

Executive Summary

This document is the third Local Transport Plan (LTP3) to be produced by the County Council and replaces the second Local Transport Plans for Greater Nottingham (which was produced jointly with the city of Nottingham) and for North Nottinghamshire. LTP3 details the transport strategy for the whole of the county of Nottinghamshire for the fifteen year period 1 April 2011 to 31 March 2026.

The LTP3 consists of two separate documents – the local transport strategy detailing how transport improvements will be delivered in the county; and an implementation plan setting out the types of measures and where investment will be prioritised to deliver the local transport strategy. The local transport strategy element of LTP3 will be reviewed at least every five years to ensure it still meets the needs of the county. To ensure the implementation plans take account of realistic funding levels, they will run for the same period as Central Government's capital funding allocations. The Implementation Plan will be reviewed annually to ensure the effective delivery of the local transport strategy. An annual programme of measures will be developed each year. The LTP3 is also supported, and influenced, by numerous other corporate, transport related and externally produced documents.

The LTP3 has been developed following extensive consultation with a wide range of consultees; and consultation will continue to be undertaken on the development of strategies and programmes of work during the Plan period. To help deliver seamless cross-boundary transport, consultation has included neighbouring and national transport authorities. Formal and informal mechanisms are in place to ensure consistency with their plans and programmes.

The LTP3 transport goals are to:

- **provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel**
- **improve access to key services, particularly enabling employment and training opportunities, and**
- **minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions.**

These goals are underpinned by 12 local transport objectives which identify how transport in the county will help support economic growth; protect the environment; improve health and safety; improve accessibility; and maintain and improve existing infrastructure.

The consultation undertaken in the development of LTP3 has helped shape the transport goals and objectives of the Plan. These goals and objectives have particular regard to delivering national objectives (such as the Delivering a Sustainable Transport System and subsequent advice); County Council corporate objectives (such as the Strategic Plan 2011-2014 and Sustainable Community Strategy 2010-2020); as well as local, regional and national objectives, such as those relating to housing, economic development, education, health, social inclusion, crime and disorder, environment and social service.

Identifying the existing transport conditions and the challenges that may be faced in the future has also played an important role in developing how to make transport improvements in the future. An evidence base has therefore been gathered to help inform the local transport goals, objectives and transport strategy that has been developed to deliver the local transport objectives. The evidence base will also be used to develop future programmes of work that are included within the Implementation Plan.

Background

Nottinghamshire is a large diverse county with three very distinct areas:

- the relatively affluent suburbs surrounding the city of Nottingham
- the towns and villages in the north west that grew out of the textile and coal industries, and
- rural areas to the east and south characterised by prosperous market towns and villages in the Trent valley.

Outside the suburbs surrounding the city of Nottingham, the main towns are Mansfield, Sutton in Ashfield, Kirkby in Ashfield, Newark on Trent, Worksop and Retford.

About a third of the county's population live in rural areas, where ensuring that services are accessible can be challenging. Population projections and demographic change inform us that there will potentially be a need for 100,000 new homes in the coming years. Growing numbers of people are choosing to live in the rural or semi-rural areas of the county which can impact on the quieter lifestyles they are looking for, as well as the location of key services which are crucial for the longer-term survival of rural or isolated communities. The longer-term projected decline in the number of children and young people, and rising numbers of older people raise significant issues for the type of services needed in the future.

There were serious impacts on communities in the north and north west of the county in the early 1990s due to structural economic changes on traditional industries. After that time the county recovered well until the 2008 worldwide recession brought the sustained economic growth to a sudden end. There are also disparities in deprivation, health, crime, education and employment between districts and communities within Nottinghamshire. Deprivation levels are highest in the urban parts of north west Nottinghamshire, particularly in Ashfield, Mansfield and Worksop. The spatial variation in employment rates and qualification levels correlates closely with deprivation.

The 2001 Census shows that 20% of the population of Nottinghamshire has a limiting long-term illness, which is above both regional and national averages – only Rushcliffe district is lower than the national average. The percentages of obese adults in Ashfield and Mansfield are also higher than the average in the East Midlands and England, whilst child obesity levels in Ashfield, Bassetlaw and Mansfield districts are higher than the average in England.

Commentators on the economy are cautious as the current economic situation is uncertain and there is the possibility that the economy could worsen and experience double-dip recession leading to further job losses, putting further pressure on employment opportunities. The reductions in public sector funding and consequent job losses could affect Nottinghamshire particularly harshly given that seven of the ten largest employers in the county are public sector organisations. A key feature of the transport strategy, particularly in the short-term, will therefore be to help Nottinghamshire recover from the recession by supporting the economy and helping people access jobs and training opportunities. The transport strategy will also focus on how it can help address the disparities between districts and communities in Nottinghamshire.

The Government's Comprehensive Spending Review has resulted in substantial reductions in funding generally available to the County Council. Funding available for transport improvements in Nottinghamshire has also reduced substantially and will result in the County Council being unable to deliver the range of transport improvements seen in the last 10 years.

Existing transport conditions and future challenges

Nottinghamshire, generally, has good longer distance transport links including the M1 and A1, the East Coast and Midland Mainline rail lines, as well as the close proximity of East Midlands and Robin Hood airports. Similarly the county has good local east/west and north/south networks but there are still several challenges to delivering effective and efficient transport networks across the county.

Traffic growth across the county has been reversed, with a 1% reduction in vehicle kilometres travelled between 2005 and 2009. In 2009 traffic mileage in rural areas was at the same level as it was in 2005 which, whilst good, underlines the reliance on the private car for journeys from some

rural areas due to a lack of alternatives. As traffic growth has been constrained, CO₂ from road traffic has also been constrained.

Journey times across the county have also reduced but there remain a number of 'hotspots' where delays occur which are generally along routes into the urban centres. Journey time reductions have helped deliver air quality improvements across the county but poor air quality due to transport remains an issue at specific locations, primarily at 'bottle necks' where there are not feasible infrastructure remedies.

The current recession may have an impact on people's travel patterns, both in terms of the number and distance of journeys made. As the economy starts to recover there may be increases in the numbers of private car journeys as people return to work and people may have to travel further to take advantage of employment opportunities. Similarly, future housing and employment development could have a significant negative impact on the operation of the highway network, both in terms of delay and capacity. It is therefore vital that the district councils apply appropriate development control measures to ensure development has no impact on the existing highway network.

There have been huge decreases in the numbers of people killed and injured in road accidents. There remain, however, variations across the county and issues with some road users that will need to be addressed (currently motorcyclists, young drivers and people speeding).

The condition of the County's A, B and C roads are maintained to a high level and the condition of other transport assets is improving, including footways in local centres and the Rights of Way network. Ensuring that the network is maintained and is resilient to predicted pressures (including funding and those brought about by climate change) will be a challenge during the LTP3 period.

The numbers of people travelling by bus and rail has increased considerably as access to services has been maintained at high levels; partnership working with operators has delivered quality services; and passenger transport infrastructure has been improved. Cycling levels, however, have decreased, particularly in the north of the county.

The County Council currently provide significant revenue funding to support bus services and the availability of such funding will come under considerable pressure due to reductions in Central Government funding. Maintaining the existing levels of the bus network will therefore become an issue due to the reduced levels of County Council funding used to support bus services.

There is still significant scope for people to reduce the numbers of short car journeys and undertake more healthy active travel for such journeys. Similarly, there is scope to further increase public transport patronage instead of car journeys where good bus and rail services already exist. Increasing walking, cycling and public transport passenger levels is vital to deliver many of the objectives of the LTP3 and will require a reversal of current trends in some districts. A crucial element of this will be the promotion of facilities and services, as well as promoting the benefits of undertaking active travel. The promotion of walking, cycling and passenger transport is funded primarily from limited County Council revenue funding. The reductions in funding from Central Government mean that this funding will be constricted even further. It will therefore be essential that other funding sources are secured to fund promotional measures in order to maximise the walking, cycling and passenger transport networks.

Delivering a reliable, resilient transport system which supports a thriving economy and growth

The transport sector is a vital component of the economy, impacting on the development of local, regional and national growth. Efficient transport systems provide economic, social and environmental benefits that help deliver employment opportunities, accessibility to wider markets, time and cost savings through journey time reliability, and can help attract inward investment. The County Council's approach to delivering a reliable, resilient transport system which supports a

thriving economy and growth will focus primarily on making the best use of our existing transport networks to reduce delay on the network through a multi-disciplinary partnership approach.

Working with district councils, the County Council will look to reduce the need to travel through effective land-use planning and development control, as well as managing the impacts of parking effectively – including parking provision for new developments. This will also help ensure access to key services, particularly employment and training.

A targeted programme of smarter choices measures (such as travel plans, promotion and marketing of sustainable travel, and the better use of technology) will be delivered with a range of audiences to help influence travel behaviour as funding allows. The smarter choices measures will be supported by safety and training measures to enable people to safely use the more sustainable modes of transport. The co-ordinated management of both planned (such as street works) and unplanned (such as road accidents) incidents and events will also play a role in helping keep traffic moving on the county's roads.

In addition to public transport services, traffic management and infrastructure improvements will be provided where necessary to improve the availability and ease of walking, cycling and public transport.

Accessibility and transport choice will also be a key element in transport's role in regeneration initiatives. Improving access to local centres, alongside physical improvements, will help improve their character, vitality and viability. Similarly, protecting the rural environment from the impacts of transport, alongside helping to make rural areas attractive and accessible will assist in maximising their economic potential. Regeneration benefits will also be sought through securing strategic transport improvements when opportunities arise.

The resilience of the transport assets will principally depend on effective maintenance programmes. This will include the utilisation of the transport asset management plan and highway asset management system to deliver more effective life-cycle planning and whole-life costing. The future impacts on the network will also be addressed through effective flood risk management as well as through adaptation responses to the predicted impacts of climate change.

Improving connectivity to inter-urban, regional and international networks, primarily by public transport will be achieved through working with partners to improve longer distance services by rail and coach through frequency and journey time improvements; as well as to improve infrastructure. The County Council will also contribute to the development of high-speed rail to affect its impact on Nottinghamshire.

Encouraging sustainable and healthy travel

Almost everyone is a pedestrian at some time and therefore walking is the most accessible mode of transport available to the county's residents. Surveys in Nottinghamshire have shown that there are relatively high levels of cycle ownership throughout the county, so there is therefore a realistic opportunity to increase the number of commuter and leisure journeys that are made on foot and by cycle. Walking and cycling are a very simple way for people to incorporate more physical activity into their lives and are very important for increasing access to jobs and services for many people. When replacing trips by car they can also help reduce emissions, ease local congestion and improve air quality.

The promotion of sustainable, active, healthy travel through smarter choices measures and travel planning will be key to encouraging and increasing walking, cycling and public transport use. The provision and maintenance of highway facilities to enable people to walk and cycle, as well as access active leisure pursuits will be considered to support the smarter choices measures and travel planning. Public transport will also play a major role in encouraging sustainable travel through the provision of an affordable, reliable and convenient public transport network.

Safety concerns are often cited as a reason why people do not walk or cycle meaning that they are missing the opportunity to do more physical activity and improve their health. Fear of crime also

has similar impacts and affects some sectors of the population more than others, with women, parents, the young, the elderly and ethnic minorities having particular safety concerns that need to be taken into account in transport provision. These concerns become even more acute when they relate to trips after dark. The reduction of actual and perceived fear of crime is therefore an opportunity to increase the use of more sustainable modes of travel and measures to achieve this will be considered (such as initiatives to reduce fear of crime on public transport; the creation of safer environments; and the enforcement of traffic violations). Improved road safety will also continue to play a major role in encouraging walking and cycling. This will be achieved through targeted education and publicity, enforcement and engineering measures.

Improving access to key services, particularly enabling employment and training opportunities

The vision for accessibility in Nottinghamshire is for everyone, particularly people from less affluent backgrounds or without access to a car, to be able to reach the opportunities and services that they need. This will be achieved by mainstreaming accessibility considerations into land-use planning and locational decisions in the longer term; innovative and accessible service delivery in the medium-term, and smarter choices measures, particularly travel planning and information provision, in the shorter term.

Partnership working with service providers to ensure they are delivered effectively, alongside the provision of walking and cycling improvements to key services will be important to improve accessibility to local services. In addition to playing a vital role in delivering a sustainable transport system, the provision of an affordable, reliable, and convenient passenger transport network is essential in improving access to key services. The County Council's approach to delivering such a network will involve working with operators to improve the quality of services; improved infrastructure; better integration with other transport modes; promotion and marketing of all services and facilities; enforcement issues; pricing policies to compete with car parking in town centres; and the removal of barriers preventing people from using public transport.

Minimising the impacts of transport on people's lives, maximising opportunities to improve the environment and helping tackle carbon emissions

The effects of transport on the environment, landscape and biodiversity, including wildlife, is assessed within the Strategic Environmental Assessment (SEA) of the LTP3.

To help ensure that the highway network is resilient in the face of a changing climate, the County Council has undertaken an assessment of the likely effects of climate change on policies, standards and assets to help reduce CO₂ emissions from its activities, and to minimise the disruption and costs caused by climate change in the future. This assessment forms the County Council's strategy to adapt to climate change's impacts and a number of adaptation responses to the likely effects on the highway assets (including structures, roads, footways, or the surrounding soft estate) have been developed.

It is widely accepted that climate change is already happening, that there is a need to act to avoid its worst impacts, and that decarbonising transport is an essential part of the solution. Whilst it will be a major change, moving to a low carbon economy and transport system also presents opportunities not just for climate change but for the economy, improved health, and the wider environment. It will help people enjoy a better quality of life, without compromising the quality of

life of future generations. The County Council will support the development of a low carbon transport system through supporting change to new vehicle technologies and lower carbon fuels; promoting lower carbon transport choices; encouraging a transfer to lower carbon vehicles; and education on lower carbon transport issues.

Congestion management will play a major role in minimising the impacts of transport on people's lives, maximising opportunities to improve the environment and helping tackle carbon emissions. Addressing transport related air quality issues, particularly within air quality management areas will

involve working with district councils to assess and monitor air quality and develop action plans to improve air quality where necessary. Noise from vehicles (private, freight and public transport) can be a significant problem and reducing it is the main area of influence that the County Council can have on noise. The Council will aim to address noise from transport principally through the promotion of quieter modes of transport; highway improvements to address noise issues when appropriate; helping to manage commercial traffic when possible; and the effective co-ordination of street works.

The quality of the environment in Nottinghamshire and its communities has a major impact on many aspects of the county's life. The County Council has long recognised the need for a continued programme of investment to improve the environment. Improvements to the environment can have a positive social and economic regeneration impact. There is clear evidence that the response of individuals to their environment is closely linked to the quality of their everyday surroundings. It affects the pride that people have in their community and has a major influence on their outlook on the wider world.

The County Council will therefore look to maximise opportunities from transport to improve biodiversity, the natural, historic and physical environment. This will be achieved by providing high quality spaces for people that are not dominated by motor vehicles through guidance on the provision for new developments; local centre improvements; the management and provision of street furniture and signage; and links to regeneration proposals. The impacts of transport improvements and highway management on heritage assets and biodiversity will also be considered and used to enhance biodiversity and other assets whenever possible.

Monitoring

The County Council has determined a series of indicators to be monitored over the LTP3 period. These have been informed by:

- Government guidance concerning indicators and targets
- the Sustainable Community Strategy 2010-2020 and Strategic Plan 2011-2014 for Nottinghamshire
- the transport vision, goals and objectives
- consultation with County Council elected members, the public and stakeholders
- the Strategic Environmental Assessment of the LTP3
- robust analysis of empirical information, and
- available funding and value for money.

A hierarchy of indicators has been developed which is:

- **key outcome indicators** including targets for the relevant national indicators and any other indicators that directly measure the achievement of transport objectives
- **intermediate outcome indicators** which represent proxies or milestones towards key outcomes and includes targets for some national indicators (e.g. bus punctuality), and
- **contributory output indicators** measuring the delivery of schemes, policies or initiatives that will contribute towards the achievement of targets in the two categories above.

The national and local indicators included within the Plan have been selected with a view to ensuring that all aspects of the strategy delivery are monitored for effectiveness. This ensures that all projects can be justified in terms of their contribution towards achieving the local objectives but also reinforces their contribution to the national objectives.

There are also a number of additional output indicators included in the Strategic Environmental Assessment of the LTP3 which will be used to supplement the LTP3 indicators when reviewing the performance and impacts of the LTP3.