



## **REPORT OF SERVICE DIRECTOR HIGHWAYS**

### **DRAFT INTEGRATED PASSENGER TRANSPORT STRATEGY**

#### **Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the Integrated Passenger Transport Strategy.

#### **Information and Advice**

2. The Nottinghamshire Local Transport Plan (LTP) 2011-2026 sets out the County Council's overarching transport strategy for the county and is supported by a number of more detailed strategies detailing how the LTP will be delivered. The LTP committed to developing a number of more detailed strategies which either did not exist or had expired.
3. Increasing financial constraint/reducing budgets have also brought forward an essential need for the County Council to develop clear strategies for its future passenger transport priorities. It was therefore determined to develop an Integrated Passenger Transport Strategy (IPTS) for the county which details how the County Council aims to deliver passenger transport improvements in Nottinghamshire. The IPTS has therefore been developed to complement the LTP in the delivery of local and national objectives. The IPTS sets out how the County Council, working with operators and other stakeholders, aim to make passenger transport improvements that will deliver the LTP's goals and objectives; particularly those relating to improving access to jobs and reducing the impacts of congestion on the economy. This document will also assist the County Council in maximising other funding opportunities, including through the Local Enterprise Partnership and from developers to deliver the ambitions of this strategy.
4. The IPTS, which is attached as Appendix 1, encompasses all forms of passenger transport (air, bus, coach, rail, taxi and tram) and sets out the County Council's aspirations for public transport and how it will work with operators, stakeholders and the public to enable a passenger transport system that:
  - i. has good local, regional and national network coverage; operating periods and service frequency that meet users' needs; and fully accessible vehicles and waiting facilities
  - ii. is affordable so that costs are competitive with the use of the private car and don't stop people from using the available services; with good use of ticketing options, concessionary fares, smartcard technology and integrated ticketing

- iii. is understood by everyone and easy to use so that people know about services and how to use them by providing clear information in a variety of media; and in partnership with operators, through effective marketing of passenger transport
  - iv. is high quality through reliable, punctual services that don't take too long and don't require too many changes; as well as high quality infrastructure that is fully accessible, modern, clean (both in appearance and emissions), quiet, safe and informative; and high quality customer service provision by drivers and other staff.
5. In addition to identifying the existing passenger transport conditions (and likely future challenges) the Strategy details how the County Council will try and deliver improvements in each of the four areas above. The improvements detailed within the IPTS have been developed taking into consideration a number of factors including:
- Evidence of need in the county gathered through a variety of means (e.g. information from operators, the public, neighbouring authorities, as well as that collected by the County Council)
  - The results of surveys undertaken (e.g. as part of the development of the LTP, the annual National Highways & Transport Survey, as well as other consultation exercises)
  - National, regional and local best practice
  - Nottinghamshire County Council's economic strategy.
6. The development of the IPTS has considered neighbouring transport authorities' passenger transport strategies to help ensure a consistent service across administrative boundaries for customers. It will also be essential that there is a high level of co-operation with neighbouring authorities on the delivery of the IPTS; as well as its further development in the light of new or revised powers available to the County Council to deliver passenger transport improvements.
7. The IPTS will be supported by a number of operational documents that will expand on the implementation of the Strategy, such as the Strategic Passenger Transport Framework used to assess supported services (which was approved at 9 October Transport & Highways Committee); and individual implementation plans on integrated ticketing (which was approved at Committee on 11 September 2014) and infrastructure delivery (which will be submitted to a future Transport & Highways Committee for information and approval).

## **Consultation**

8. Consultation on the IPTS was carried out during April and May 2015. The consultation was published on the County Council's website and sent to over 220 stakeholders and interest group's representatives, including all County Council members, bus and rail operators, taxi representatives, neighbouring highway authorities, passenger transport groups, as well as those representing disabled and minority groups. The consultation sought views to determine if people:
- agreed with Nottinghamshire's passenger transport ambitions
  - agreed with Nottinghamshire's passenger transport objectives
  - support the actions set out in the Strategy to deliver the passenger transport ambitions and objectives
  - would like to see any additional actions included in the Strategy that are not currently included

- would like to see any particular actions included in the Strategy prioritised
  - had any further comments on the Strategy.
9. Following receipt of the consultation responses, the Strategy has been updated to:
- make it clearer that the Strategy will be supported by a number of operational documents that will expand on the implementation of the Strategy, such as the Strategic Passenger Transport Framework used to assess supported services; the Mobility Strategy for Nottinghamshire covering community transport provision; and individual implementation plans on integrated ticketing and infrastructure delivery
  - reflect the views of the operators that responded to the consultation
  - reflect the views of neighbouring transport authorities, particularly Nottingham City Council with regards to potential bus franchising and joint funding bids, and
  - include reference to the proposed Combined Authority and the devolution of powers from central government and the possibility for future review of the IPTS should the County Council and partners go ahead with either of these proposals.

### **Other Options Considered**

10. Not having any strategies relating to passenger transport is the other option available to the County Council. This option was, however, rejected as it was considered that this would have a negative impact on future service delivery. This is because having a strategy setting out clearly the County Council's future passenger transport priorities will help focus resources and future passenger transport investment on improvements that will deliver the LTP's goals and objectives, particularly those relating to improving access to jobs and reducing the impacts of congestion on the economy; and maximise value for money. The strategy will also assist the County Council in maximising other funding opportunities, including through the Local Enterprise Partnership and from developers to deliver the ambitions of this strategy.

### **Conclusions**

11. The Integrated Passenger Transport Strategy sets out how the County Council, working with operators and other partners and stakeholders, aim to make passenger transport improvements that will deliver corporate objectives and the LTP's goals and objectives. The Strategy will be reviewed periodically to take account of changes in priorities or powers available to the County Council to deliver passenger transport improvements.

### **Statutory and Policy Implications**

12. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **RECOMMENDATIONS**

It is recommended that Committee approve the Integrated Passenger Transport Strategy.

**Neil Hodgson**  
**Interim Service Director Highways**

**For any enquiries about this report please contact:**  
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### **Constitutional Comments (SJE 24/06/15)**

13. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to the provision of passenger transport services has been delegated.

### **Financial Comments (GB 08/07/15)**

14. The financial implications are set out in Appendix 1 of this report.

### **Background Papers**

Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26  
Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18  
Nottinghamshire Local Transport Plan Evidence Base 2010  
National Highways & Transport Surveys

### **Electoral Division(s) and Member(s) Affected**

All