1. Introduction

This document details the transport strategy for the whole of the county of Nottinghamshire for the fifteen year period 2011-2026. The county of Nottinghamshire comprises the seven districts of Ashfield, Bassetlaw, Broxtowe, Gedling, Mansfield, Newark & Sherwood and Rushcliffe as shown in figure 1 on page 2.

The important links which many parts of the county have with other areas in the East Midlands and beyond can be seen from figure 1, including:

- the urbanised south east of the county's links to the 'Three Cities' sub-region of Derby, Leicester and Nottingham
- the west of the county's links with east Derbyshire
- Bassetlaw district's links with South Yorkshire, and
- Newark & Sherwood district's links with Lincolnshire.

The structure of the public sector in the county is complex, with seven district/borough councils, 10 town councils, 151 parish councils. Many organisations operate on a countywide basis – e.g., Nottinghamshire Police, Nottinghamshire Fire and Rescue Service, Connexions, and Jobcentre Plus. Others, including the two Primary Care Trusts follow different and variable boundaries. In addition, partners in Greater Nottingham (Broxtowe, Gedling and Rushcliffe districts along with Hucknall and Nottingham City) have been undertaking joint work in planning, housing, economic issues and transport; recognising its important role as an employment, retail, service and cultural hub for southern Nottinghamshire.

Nottinghamshire is a large diverse county covering 805 square miles, in which there are three very distinct areas:

- the relatively affluent suburbs surrounding the city of Nottingham
- the towns and villages in the north west which 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.

In mid-2008, the population was 776,500, with each of the seven districts having between 100,000 and 116,500 residents. About a third of the county's population live in rural areas, where ensuring that services are accessible can be challenging.

Population figures show a high number of older people in Newark & Sherwood and Gedling; a high number of young adults in Broxtowe; and higher numbers of young children in Ashfield and Mansfield. Although birth rates have risen recently, 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. Population projections and demographic change (e.g., the increasing numbers of single-person households) 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.

Less than 3% of the county's population is from ethnic minority groups, although there is a larger percentage in the areas close to Nottingham. There has been a substantial increase in the number of migrant workers since 2004, although the number of entrants has decreased more recently.

Nottinghamshire's environment and landscape is varied and valuable, with the countryside, buildings and people's sense of belonging shaped by its history. Nottinghamshire's natural and

historic landscape, the 4,000 listed buildings, 28 registered parks, 150 historic towns and villages designated as conservation areas, all contribute to environmental quality and sense of place.

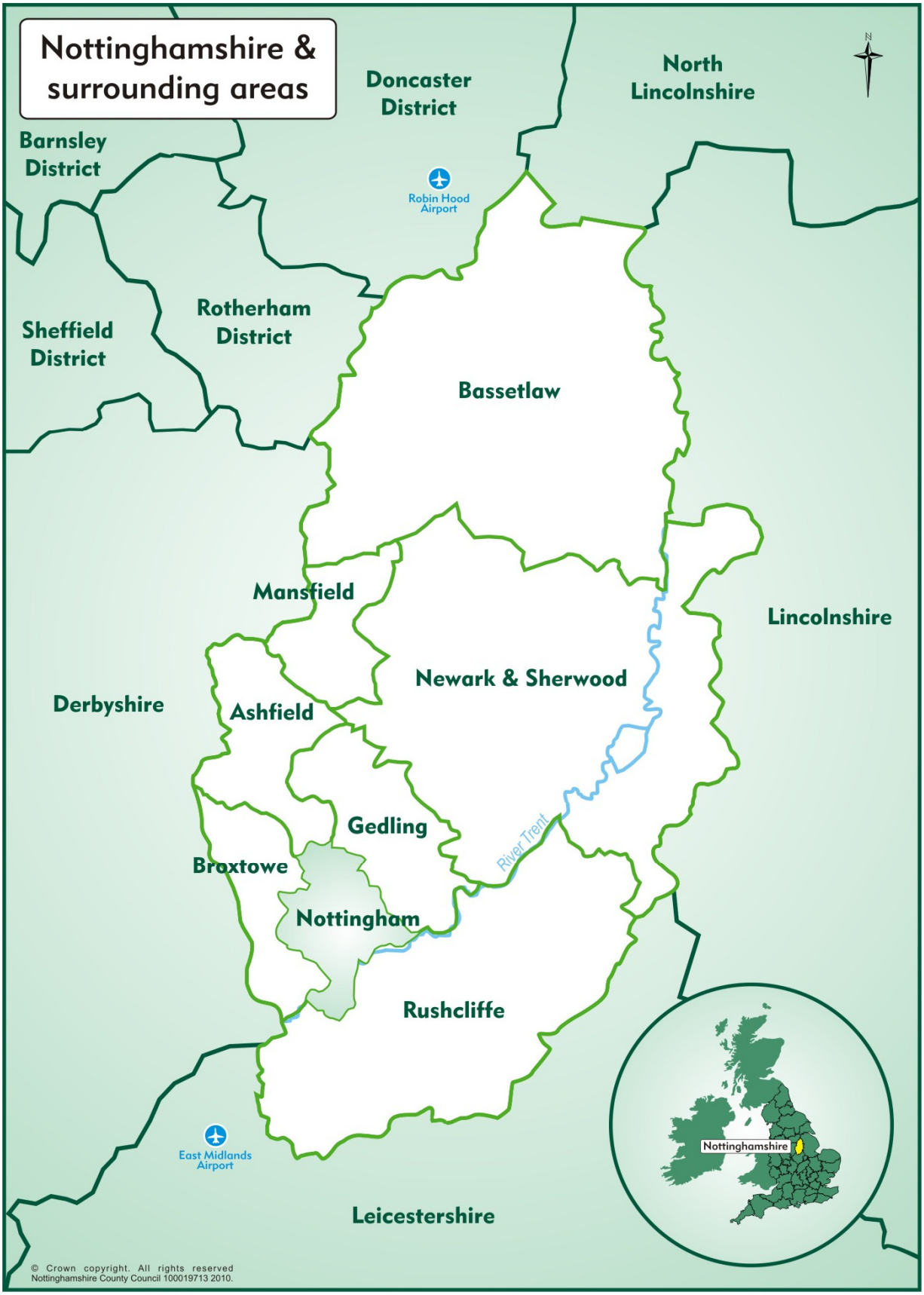

Figure 1: The county of Nottinghamshire

History shows that an over reliance on traditional industries can create serious difficulties. In the early 1990s Nottinghamshire experienced major shocks due to the structural economic changes affecting coal, textiles, clothing and other manufacturing industries. These changes had a very serious impact on some communities, particularly in the north and north west of the county.

After that time the county recovered well as new industries came to the area, existing businesses expanded, and employment grew to record levels. Until very recently, unemployment has been very low, although levels of worklessness, qualification, and skills' levels have caused concern in some areas (again the north and north west of the county).

During 2008 the worldwide recession, caused by the near collapse in financial markets, brought the period of sustained economic growth to a sudden end. In 2008, the recession began to impact upon the local economy and employment – a significant drop in output has been reported and unemployment has risen sharply. In Nottinghamshire, finance, retailing, construction and manufacturing have been significantly affected. Whilst the length and depth of the recession remains uncertain, it will clearly impact upon the county's economy in the longer term. Unemployment is likely to rise for many months before companies have enough confidence to start recruiting again. It is thought that it will take several years before a sustained recovery in employment levels takes place. Although Nottinghamshire's economy has become more diverse and innovative some areas of the county have low skills, low innovation, and low wages (particularly across the north of the county). There are significant concentrations of worklessness in several areas of the county caused by limiting long-term illness. Some highly qualified Nottinghamshire residents have to accept jobs which require lower level knowledge and skills. The public sector is a significant source of jobs in the county and it is likely that far less investment in public services will be seen in the future.

There are also disparities in deprivation, health, crime, education and employment between districts and communities within Nottinghamshire.

A key feature of any transport strategy, particularly in the short-term, will therefore be the need to help Nottinghamshire recover from the recession by supporting the economy and helping people access jobs and training opportunities. The transport strategy will also need to focus on how it can help address the disparities between districts and communities in Nottinghamshire.

1.1 The third Local Transport Plan

This Nottinghamshire Local Transport Plan is 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.

The main functions of the third Local Transport Plan (LTP3) are to:

- draw links with wider land-use planning, economic, social, health, and sustainability agendas
- detail how the national and local priorities for transport will be delivered in Nottinghamshire
- detail local objectives and indicators that will form the basis of the County Council's investment in transport, and
- demonstrate best value solutions to transport issues in the county.

The LTP3 consists of two separate documents:

- this document which is the local transport strategy detailing how transport improvements will be delivered in the county, and
- an implementation plan which sets out where investment will be prioritised to deliver the local transport strategy.

The LTP3 is also supported by numerous other documents including the LTP3 Evidence Base Report, the Strategic Environmental Assessment of the LTP3, individual strategies etc. Further

detail on the supporting documents is included within Section 1.5 – Supporting documents, of this chapter.

1.2 Plan duration

1.2.1 Local transport strategy

The local transport strategy element of LTP3 covers the fifteen year period 1 April 2011 to 31 March 2026 and will be reviewed at least every five years to ensure that:

- it considers any changes in transport conditions
- it considers the effectiveness of the strategy to deliver transport improvements in Nottinghamshire
- its priorities and focus are still relevant and address the transport issues in Nottinghamshire, as well as national and regional priorities, and
- it considers changes in corporate priorities such as those detailed within the Sustainable Community Strategy 2010-2020.

Transport plays an important role in delivering economic, environmental and social policies locally, regionally and nationally. The duration of the LTP3 with regular periodic reviews will help to ensure better alignment between transport and other delivery plans such as the Nottinghamshire Sustainable Communities Strategy (which expires in 2020) and the district planning authorities' local development frameworks (which will run until 2026).

1.2.2 Implementation plan

The measures detailed within the implementation plans will be dependent upon the levels of funding available to the County Council. The duration of the implementation plans will therefore run for the same period as Central Government's capital funding allocations to ensure they take account of realistic funding levels. The first implementation plan will cover the four year period 1 April 2011 to 31 March 2015. Implementation plans will be reviewed annually to ensure:

- the effective delivery of the local transport strategy and transport improvements in Nottinghamshire
- the effectiveness of the measures contained within it, and
- where necessary, measures that are ineffective or are not delivering value for money can be changed.

1.2.3 Annual programme of measures

The implementation plans will be underpinned by a programme of measures that will be developed annually. The annual programme of measures will detail the schemes that will be implemented during a financial year to provide transport improvements. These are included as an appendix to the Implementation Plan.

1.3 Spatial coverage

Previously the County Council produced two local transport plans, one for Greater Nottingham (which was produced jointly with the city of Nottingham) and one for North Nottinghamshire. For the first time this Plan covers the whole of the county but not the city of Nottingham (which will have a separate LTP3 produced by Nottingham City Council) and the Plan area is the area in white in figure 1 on page 2.

1.4 Partnership working

1.4.1 Development of the third Local Transport Plan

A whole range of bodies are continuously engaged on transport issues across the county and LTP3 has been developed to reflect the needs of the different communities in the county through three rounds of consultation:

1. To identify the local transport priorities and challenges
2. To determine the strategic measures that should be used to deliver transport improvements in Nottinghamshire, and
3. On the content of the draft strategy.

The consultation sought a range of views, including those of:

- local residents
- County Council elected members
- a range of stakeholders, such as district and parish councils, community representatives, local businesses, and transport operators
- interest groups, such as those representing cycling, walking, horse riding, public transport passengers, and car drivers
- minority groups, such as those relating to race, gender, sexual orientation, and those with a disability, and
- other organisations including the NHS, neighbouring transport authorities, and government agencies.

The results of the consultation are included in various sections of this document and the Implementation Plan, and have been used to help develop the local transport strategy and measures contained in the Implementation Plan. Full details of the consultation responses are included on the County Council's website at www.nottinghamshire.gov.uk/ltp3.

1.4.2 Other transport authorities

Transport does not follow administrative boundaries and successful joint working between neighbouring transport authorities is essential. Nottinghamshire has boundaries with six other local transport authorities – the city of Nottingham, Derbyshire, Leicestershire, South Yorkshire, North Lincolnshire and Lincolnshire – each of which is responsible for producing its own local transport plan.

A joint agreement has therefore been developed between the three local transport authorities that comprise the Nottingham Core Housing Market Area (Nottinghamshire County, Derbyshire County and Nottingham City councils). Nottingham City and Derbyshire County councils are also the two authorities with which Nottinghamshire has the largest numbers of cross-boundary commuter trips. The joint agreement therefore identifies the transport areas of common importance that cross administrative boundaries. These include passenger transport strategy (including information and ticketing); road safety campaigns; transport modelling; joint planning (including housing strategy); smarter choices promotion and measures; and the co-ordination of works.

We have also worked (formally and informally) with partners in the other neighbouring transport authorities for the purpose of sharing best practice and to ensure consistency between both the local transport strategies and their implementation plans in cases where there are shared areas of interest.

In addition to the neighbouring transport authorities, the Highways Agency is responsible for motorway and trunk road networks in the county; and Network Rail is responsible for the rail network in the county. Once again we have worked (formally and informally) with these partners to ensure consistency with their plans and programmes.

1.4.3 Localism agenda

The current Government's localism agenda will have a major influence on the way that decisions about local issues will be made in the future. The County Council undertakes local transport studies in partnership with local communities to identify transport improvements in their local area. This has been a successful approach adopted and refined over the last decade and therefore these studies will continue to be developed during the lifetime of this LTP3 to help ensure community involvement in local transport improvements (further detail is included in Section 6.1.6 – Local Accessibility Transport Studies, of this Plan).

A Local Enterprise Partnership (LEP) has been established between the counties of Derbyshire and Nottinghamshire, as well as the cities of Derby and Nottingham which will provide opportunities to develop the economy by co-ordinating economic development activity and maximising their academic and commercial strengths. The LEP will have a future role in aspects of transport planning related to economic development and growth across the whole of its geographical area.

Figure 2 below shows the variety of partners that the County Council works with in the development of transport strategy and transport improvements in Nottinghamshire.

Figure 2: Partners in developing transport improvements in Nottinghamshire

1.5 Supporting documents

The LTP3 plays a critical role in helping to deliver corporate economic, environmental and social strategies. The LTP3 therefore refers to and draws on information from a number of other County Council corporate documents that the LTP3 supports such as:

- Nottinghamshire's Sustainable Community Strategy 2010-2020 and its evidence base 'The State of Nottinghamshire 2009'
- Condition of Nottinghamshire 2009
- Nottinghamshire County Council Strategic Plan 2010-2014
- Nottinghamshire Headline Economic Assessment 2009
- Nottinghamshire County Strategic Assessment (Community Assessment) 2009
- Joint Strategic Needs Assessment (in partnership with the NHS) 2010
- Carbon Management Plan, and
- Climate Change Adaption Action Plan.

As detailed earlier, the LTP3 will be reviewed periodically to ensure that it reflects the objectives contained within corporate strategies.

There are also a number of supporting County Council transport related documents that could not be included in full in this Plan but support the LTP3, including:

- the LTP3 Evidence Base Report
- specific transport mode strategies such as walking, cycling, passenger transport etc.
- general transport strategies such as those relating to freight, smarter choices, sustainable school travel etc.
- improvement plans such as those relating to the Network Management Duty, road safety, Rights of Way etc.
- Highway Asset Management Plan (which details highways policy), and
- the highway design guide developed in partnership with neighbouring transport authorities.

As the LTP3 is a fifteen year document, having the individual transport mode strategies and improvement plans as separate documents to the LTP3 allows them to be reviewed more frequently, without the need to refresh the LTP3 as regularly. On publication of the LTP3, the transport mode and general transport strategies will all be reviewed to ensure they reflect the LTP3 objectives, whilst the improvement plans (such as those relating to Rights of Way and road safety) will be updated when they expire (all of the documents will be reviewed periodically to ensure they remain consistent).

Further details on each of the topics detailed above can be found in the full published documents. The most up to date versions of the documents are available from the County Council, including the County Council's website www.nottinghamshire.gov.uk.

The LTP3 also considers documents produced by external organisations to ensure consistency and effective delivery of common objectives, particularly:

- neighbouring transport authorities' local transport plans
- Highways Agency and Network Rail programmes and strategies
- district council's sustainable community strategies; local development frameworks; local investment plans; and economic improvement plans, and
- NHS health improvement plans.

How these documents all fit together to complement each other is shown below in figure 3.

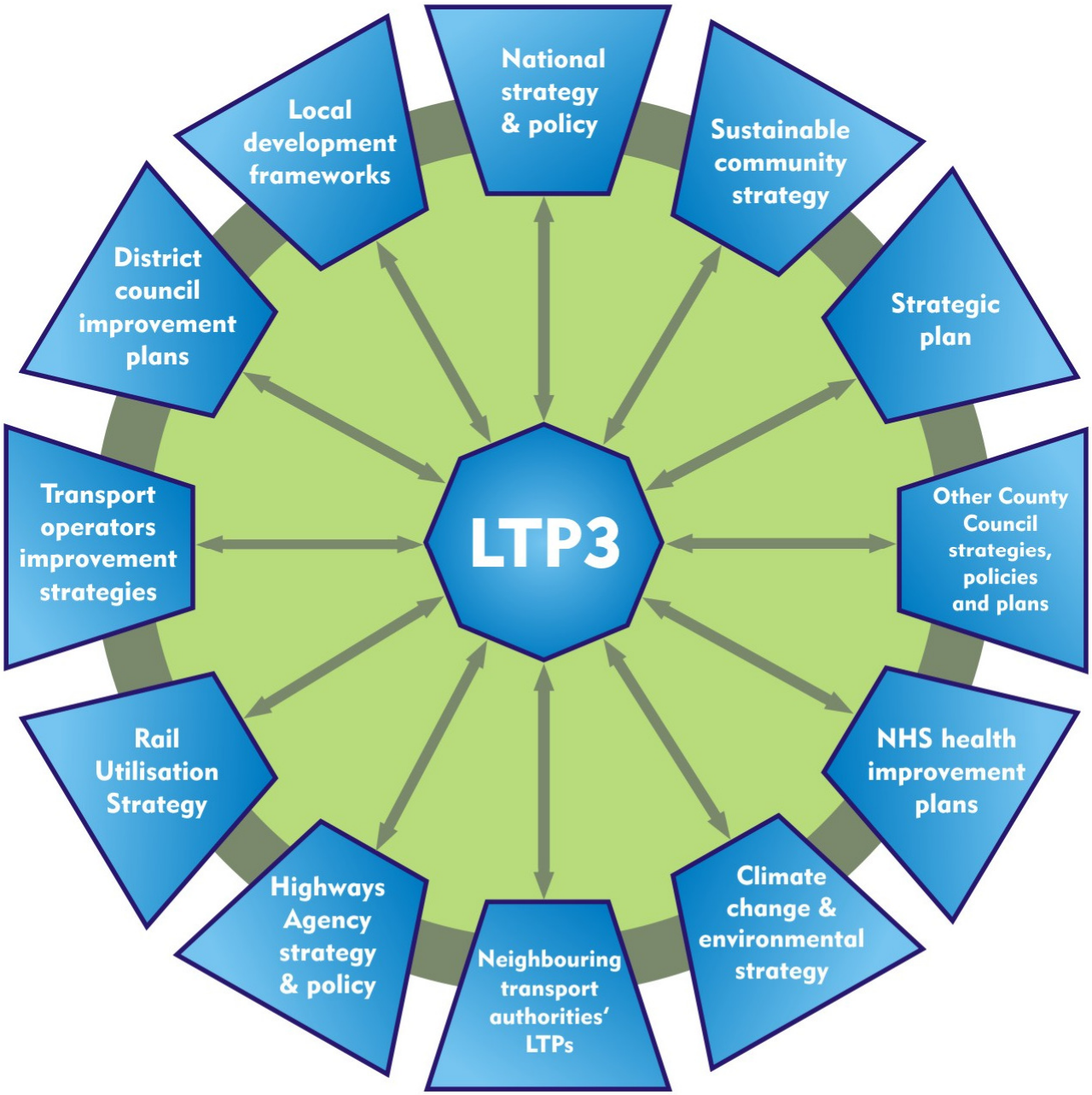

Figure 3: The Local Transport Plan's links with other strategies

1.5.1 Strategic environmental assessment

In accordance with the regulations implementing the European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the SEA Directive), an assessment of the LTP3 is required. This is called a strategic environmental assessment (SEA).

The purpose of the SEA is to help ensure the environmental consequences of the LTP3 are considered in the preparation and adoption of the Plan with a view to promoting sustainable development. The purpose of the SEA is therefore to inform decisions rather than make decisions.

Further details on the SEA of the LTP3 are included in the published reports which are available from the County Council, including the County Council's website at www.nottinghamshire.gov.uk/ltp3, which are summarised below.

There are five stages to the SEA that, to be effective, are undertaken alongside preparation of the LTP and these are shown in figure 4 below.

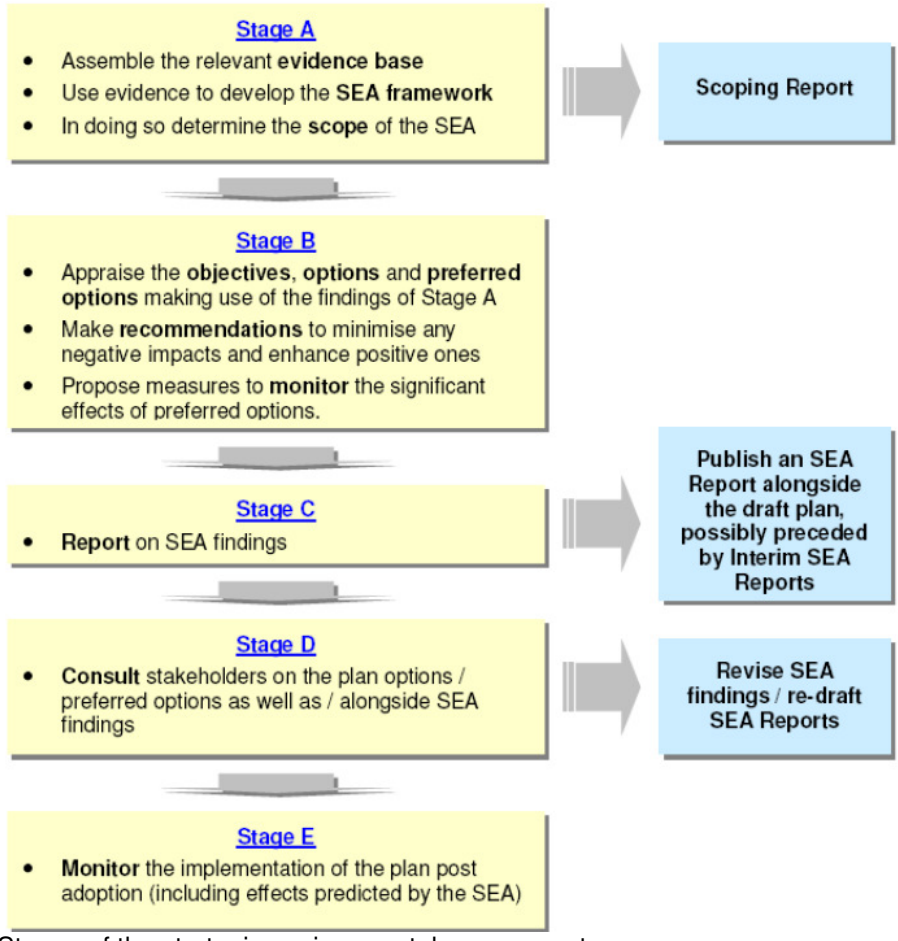

Figure 4: Stages of the strategic environmental assessment
Source: LTP3 Strategic Environmental Assessment Environmental Report

Scoping report

A variety of information was gathered on the environmental situation within which the Local Transport Plan would be developed. This evidence comprised:

- other relevant policies, plans, programmes and environmental objectives, and
- baseline information and the identification of environmental problems under the topics of landscape, townscape, heritage; biodiversity and soils, air quality, climatic factors and noise; water resources and quality; accessibility, public health, safer communities; and material assets.

This information was used to identify the key environmental issues, challenges and opportunities and a set of SEA objectives were then used to define the scope of the assessment. A Scoping Report was subsequently published in August 2010 and subject to consultation. The scoping stage identified a total of 50 topics some of which were considered not to be central to the Local Transport Plan and others that could be combined – as a result, 28 objectives were proposed.

Environmental report

An Environmental Report was produced and issued for consultation alongside the draft LTP3 strategy and Implementation Plan 2011/12-2014/15 in February 2011. The Environmental Report tested the objectives of the LTP3 against the SEA objectives to ensure compatibility of objectives.

Four strategic options to deliver the LTP objectives were then considered to identify the option that best met the LTP and SEA objectives:

- **without plan** – this option does not assume the delivery of any strategies or measures to deliver the strategy
- **do minimum** – this option proposes no new transport infrastructure to be delivered and that only a minimum amount of maintenance would be undertaken
- **asset management** – consultation identified maintenance of highway assets as a high priority among consultees. This option therefore places emphasis on maintaining the highway assets to at least its current standard and only additional measures required to meet statutory obligations, and
- **local improvements** – this option included a mix of infrastructure and non-infrastructure measures that would help deliver the local transport objectives identified through consultation.

The positive and negative effects of each option were examined using the SEA objectives identified. Following the County Council's internal appraisal process and drawing on the SEA findings of the four options, the County Council determined that the local improvements option was likely to best meet their challenges and achieve the LTP3's objectives.

Environmental statement
An environmental statement has also been produced and published alongside the LTP3.

Habitats Regulations Assessment
A separate Habitats Regulations Assessment (HRA) Screening Report was undertaken by the County Council to assess the effects of the LTP3 upon sites identified as being of European importance for biodiversity (designated as Special Conservation Areas or Special Protection Areas). A copy of the HRA is available from the County Council, including the County Council's website at www.nottinghamshire.gov.uk/ltp3.

Where schemes are detailed within the LTP3 or Implementation Plan it is the scheme promoter's responsibility to undertaken the necessary HRA works. The County Council will consider environmental impacts/issues and mitigation as part of the feasibility considerations of aspirational schemes. A HRA will be undertaken on proposed schemes at the implementation stage with guidance from Natural England.

1.6 Structure of the document

Figure 5 below details the structure of this document and gives information on the content of each chapter. Chapters 1 to 3 put the document into context – giving background on the county; the vision for Nottinghamshire and how transport will contribute to this (the transport goals and objectives); and detail on the transport conditions in the county. Chapters 4 to 7 then outline the transport strategy that will be used to deliver the transport goals and objectives, and Chapter 8 details how the LTP3 will be monitored.

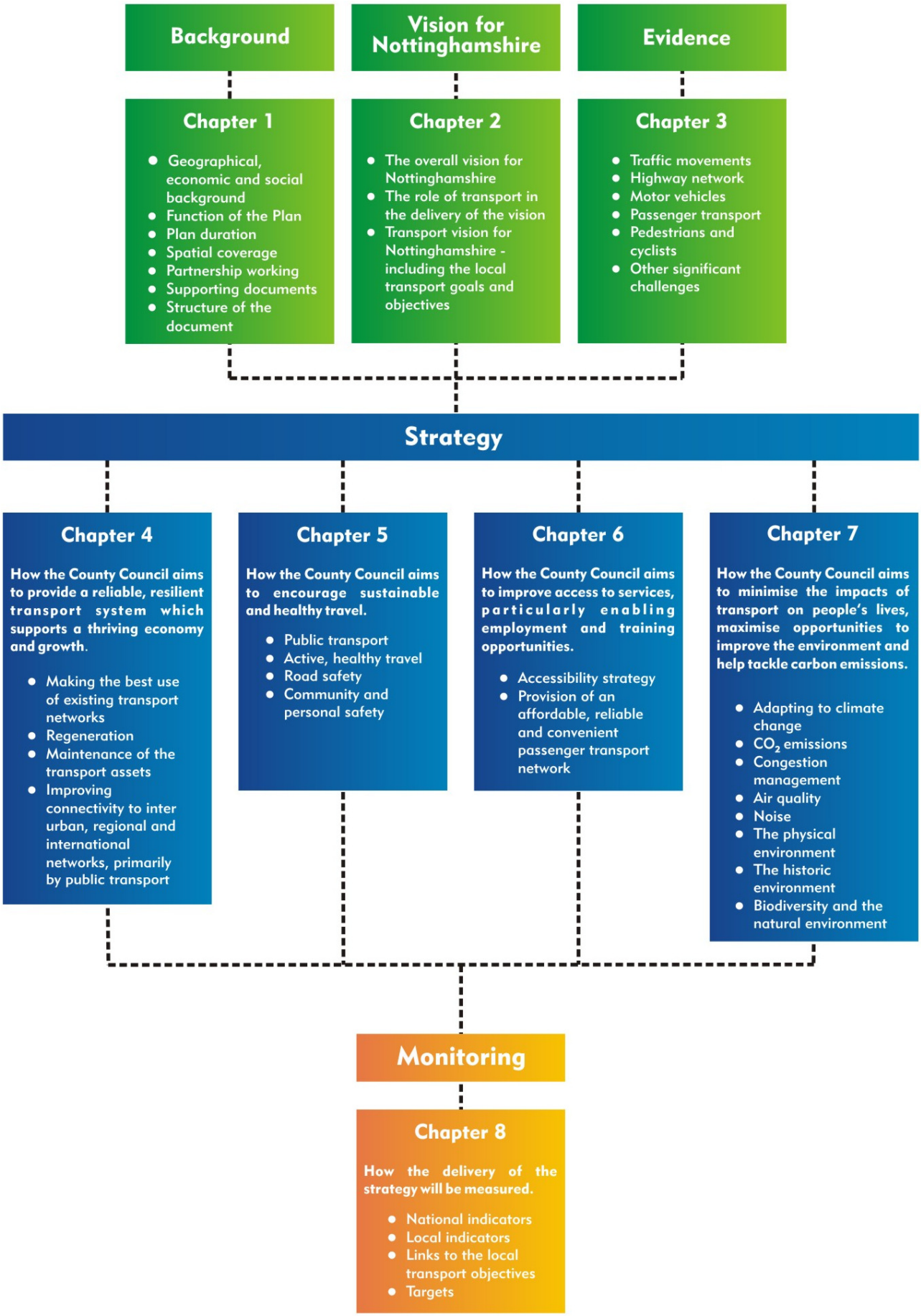

Figure 5: Structure of the third Local Transport Plan