basis
- Advice to businesses, schools and other organisations on the development of travel plans for staff and visitors
- More emphasis on improving access to and within towns by public transport
- Improved conditions for walking and cycling to work, school, the town centre, and other services/facilities
- Effective parking management, including restraint on car parking in town centres where necessary.

Where appropriate LATS will encompass several smaller settlements as part of a single study, for example when local services are spread amongst different settlements.

It is intended that LATS will follow one of two models, depending on the nature of the study area. In model one the study will be undertaken in three stages. The identification of issues and problems through consultation as stage one, the identification of, and consultation on, potential solutions and preferred strategy as stage two, with stage three comprising the implementation of a programme of measures, possibly over a number of years. In model two the study will be undertaken in two stages. The identification of issues/problems and potential

solutions through consultation as stage one, with stage two comprising the implementation of a programme of measures, possibly over a number of years. It is expected that model one will be used in the larger urban areas where issues and problems may be more complex and where scheme identification may be more controversial. Model two is expected to be used in the remaining smaller settlements where issues and potential solutions can more easily be identified, and where earlier programme delivery can be achieved.

The areas in which LATS will be carried out will be identified through the ongoing accessibility planning process, consultation with key stakeholders, links with town centre master plans whenever possible and as part of ongoing consultation with transport groups. So far this process has identified the Sutton in Ashfield and Ollerton areas as the two priority areas for study in North Nottinghamshire.

Sutton in Ashfield has been identified as the priority area for a LATS in North Nottinghamshire. MMAA studies, as prioritised within LTP1, have been undertaken at all of the major district centres in North Nottinghamshire with the exception of Sutton in Ashfield. Sutton in Ashfield is also currently in the process of developing its town centre master plan and therefore carrying out a LATS simultaneously would add extra value to this work. In addition to this Sutton in Ashfield has super output areas with high levels of deprivation, and accessibility planning has identified accessibility problems within the area.

Ollerton has been prioritised because of the high concentration of super output areas with high levels of deprivation, the potential regeneration benefits that a LATS would offer and also because monitoring and surveying has highlighted congestion hotspots at specific locations.

Service Diversity Reviews

An equality impact assessment of the second LTP was undertaken as part of the development of the Plan to ensure that it meets the needs of the whole public including minority groups. These assessments have now been succeeded by service diversity reviews.

Service diversity reviews are undertaken to ensure that the views of all people are fully taken into consideration. Not only is there a corporate commitment to complete these but it is explicitly required under the Race Relations and Disability Discrimination Acts. When undertaken, these reviews evaluate the effects of any of the Authority's policies and services on disability, race, age, gender and sexual orientation. If an unjustified adverse impact is found, then the function should be adjusted.

Service diversity reviews will continue to be undertaken throughout the life of the second LTP when appropriate, both on strategy and work programmes.