

## 5. Encourage sustainable and healthy travel

The County Council's approach to encouraging sustainable and healthy travel will focus on:

1. Public transport provision
2. Promoting and facilitating active, healthy travel
3. Road safety improvements, and
4. Community safety improvements.

1. Whilst public transport will play a major role in encouraging sustainable travel, the measures to be undertaken to promote, improve and deliver public transport is detailed within Section 6.2 – Provision of an affordable, reliable and convenient public transport network.
2. The ways that transport will be used to encourage and facilitate active, healthy travel (which is detailed in Section 5.2) will involve:
  - helping to overcome perceptions of safety and ensuring that people are equipped with the skills to use it safely
  - the provision of highway facilities to enable people to walk and cycle, as well as access active leisure pursuits
  - delivering an accessible and integrated Rights of Way network
  - maintaining, enhancing and extending a planned multi-functional Green Infrastructure network, and
  - promotion of sustainable, active, healthy travel through smarter choices measures and travel planning.
3. Road safety improvements to enable people to make the best use of the transport networks (which is detailed in Section 5.3) will involve:
  - a multi-disciplinary approach to casualty reduction encompassing all services that help to deliver road safety improvements
  - education and training programmes
  - engineering improvements and ensuring that new highway infrastructure is designed safely, and
  - enforcement measures.
4. The way that transport will be used to support community and personal safety initiatives (which is detailed in Section 5.4) will involve:
  - initiatives to reduce crime, and fear of crime on public transport
  - measures to create safer environments, and
  - enforcement of traffic violations.

### 5.1 Public transport

Public transport plays a vital role in delivering a sustainable transport system. The County Council's approach to public transport's role in delivering a sustainable transport system, including promotion and marketing of all services and facilities; enforcement issues; pricing policies to compete with car parking in town centres; the removal of barriers preventing people from using public transport; and park and ride is detailed within the Integrated Passenger Transport Strategy and summarised within Section 6.2 – Provision of an affordable, reliable, and convenient public transport network, of this Plan.

## 5.2 Active, healthy travel

Almost everyone is a pedestrian at some time, 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. England, however, has some of the lowest rates of walking and particularly cycling in Europe – only 2% of trips in England are cycled, compared to 26% in the Netherlands – and cycling levels in Nottinghamshire have decreased over the last five years, despite significant increases in most of the more urban districts. The contribution that cycling and walking can make to the transport and wider County Council objectives will be reflected in the revised Cycling Strategy and the Walking Strategy, both of which will be reviewed following the completion of the LTP3.

At a time when public finances are coming under increased pressure, the potential of low-cost, sustainable measures like walking and cycling, which can contribute to tackling many of the local and national transport objectives as well as wider objectives, needs to be maximised. More active travel can also bring business benefits – a healthier, more active workforce means reduced absenteeism and increased productivity; and reduced congestion means better journey time reliability. It can benefit less active groups in particular – walking and cycling are simple, low-cost and effective ways for some of the most inactive people in society to incorporate physical activity into their daily lives. And it can be good for the environment – journeys made on foot or by bike rather than car will reduce emissions, and can make for a more pleasant local environment.

Poor health and obesity present significant challenges for national and local government. There are significant costs to the NHS in treating long-term conditions arising from inactive lifestyles as well as the wider costs to the economy from sickness absence and premature death of working age people. The average healthcare cost of physical inactivity is around £5m per year for every PCT in England.

Healthy Weight, Healthy Lives, the former Government's strategy for obesity reduction, stated that we are in the grip of an obesity epidemic. Approximately 24% of adults in the county are classed as obese, slightly less than the regional and national averages. All of the districts in the county have seen decreases in the percentage of adults classed as obese, but the averages in Ashfield and Mansfield districts are both higher than the regional and national averages. Just over 9% of children in the county are classed as obese, the same as the regional average and marginally less than the national average. The percentages of obese children in the Ashfield, Bassetlaw and Mansfield districts are, however, higher than both the regional and national averages; with the percentage in Gedling higher than the regional level.

Based on the Sport England's Active People Survey (2008/09) three quarters of adults in England do not meet the Chief Medical Officer's recommendation for physical activity. In Nottinghamshire, only approximately 22% of adults in Nottinghamshire take part in active sport and recreation with decreases in activity seen in several districts.

20% of Nottinghamshire residents are classed as having a limiting long-term illness which is higher than both the regional and national levels.

There are also additional health benefits through greater levels of active travel and the potential resultant reductions in congestion, which will improve air quality. There is a strong link between poor air quality, poor health and premature mortality and it is estimated that it reduces life expectancy in the UK by an average of 7-8 months. More detail on air quality is included in Section 7.4 – Air quality, of this Plan.

Walking and cycling are not options for all journeys but they are for many journeys under five miles that are currently made by car. Many shorter car journeys could easily be made on foot or bicycle and there is potential for walking and cycling to be integrated into longer journeys – for example on public transport – to support mode shift from the car to lower carbon forms of transport. As about two thirds of the journeys people make are less than five miles, there is significant potential to make walking and cycling an everyday way of getting around. Research from the three sustainable travel demonstration towns shows that between a quarter and a third of such trips could be easily made by alternative means, including walking and cycling. There is therefore the opportunity to get more people walking and cycling particularly to address obesity, improve health and encourage more active lifestyles.

Walking also represents a vital transport mode for certain demographic groups, for example the young, or older people who may no longer be able to drive, or people with a disability, such as those with a visual impairment.

It is also clear from sustainable travel and cycling demonstration towns, and from other countries with high levels of active travel, that it requires a coherent programme of targeted and complementary measures addressing a range of barriers and opportunities to deliver a change. There are a number of barriers to people taking part in more active travel. These can be physical barriers, but they can also be ingrained personal habits or perceived barriers. People are generally aware of the benefits of physical activity but owning a car often means it becomes the choice for many short, everyday journeys. Consultation and studies have identified the following reasons cited for people not walking, cycling and horse riding more often:

- risk (actual and perceived) of injury through traffic volumes and speeds
- severance of direct and attractive routes
- personal safety and fear of crime (actual and perceived), especially after dark
- poor route condition (maintenance) and design
- poor image of walking and cycling
- weather
- over-estimation of distances, difficulty or journey times
- length of journey – requires interaction with public transport over longer commuting
- lack of confidence of cycling
- air and noise pollution
- location and design of common destinations, and
- lack of facilities at destinations.

### **5.2.1 Provision of facilities**

Facilities that improve safety will be provided together with those that encourage safe and enjoyable walking, cycling and horse riding. The Council will seek to do this by making key destinations more accessible by active modes of travel and encouraging greater take up of active travel. The strategic approach used by the County Council aims to counteract the potency of the barriers to active travel wherever possible, and these are detailed below. These measures will also assist those whom are unable to use private cars, such as the visually impaired or people with disabilities. The provision of the facilities detailed within this section will therefore consider the needs of those with a disability in the design and prioritisation processes.

#### **Quality of footway provision**

An attractive public realm will assist in encouraging more people to interact with urban centres on foot. It is important that generous footway widths are provided, particularly in busy pedestrian locations such as shopping precincts. The materials used must be of a sufficient quality to prevent early decay, which in turn could cause hazards for those on foot and increase the future maintenance burden. Hazards such as street furniture will be located sensitively to ensure ease of passage for pedestrians, those with a disability or visual impairment, and pushchair users.

### New and improved footways and cycleways

Pedestrian infrastructure facilities will continue to be considered as part of town and district centre improvements whenever possible (including as part of Local Accessibility Transport Studies – see below), to help improve accessibility and economic vitality and viability.

New pedestrian infrastructure will also be considered in more rural areas to improve access to key facilities and services. In such areas, footways will be designed sympathetically to avoid the urbanisation of the rural environment. The design standards for walking and cycle routes on the rural network are currently being reviewed to enable routes to be provided at appropriate locations within a value for money framework; preserving the special rural character of villages and rural areas; and avoiding the over urbanisation of such areas.

Improved walking facilities will include a variety of measures including the reallocation of road space to widen footways; resurfacing footways; provision of convenient, direct road crossings; reducing street clutter; improved street lighting; pedestrian signing; and environmental improvements.



The County Council has undertaken work to identify and map all of the cycle routes in the county (including on-road, off-road and signed routes). This has enabled the Council to identify a strategic cycle route network, including those on orbital, traffic free and quiet routes. Work will continue to be undertaken to ensure that they consider all improvements and are up to date. There are over 350km of cycling routes in the county, plus a network of signed advisory quieter cycle routes. The map will be used to identify gaps in the network which will be prioritised for future cycle improvements, particularly where they will improve access to employment, training or other key services.

Through cycle working group meetings and other consultation exercises, officers receive requests for new cycling facilities throughout the county. Feasibility studies will be undertaken to investigate whether potential routes are coherent, direct, attractive, safe and comfortable for cyclists. In order to expand the network in the county, the County Council will investigate developing new routes to link the urban fringe to

the countryside and leisure routes. This will help to promote more rural leisure rides and may assist with encouraging more longer distance rides (to work and leisure) from satellite communities to towns.

The provision of new cycle facilities is detailed within the County Council's Cycle Design Guide. Whenever feasible facilities will be provided on-carriageway in urban areas with all possible on-carriageway solutions considered before off-road provisions are contemplated.

Developing new cycle routes on the existing transport network will be constructed where the high cost can be justified by current or projected high levels of usage. This will include, where appropriate, the reallocation of road space where this will not severely impact on journey times of other vehicles. It is intended that these schemes will complement demand management measures to reduce the speed of traffic and create an environment where cyclists feel safer.



In some instances off-carriageway designs will be more appropriate, particularly where there is likely to be a high demand for inexperienced or more vulnerable cyclists to use the facility. In more rural areas, off-road tracks could also be more attractive and provide marketable leisure routes. Thus full consideration is given to both types of facility on a site specific basis, along with a range of other measures, in order to encourage less confident cyclists as well as enhancing provision for regular, experienced users across the county.

New pedestrian and cycle links to key employment, education and shopping sites that will improve safety and encourage cycling and walking over shorter distances will be considered as part of development proposals for new and existing sites. The inclusion of cycle and pedestrian facilities in new transport infrastructure or development sites will ensure that high quality facilities are built-in from the start, and that additional expenditure is not required to provide facilities at a later date. Further detail on the provision of facilities through the development control process is included in Section 5.2.6 of this chapter. The County Council's Highway Design Guide and Sustainable Developer Guide detail the standards that are required of developers to ensure that high quality facilities are provided.

### **Maintenance of walking and cycling routes**

The maintenance of routes to ensure that they continue to be usable is as important as providing new routes. Accordingly, the County Council will continue to review its policies and strategies to ensure that effective repair, salting, cleansing/removal of litter, cutting back of vegetation etc. is undertaken to ensure that routes remain accessible and attractive. Such policies are detailed within the Highways Network Management Plan. Pavement repair and maintenance will be undertaken where deemed necessary, as identified through the Council's annual inspection process. This ensures that only the locations most in need of repair are treated. Where considered appropriate, pavement maintenance will also be considered as part of a new facility (e.g. when undertaking road repairs); where improvement of the surface is considered important to the appeal of the facility; or where value for money efficiency savings can be made by undertaking repairs at the same time.

### **Crossing provision**

The County Council provides crossings to help ensure safe, convenient journeys on foot, cycle and horse. New crossing facilities to encourage pedestrian, cycle and equestrian activity in and around urban areas also provide a good value for money solution to many accessibility and congestion problems. Such facilities can also mitigate the severance caused by major, heavily trafficked roads. The County Council will continue to ensure that sites provide good value for money, but the Council will maintain a pragmatic and flexible approach when identifying sites so that, where appropriate, accessibility problems can be addressed.

In densely used locations controlled facilities will be utilised if feasible, however, it is equally important that dropped kerbs and associated tactile paving is considered at other sites to assist those with a visual impairment, as well as wheelchair and pushchair users. New crossing points are provided with a safe approach gradient and with a minimal dropped kerb height to ensure comfort and safety.

The time pedestrians wait to cross at formalised points will be kept to a minimum and, particularly in town and district centres, staggered crossings are avoided wherever capacity allows. Following site investigations, the Council is carrying out pedestrian upgrades to existing signal controlled junctions on a priority basis. These will introduce additional 'green man' provision at selected sites where it only partially exists at present.

Enhanced priority measures for cyclists will be considered where appropriate at new and existing light signal controlled junctions. In densely used locations with signal crossing facilities, controlled facilities such as toucan crossings will be provided if feasible, and in accordance with national and local design guides.

In line with lessons learned from best practice elsewhere in the country, advance cycle stop lines (ASLs) will be considered for installation at new light signal controlled junctions, or when carriageway resurfacing takes place at existing signal junctions. A series of ASLs have been installed at suitable existing junctions and the County Council will continue to review sites across the county. Signal locations will be upgraded to feature this tool to assist cycling where it is feasible to do so and where it does not have a significant impact on queuing traffic and the resultant air quality.

The County Council recognises the importance of pegasus crossings at key locations for equestrians. There are a number of pegasus crossings across the county and new facilities will be considered at locations of high usage and traffic volumes.

### **Reallocation of road space**

Reallocation of road space will continue to be considered when appropriate to help increase cycling and walking levels, improve the vitality and viability of town and district centres and improve the safety of vulnerable road users. This could be in the form of major schemes such as pedestrianisation, home zones, or access restrictions for general vehicular traffic; as well as widening footways, the provision of build-outs at crossing points or cycle lanes.

Similarly, area-wide 20mph zones will be considered where they will encourage healthy active travel, improve safety and provide demonstrable outcomes to deliver LTP3 objectives.

### **Local Accessibility Transport Studies**

The County Council's Local Accessibility Transport Studies (LATS) can help to improve accessibility to local jobs, goods and services in district centres and rural market towns by identifying local need through extensive consultation with stakeholders and the public. Targeted improvements have included new and improved footways, cycle lanes and parking facilities, additional pedestrian crossings to reduce the severance impacts of major radial routes into district centres, bus route improvements (including the upgrading of bus stops and provision of timetable information) and interchange improvements or provision in the centres themselves. Further details on LATS can be found in Section 6.1.6 – Local Accessibility Transport Studies.

### **Integration with public transport**

The integration of walking and cycling with passenger transport will be considered whenever feasible to help increase passenger transport patronage as part of longer distance journeys. Improved access by foot and cycle will be considered at existing passenger transport interchanges (such as bus and rail stations) as well as part of the design for any new or improved interchanges. Similarly, better integration of cycling and bus use will be delivered through parking provision at bus stops where there are potentially significant users and it offers value for money. Pedestrian access will also be considered when deciding the locations of bus stops or other passenger transport waiting areas. Safety and comfort of pedestrians whilst waiting at bus stops will also be considered through the provision of, for example, open, well lit bus shelters. A number of improvements to bus infrastructure, aimed at enhancing the pedestrian section of public transport journeys, will be made by providing new or refurbished bus shelters, timetable and service information and raised kerbs.

By putting the needs of cyclists at the heart of the public transport network and station design, it will enable users to access services on bikes, with cycle hubs at stations capable of providing top of the range facilities for thousands of cyclists. The County Council will therefore consider the level of cycle parking at new stations as well as at key locations on its public transport network and provide, or secure funding to provide, facilities as appropriate. The County Council will consider making bids for appropriate funding opportunities as and when they arise.

**Parking**

Secure cycle parking at public locations provides a very low cost method of encouraging cycle use. In addition to parking at public transport interchange, the level of cycle parking at all town centres will be investigated and reviewed as part of an overall integrated parking strategy. New or updated facilities will be provided on an area wide priority basis, along with adequate directional signing to these resources. A balance of short-term, visible parking and longer term secure parking (i.e. lockers) will be provided dependent upon the likely type of journeys to the particular destination. Sites such as car parks, hospitals and railway stations can all be supplied with Sheffield stands or lockers, and these facilities can also be installed in village centres and other local trip attractors to enable rural residents to cycle to local facilities. Encouragement will be given to the provision of cycle parking at private sites, through measures such as travel plans, smarter choices work and partnership working. Provision will also be encouraged at other key attractors, such as leisure facility sites.

**Pedestrianised areas**

To ensure that cycling is encouraged (due to its environmental and health advantages over other forms of transport), where appropriate, cyclists will be allowed an exemption to use these areas, unless there are overriding safety factors.

**Street lighting**

Improvements to street lighting will continue to be made to reduce the fear of crime, as well as road accident remedial work and general maintenance - key deterrents to pedestrian activity.

**Roundabouts**

Continental style roundabouts will be considered to assist cyclists where they will offer a significant casualty reduction benefit.

**Other funding sources**

The County Council also looks to maximise funding from all other available sources to provide facilities for vulnerable road users. These include Sustrans, emda, SSP and developer contributions as well as our own Local Improvement Scheme monies.

**5.2.2 Promotion**

Whilst authorities justifiably spend significant amounts of funding on infrastructure, there is the need to ensure the delivery of the maximum impacts achievable from these improvements through selling the implicit value and potential of these schemes to the general public. The 'soft measures' highlighted here, and in Section 4.1.5 – Smarter choices, should help maximise the benefits of these infrastructure improvements through 'inexpensive' promotion, marketing and education techniques.

The County Council will continue to produce various sustainable travel publications to promote it as both an option for commuting as well as a leisure based activity. Information will also be replicated on the corporate website to help access to the information.

The Council provides various free maps and leaflets regarding cycling and these are popular sources of information for members of the public. It is important to ensure the accuracy and detail of information is enhanced in the future and work will take place to this affect as resources allow. The possibility of providing more detailed mapping and geographical information, available through the corporate website, will also be considered. Strategy has been devised to ensure that newly incorporated cycling routes will be more effectively marketed. This may take the form of a leaflet/map and/or press release. It will have the benefit of being able to direct people onto new routes from the start, rather than waiting for people to discover facilities gradually, which in turn provides better value for the investment in the newly built infrastructure.



The Council will act as a signpost to local, regional and national walking and cycling travel planning websites. A national online sustainable journey planner is being developed to provide a better integrated, multi-modal trip planner providing door to door routes. Its aim is to help break some of the barriers to active travel by showing people how easy it is to undertake such journeys and remove misconceptions about how long the journeys will take.

The County Council will continue to attend events to promote walking and cycling as resources allow. These include attending promotion days at market places and work places in order to increase the profile of walking and cycling amongst both staff and the general public. The County Council will also look at cost effective ways to help deliver promotional events, such as the guided 'rural rides' programme and the Great Notts Bike Ride which have been successful ways of encouraging new cyclists.

Encouraging people of all ages to take part in walking programmes will give people the chance to re-evaluate walking opportunities in their local environment and provide them with the confidence to undertake short journeys on foot. The County Council will work with partners, particularly in the health sector, to support national campaigns as part of the 'Be Active, Be Healthy' strategy, such as the 'Change4Life' programme promoting physical exercise; the 'Walking for Health' programme; the physical activity care pathway 'Let's Get Moving'; as well as the 'Cycle to Work Guarantee' scheme.

### **Smarter choices**

As well as reducing congestion, the smarter choices agenda aims to give people real travel choices and promote active travel. More detail on the County Council's approach to smarter choices is included in this Plan in Section 4.1.5 – Smarter choices, and within the Smarter Choices Strategy.

### **Travel planning**

Travel plans aim to change traditional attitudes to travel; reduce the need to travel by car; encourage more trips on foot and other sustainable means of transport. They also aim to improve accessibility through providing supportive engineering measures where necessary; and making people more aware of the choices of transport available to them in addition to the routes they are able to take. The County Council undertakes extensive work in promoting and supporting commuter travel plans and school travel plans, including a range of associated education/publicity and engineering measures to facilitate them, such as road safety training, passenger transport information, safer routes to school schemes and cycle storage and drying facilities. The County Council will continue to work with a variety of organisations to develop a range of effective travel plans, including:

- residential travel plans as part of new developments
- area-wide personalised travel plans targeted at areas with existing services and infrastructure to maximise their usage
- workplace travel plans
- school travel plans, and
- leisure travel plans.

DfT analysis of households with car drivers shows that people working in the public administration, education and health industry account for the largest proportion of commuting and business trips (28%) and distance travelled (21%). There is therefore significant opportunity to work with the public sector to reduce travel by car. This will include the continuation of the County Council's own travel plan for all of its sites.

Working with businesses and organisations to deliver effective travel plans, particularly those establishing new worksites, will be a critical way of promoting cycling, walking and public transport as an alternative to the private car. The travel plan process also has a critical role to play in helping to identify and prioritise off-site engineering improvements which would improve accessibility and road safety on the walking and cycling journeys between the home and school or workplace.



The Smarter Choices Strategy proposes to support area-wide personalised travel planning in geographical areas in Nottinghamshire. The areas will be prioritised through the accessibility planning process (subject to a value for money check). Such schemes will be tailored to the individual's current travel patterns and the options available to them. It will involve direct marketing of existing, new and amended public transport alternatives and more healthy travel choices. Town centre travel planning events will also be undertaken at targeted town centres where there is evidence that there is scope to increase journeys by walking, cycling or public transport.

The County Council will also work in partnership with the organisers of leisure events (such as football and cricket matches, as well as one-off events) to develop travel plans to maximise the numbers of attendees travelling to the event by public transport, on foot and by bicycle.

The County Council will work in partnership with the local planning authorities to promote the use of residential travel planning at new developments, funded by the developer, through the use planning conditions. The Council will also work with the district councils as planning authorities to investigate more effective mechanisms for enforcing and monitoring travel plans when they are developed as part of the planning process.

Promoting and increasing active and sustainable travel to schools and other educational establishments is a core part of our active travel strategy. To make active travel a mainstream transport choice over the long-term, there is no better place to start than with young people. Encouraging more active travel by children can encourage habits that last a lifetime, so that over the long-term there would be less need to encourage adults out of their cars and into walking and cycling. Travel plans will therefore be developed and maintained with pupils of all ages.

Influencing the travel choices of 14-19 year olds will also be a key part of the active travel strategy as it is an opportunity to influence a generation reaching driving age about the value of active and sustainable alternatives. The education transport options for this age group and promotion of active travel will be considered as part of travel plans with education establishments (including colleges of further education) and through the Children and Young Persons Home to School Transport Strategy.

### **5.2.3 Safety and training**

Safety concerns are often cited as a reason why people do not cycle or, for example, allow children to walk to school, meaning that they are missing the opportunity to do more physical activity and improve their health. Improved road safety will continue to play a major role in encouraging walking and cycling. This will be achieved through targeted education and publicity, enforcement and engineering measures as detailed within the Cross-Service Road Safety Improvement Plan and Section 5.3 – Road safety, of this chapter.

Walking, cycling and horse riding infrastructure improvements detailed within this chapter will all have regard to improving safety for vulnerable road users.

Road safety schemes such as 20mph zones, home zones, school zones and traffic calming will be considered when appropriate to help remove barriers caused by road traffic, helping remove social exclusion and producing a safer environment for vulnerable road users. Similarly, to reduce barriers and increase accessibility, suitable pedestrian, cycle and horse crossing facilities will be provided as necessary.

Safer routes to school can encourage more children to walk and cycle to school in a safe environment and will continue to be provided to address road casualties and on well used routes to school. Whenever possible such schemes will also be developed to provide enhanced benefits to all pedestrians and cyclists in the wider community.

The County Council offers a range of education for all types of road users; of all ages. This is detailed further within Section 5.3 – Road safety, of this chapter, and within the Cross-Service

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Road Safety Improvement Plan. Adult cycle and child pedestrian and cycle training is considered within Nottinghamshire County Council's Cross-Service Road Safety Improvement Plan.

A programme of pedestrian related training will be delivered to primary school age pupils throughout the county through schools and other organisations where children gather. Publicity on safer walking activities is also provided to other age groups such as the elderly and young adults. Cycle training, available through schools and at other venues such as leisure centres (thereby making it more accessible), is offered to all children aged eight and over throughout the county including:

- off-road training aiming to develop cycling skills and control amongst younger children aged eight and nine years old, and
- the national on-road Bikeability scheme aiming to teach children aged 10 and over how to carry out cycle manoeuvres and to develop their road user skills.

Adult cycle training is currently available, providing practical solutions that make cycling an enjoyable and safe form of everyday transport. The training aims to impart skills, knowledge and assistance with everything from bike use to route planning, but most of all to improve confidence and the observational skills to make cycling enjoyable. Cycle training is provided to individuals, families or to organisations as part of their travel plan.

Fear of crime is a recognised barrier to walking and cycling. Perceived safety plays a key role in encouraging vulnerable road users as improved safety, both in terms of real and perceived dangers, helps to encourage more people to walk, cycle and ride horses. This in turn improves community safety and inclusion through reduced general fear of crime due to greater numbers of people on the streets.

The County Council will endeavour to make monies available through funding arrangements such as health funding, fear of crime budget, developer contributions, as well as enhancements and maintenance budgets for street lighting improvements that will make people more likely to use footways. Encouraging new or improved pedestrian and cycle routes along canal towpaths or disused railways should be highly visible and integrated with other activities, in order to maximise safety and security. Further detail on community safety is included in Section 5.4 – Community and personal safety, of this chapter.

### 5.2.4 Rights of way

Nottinghamshire has an extensive network of Public Rights of Way (PROW), comprising nearly 3,000km of footpaths, bridleways and byways, and wider countryside access including Open Access, country parks and permissive routes. The opportunities for outdoor recreation and wider utility access are numerous; for example, through walking, horse riding and cycling. By the very nature of PROW, the majority of this access is in an attractive, safe, traffic free environment, providing a welcome relief from the metalled highway network. The routes in the county are geographically spread and vary in type, status and surface. Therefore provision is made in both rural and urban settings and importantly they also link these two environments together. Different classes of PROW are available for different classes of user, with all routes available to pedestrians; and the surface can also dictate the type of use – 'everyday' cyclists prefer a hard, wide surfaced path but horse riders and mountain bikers prefer a soft and more challenging natural surface.

The PROW network offers excellent opportunities for encouraging healthy active travel and complements the wider transport network. Many paths, both urban and rural, provide a community link in the transport network to access essential services and facilities, public transport and recreation. They provide a viable and valuable alternative to motorised transport and are a particular asset in encouraging social inclusion and healthy activity.

Good access to the countryside is fundamental for wider quality of life issues. Not only will better connectivity between the town and countryside reduce the problems of rural isolation, but it will encourage a healthier lifestyle for both urban and rural residents. The natural environment and country parks, with opportunities for sports, recreation and exercise can contribute to health and

well-being, tourism and the local economy. An improved PROW network also means people are more able to access jobs, education, leisure, essential services, health and thus enjoy a better quality of life. To this end, the County Council has developed and is implementing a Rights of Way Improvement Plan (ROWIP).

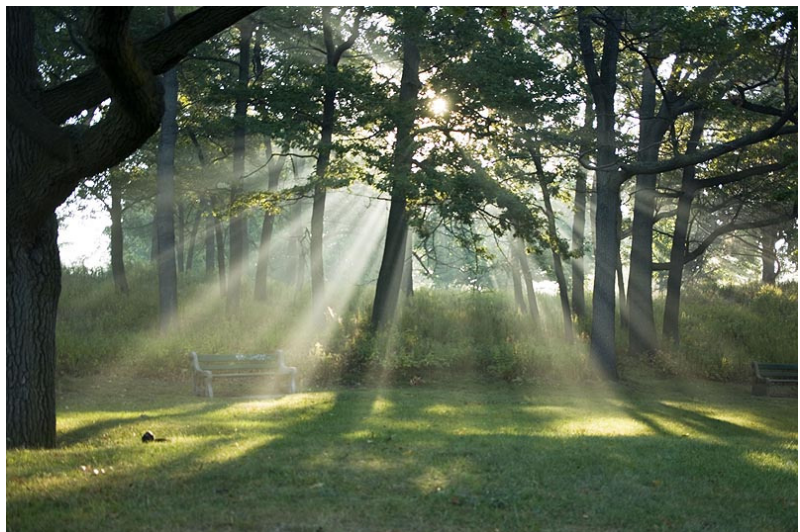
The ROWIP sets out the County Council's strategy and action plan to develop the PROW network to deliver transport and wider County Council strategic objectives. Access development together with network enhancement, as highlighted within the ROWIP, will be a priority to make the PROW network more useable and accessible to a wider section of the community and to encourage healthy active travel alongside the other LTP3 objectives. The County Council will continue to work closely and efficiently with all partners and stakeholders to achieve a safe and attractive network for all vulnerable road users. This will involve linking more PROWs safely into the wider highway network. For example, historically the road network has developed around the PROW network to the extent that some paths are unavailable due to the safety risks of accessing and egressing a particular path on a highway. This will be addressed strategically through future planning and a closer working relationship with our partners. Continuity and improved funding for maintenance is also essential in contributing towards providing good quality routes encouraging more people to walk, cycle and ride.

The continued promotion of PROW to raise awareness, user rights, access opportunities and to encourage responsible use will remain a high priority throughout the LTP3 period within available resources.

The County Council will also work in partnership with neighbouring transport authorities to improve the PROW and green infrastructure networks across administrative boundaries where appropriate.

### 5.2.5 Green infrastructure

Green infrastructure (GI) is a strategic, planned network of high quality green spaces and other environmental features (including footpaths and cycleways), delivering a wide range of environmental, health and quality of life benefits to local communities. Green infrastructure should be provided as an integral part of new development, alongside other infrastructure, and Nottinghamshire's approach to the development and delivery of GI is detailed within the 6Cs GI Strategy (which covers the counties of Derbyshire, Leicestershire, and Nottinghamshire and cities of Derby, Leicester and Nottingham).



A major step-change in the scale, quality and connectivity of GI assets will be required to match the scale of planned new growth in order to deliver environmental, economic and social benefits. This will be achieved through all of the stakeholders involved in planning, delivering and managing GI and sustainable development working in partnership to establish an enhanced and accessible GI network.

The long-term vision for GI in the 6Cs sub-region is to maintain, enhance and extend a planned multi-functional GI network. This will comprise existing and new green spaces, natural and cultural features and inter-connected green links in and around the three cities of Derby, Leicester and Nottingham, connecting with their surrounding towns and villages as part of the sustainable growth

of the sub-region. The river valleys of the Trent, Soar and Derwent and their tributaries provide the 'backbone' of the network, linking the three cities with each other.

The Strategy recognises the role that GI can play to provide many social, environmental and economic benefits close to where people live and work, including:

- increased opportunities for communities in and around the three cities to access a variety of greenspaces on their doorsteps and in the wider countryside. It will be set within, and contribute to, a high quality natural, cultural and built environment that provides substantial quality of life benefits for residents and visitors, and is a focus for attracting and retaining economic investment in the area
- acting as a framework for delivering biodiversity benefits on a landscape scale, and as appropriate to the local landscape character, by protecting, connecting and creating a diverse range of wildlife habitats and providing ecological corridors for species dispersal and migration
- contributing to environmental awareness through education and access to nature
- contributing to adaptation and mitigation to the challenges of climate change, such as flood management, and
- providing increased opportunities for exercise, outdoor recreation and relaxation which in turn will help improve health and reduce stress levels.

The spatial framework for the strategic planning and delivery of GI within the 6Cs sub-region operates at three spatial levels:

- sub-regional GI corridors – to maintain the integrity of the GI network in the long-term, and connect the 6Cs network to wider regional GI corridors
- city-scale GI corridors – to connect the sub-regional corridors, the urban fringe and the urban cores related to specific principal urban areas and sub-regional centres, and
- urban fringe GI enhancement zones – to deliver GI benefits for both existing and new communities (sustainable urban extensions) related to specific principal urban areas and sub-regional centres in the local areas where most development is likely to take place.

To assist in guiding the delivery of the proposed vision and network, the Strategy also identifies key principles for the short and long-term planning and delivery of GI within the 6Cs sub-region; strategic mechanisms and funding sources for delivery of GI; and a framework for appraising GI projects for funding. The Strategy also suggests ways of sustainably managing GI in the long-term.

An action plan, developed in consultation with partners and stakeholders, forms part of the Strategy; identifying priorities for action related to promotion and advocacy of the GI principles, as well as strategic initiatives for delivering the GI network. Long-term funding and support for GI delivery will need to come from a number of sources and different partners, particularly through new development and the voluntary sector, and a creative use of potential funding sources will be needed which reflects the variety of sustainability benefits GI can deliver.

The strategic framework and action plan will be kept under review, and updated as necessary in the light of changing circumstances and new thinking, to continue providing a coherent sub-regional framework for GI planning and delivery in the 6Cs sub-region. The County Council will also work to ensure that whenever possible GI links into the wider walking and cycling networks in the county.

### 5.2.6 Spatial planning

The location and design of common destinations, such as employment and education sites, retail parks or leisure centres, can make people feel they have no alternative but to use the car. It is therefore important to consider the location of future developments and to ensure healthy active travel is consistently integrated into transport and planning decisions to create an environment and culture where walking and cycling is the natural choice for many journeys.



Planning Policy Guidance Note 13 sets out the statutory provisions and guidance on planning integrated, sustainable transport for new developments and makes it clear that local authorities should:

- locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling, and
- accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling.

Engagement will be undertaken between planners and developers at a preliminary stage to make it easier and more cost effective to integrate walking and cycling into the design of new developments. Cycle and pedestrian facilities are a cost effective way of meeting sustainable travel and accessibility objectives of new developments and funds from developer contributions will be negotiated in order to provide good pedestrian and cycling links to and around new developments. The County Council will work in partnership with local planning authorities to ensure such facilities are a priority when considering agreements with developers so that they are built as an integral part of any development rather than having to retro-fit them at a cost to the Council.

The reliance upon the car will be minimised wherever possible as part of this and it is important that walking and cycle provision is direct, safe and high quality.

The County Council's guidance for new development is included within the regionally developed Highway Design Guide. The Highway Design Guide sets out the general principles and minimum standards for the provision of pedestrian and cycle facilities in residential and industrial developments for which we are the responsible highway authority. The Guide will continue to be reviewed and updated to reflect the objectives of the County Council.

### 5.2.7 Partnership working

In addition to working with public sector partners (such as those detailed above), the third sector is a valuable source of support, advice and expertise. We will therefore work with appropriate national, regional and local third sector organisations in the development of walking and cycling strategies and action plans, as well as identifying improvements as appropriate.

Partnerships can be a useful means of promoting active travel to different groups. Joint ventures with district and borough councils, health partners (NHS and primary care trusts) and local interest groups will continue to be undertaken to help provide new ideas for promotion, as well as provision of facilities in particular areas.

## 5.3 Road safety

In 2009, 3,114 people were injured on all roads (including trunk roads) in Nottinghamshire – 446 of which were killed or seriously injured and 2,668 were slightly injured. These accidents remain a huge drain on the NHS and emergency services and the cost of these accidents to the community is estimated at £180m per year, in addition to the incalculable pain, grief and trauma for those involved.

A detailed breakdown of road casualties in Nottinghamshire over the last five years is included in the LTP3 Evidence Base Report but:

- the total number of killed and seriously injured (KSI) casualties in Nottinghamshire decreased year on year and in 2009 the number of casualties had fallen by over 46% when compared to the 1994-98 average; and by 25% when compared to 2005
- the numbers of KSI casualties in each of the main road user classifications (pedestrians; car drivers and passengers; cyclists; and motorcycle riders and passengers) has decreased when compared to both the 1994-98 average and when compared to the number of casualties in 2005

- the numbers of child KSI casualties has decreased year on year and in 2009 the number of casualties had fallen by just over 68% when compared to the 1994-98 average; and by 50% when compared to 2005, and
- the numbers of slight injuries has seen significant reductions and in 2009 the number of casualties had decreased by just over 21% when compared to the 1994-98 average; and by 15% when compared to 2005.

Against this backdrop of reductions, between 2005 and 2009 there have, however, been increases in casualties in particular districts, including:

- increases in KSI casualties in Broxtowe (8% increase – although almost a fifth of these are on motorway and trunk roads) and Mansfield (6% increase)
- increases in motorcycle KSI casualties in Broxtowe (70% increase) and Gedling (29% increase)
- an increase in car driver and passenger KSI casualties in Mansfield (31% increase), and
- an increase in slight casualties in Rushcliffe (8% increase).

There are also still specific road safety issues across the whole of the county, particularly relating to motorcycle casualties, young drivers and speed. Despite significant recent decreases in the numbers of motorcycle casualties, in line with the national picture, they continue to be an area of concern. The numbers of motorcycle KSI casualties has decreased by 15% when compared to the 1994-98 average; and by 10% since 2005. In 2009 motorcyclists accounted for 1% of traffic on Nottinghamshire's roads but 25% of all of the KSI casualties. Analysis of motorcycle casualties has identified two specific groups as being involved in accidents:

- riders of larger machines, predominantly resulting in KSI casualties, and
- riders of smaller machines, predominantly ridden by young riders, resulting in slight casualties.

Between 2005 and 2009 the numbers of young driver KSI casualties has fluctuated but ultimately increased by 12%. The proportion of young driver KSI casualties has also increased and in 2009 they accounted for 37% of all of the car driver KSI casualties in Nottinghamshire, compared to 29% in 2005.

The numbers of KSI casualties where speed was a contributory factor to the accident has decreased by 24% when comparing 2009 with 2005; but the number of fatal casualties where speed was a contributory factor to the accident has doubled over the same period. In 2009 speed was a contributory factor in 43% of all of the fatal casualties in Nottinghamshire.

### 5.3.1 Multi-disciplinary approach to casualty reduction

The benefits of a broad, multi-disciplinary approach to casualty reduction have been long recognised by the Council. Consequently, the County Council's road safety strategy is a cross-service plan, which is driven forward by a Road Safety Board comprising representatives from transport policy, strategy, highway management, and safety. This has been an effective means of achieving more focussed, co-ordinated, corporate and systematic working, resulting in improved service delivery and casualty reduction performance across the board. The Road Safety Board also helps to ensure the close integration of strategies, such as those relating to community safety, maintenance, cycling, walking, motorcycling, accessibility, regeneration etc. and road safety. The Board monitors and reviews performance on a quarterly basis, identifying weaknesses and risks to meeting targets so that strategy can be reviewed and revised to rectify any problems.

The County Council's road safety strategy, as set out in the Cross-Service Road Safety Improvement Plan, aims to help improve the efficiency and effectiveness of the service, enhance partnership working, and focus resources towards key areas of road safety work to achieve national, regional and local road safety casualty reduction objectives and targets. It also details the range of actions (from education programmes to highway maintenance programmes) that will be used to meet local road safety objectives, as well as how specific road safety issues will be addressed. All of the actions are regularly reviewed and reported on to ensure their successful progress and therefore the effectiveness of the Road Safety Plan. The Road Safety Plan was

drawn up in consultation with all internal and external bodies that have a role in casualty reduction in Nottinghamshire as well as elected members, and includes tasks to improve safety for all road users of all ages (children, elderly, pedestrians, cyclists, drivers, passengers, motorcyclists and horse riders etc.).

The County Council recognises the link between safety and promoting sustainable transport. To help ensure these areas of work are complementary, in addition to the road safety education functions, the County Council's school travel awareness and school travel planning functions are housed within the Road Safety Team. This enables the delivery of road safety education, training and publicity to school pupils whilst encouraging walking and cycling through developing travel plans at schools to reduce congestion. It is therefore appropriate that the Cross-Service Road Safety Improvement Plan includes aspects of its school travel awareness initiatives as well.

The Road Safety Plan has close links to the Community Safety Strategy to help build safer communities, and several tasks within the Cross-Service Road Safety Improvement Plan are aimed at contributing to both road and community safety. Similarly, the Cross-Service Road Safety Improvement Plan has significant contributions to make towards regeneration, quality of life and accessibility strategies throughout the county, and these contributions are reflected within the tasks that are detailed within it. The reduction in accidents also has an impact on levels of congestion caused by accidents, resultant air quality and its obligations under the Network Management Duty.

It is anticipated that a new national casualty reduction strategy, reflecting the Government's priorities and associated revised casualty reduction targets up to 2020, will be published in Spring 2011. The Cross-Service Road Safety Improvement Plan will therefore be reviewed and revised following analysis of our accident and casualty data, consideration of the Government's new targets and the views of our elected members, partners and colleagues across the County Council.

### **5.3.2 Casualty reduction delivery**

All of the work undertaken to reduce casualties in Nottinghamshire is evidence led. Records of all injury accidents reported to Nottinghamshire police (including those on City and Trunk roads) are collected, analysed, verified, validated and stored by the County Council using both computer and paper based systems. A close working relationship with the police ensures that the accident data recorded is both comprehensive and accurate. Accident problem sites as well as casualty trends are identified using the above data and a range of investigative methods and analytical tools.

A 'child safety audit' is also carried out annually to identify the road safety problems for children in Nottinghamshire, and the audit is used to help identify the appropriate strategies and actions required to deal with these problems. The audit includes a comprehensive analysis of child road casualties, looking at the various circumstances in which accidents occurred. The results of the analysis are then used to inform a wide range of education, engineering and publicity solutions. In carrying out the child safety audit the County Council also reviews how successful its education and engineering programmes have been, as well as identifying any possible problem areas that may not have been dealt with through existing road safety programmes. The child safety audit results in the formulation of the overall strategy to address child road casualties and was recently cited by DfT as a good example of the use of data in determining priorities and options for a range of issues.

The approach that is to be used to reduce road traffic accidents and casualties in Nottinghamshire combines three key elements known as the 'three Es'. The three elements, which may be applied singly or in combination to address an identified road safety issue at a local, regional or national level, are:

- education
- enforcement, and
- engineering.

The delivery of these elements is also considered in existing specific road user strategies (such as cycling and motorcycling); and will be considered as part of the development of future strategies (such as walking) which aim to encourage safe, convenient and efficient travel.

### **Education**

A forward programme of a range of evidence led road safety education and awareness raising activities will be developed and carried out each year to support national campaigns and to address identified local road safety and travel awareness issues. The education, training and awareness raising programme will be based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time. Particular attention will also be given to issues that have been identified as requiring specific focus – for example, currently motorcycle riders, young drivers and issues surrounding speed have been identified and a range of activities have been developed and delivered to address them.

### **Engineering**

The County Council has pioneered road safety engineering measures since the formation of its Accident Investigation Unit in 1973. Some of the techniques employed are summarised below:

- area-wide traffic calming schemes
- signing and lining improvements (including inter-active signing)
- surface improvements and anti-skid treatments
- new and improved street lighting
- new and improved traffic signals
- new and improved junctions
- geometric improvements
- red light and safety cameras, and
- improvements for vulnerable road users, such as cycle routes, pedestrian and cycle crossings and refuges.

Following detailed analysis of casualty data, a countywide programme of engineering schemes will be developed and delivered each year. The schemes will be prioritised on a 'first year rate of return' (FYRR) accident savings basis, with each scheme achieving at least predicted 200% savings. In 2009, on average a 400% FYRR was achieved on accident remedial schemes, which means for every £1 spent we saved the equivalent of £4. The type of scheme implemented will depend on the location, the type of problems and engineering solutions identified. Where it is predicted that a scheme will not meet the 200% FYRR savings they are considered and prioritised within other elements of the Council's programme of integrated transport measures.

In addition, safety audits will be a key component to our casualty reduction strategy. All highway improvement schemes costing over £5,000 are subjected to the safety audit process. This involves a three stage examination of the proposals, from the preliminary design to post-completion inspections to highlight and remove potential safety problems, thus avoiding death and injury in future years. The County Council is a member of the East Midlands Safety Audit Forum (part of the East Midlands ADEPT) which gives the authorities in the region the opportunity to learn from one another through sharing best practice and exchanging views on how to deal with problems at specific sites.

### **Enforcement**

The County Council has a strong working relationship with the Roads Policing Unit of Nottinghamshire police. Jointly, we will adopt a data-led approach and this underpins our safety camera partnership work along with targeted enforcement activities. This includes activities covering speed awareness, seatbelts, mobile-phone use and drink/driving.

### **Partnership working**

The County Council recognises that it cannot achieve its road safety strategy alone and therefore has long standing partnership arrangements with a range of organisations. Collaboration with a wide range of external organisations and agencies will continue to be a major feature of the Council's approach to casualty reduction. In order to maximise our casualty reduction potential, we



will continue to work closely with other agencies and stakeholders with a remit to reduce casualties. This is currently achieved principally through the Nottinghamshire Road Safety Partnership involving the City and County Councils, police, Highways Agency, Fire & Rescue, Her Majesty's Courts' Service and the Nottinghamshire County Primary Care Trust. Partnership working brings additional insight and resources into all stages of the strategy, from initial policy formulation to the implementation of specific measures. The County Council will continue to work in partnerships on both long-term and short-term projects to take the opportunity not only to share best practice and learn from other authorities, but to pool resources, help co-ordinate and focus efforts thereby maximising improvements, and also to adopt more consistent road safety programmes across the region in order to maximise their impact.

Partnerships, such as those with neighbouring authorities on cross-boundary issues on all aspects of road safety service delivery, are part of the everyday work of the road safety service. The County Council is part of several regional partnerships delivering road safety education, training and publicity programmes such as the Shiny Side Up partnership, No More Lives Wasted campaign and the Fatal 4 regional project. The Council also works on specific education, training and publicity on cross-boundary issues with neighbouring authorities, such as joint advertising and publicity of specific road safety messages along traffic corridors that cross administrative boundaries. Engineering measures are also developed jointly with neighbouring authorities, such as reducing speed limits along whole routes that cross administrative boundaries to ensure consistency. Cross-boundary co-operation is supported through the Network Management Duty as part of reducing congestion and effective co-ordination of road works whilst ensuring that road safety is of prime importance at all times.

The County Council will continue to regularly benchmark its performance with other transport authorities via the Midlands Service Improvement Group. The new DfT Evalu-it toolkit will be utilised to better monitor and evaluate road safety campaigns and initiatives.

The inclusion of road safety as one of the core priorities in the County Council's Strategic Plan (2010-2014) further emphasised the need for cross-service working. Closer working arrangements with other County Council departments and service areas including Children & Young People Department, Adult Social Care and Health, Chief Executives, Safety Advisory Group, Community Safety Partnership and the Children's Safeguarding Board will therefore continue to be fostered.

#### 5.4 Community and personal safety

People will only use public transport, walk or cycle if they think it is safe to do so. Fear of crime affects some sectors of the population more than others, with women, parents, the young and 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. Of all the modes of travel, car journeys are seen to carry the least risk in terms of fear of crime due to the door to door nature of such journeys. Crime and the fear of crime is therefore a factor which continues to act against the move towards an increased use of more sustainable modes of travel.

There are currently large gaps between fear of crime and actual crime levels. Local perceptions of anti-social behaviour are worse in Nottinghamshire than on a national level. People generally feel safe in their own home and feel safe during the day outside of the house but less people feel the same sense of security after dark. Although it is not easy to quantify, the fear of crime that individuals have is therefore also important. The reduction of actual and perceived fear of crime is therefore a key opportunity to increase the use of more sustainable modes of travel.

People often wrongly perceive that crime is increasing when in fact it has shown large decreases. Between 2007 and 2009 all of the districts have seen decreases in the rate of theft of vehicles; the rate of theft from vehicles; and the rate of vehicle interference. All of the districts except Ashfield have seen decreases in the rate of cycle theft between 2007 and 2009.

The creation of safer and stronger communities is an integral part of the Council's Community Strategy. Transport has an important role to play in tackling crime and improving personal security. Section 17 of the Crime and Disorder Act 1998 created a duty on local authorities to take account of community safety in all areas of their work and this is reflected in the LTP3. It includes crimes committed by motorists, individuals on public transport and in terms of people feeling safe whilst using the highway. The outcome of Nottinghamshire County Crime and Community Safety Strategic Assessment will be used to inform how transport improvements can address community safety issues and concerns.

The County Council acknowledges that crime and fear of crime is one of the top areas of concern for many of its communities. The Council will therefore continue to work in partnership with district councils, the police, the local community and other key partners to identify and help fund appropriate measures.

#### **5.4.1 Fear of crime on public transport**

Crime and fear of crime on public transport is a major constraint in encouraging people to use more sustainable modes of transport. A DfT study in 2004, 'People's perceptions of personal security and their concerns about crime on public transport' envisaged that effectively introducing measures to enhance personal security would result in a 12% increase in journeys.

To fully address this problem all elements of the public transport journey will be investigated, including the walk to and from a bus stop, the wait at the bus stop and the bus journey itself. Integration audits will be undertaken to identify improvements to links between bus stations, rail stations, and bus stops with cycle and walking routes. Along with accessibility, improved security will be a key element of this process. Where suitable, measures will be put in place to address shortfalls, such as improved street lighting, improved waiting infrastructure and CCTV. Where appropriate, crime will be designed out of transport infrastructure, for example, open bus shelters.

In partnership with public transport operators, a number of methods will be used to improve the perceptions and issues of anti-social behaviour on public transport and its associated property. These will include improved security associated with public transport, such as the use of CCTV on buses, improved lighting at bus stops and the use of CCTV in taxis. The County Council will review its promotional campaigns on public transport safety issues, and develop and deliver effective campaigns across the county, as well as targeted in specific 'problem' locations.

Working in partnership with train operating companies, help points will be considered at rural rail stations in Nottinghamshire as part of a rail quality partnership. The County Council will also assist the British Transport Police and Railtrack as appropriate to address vandalism issues on the railways.

Further detail on the measures undertaken to address crime and fear of crime on the public transport networks is included within the County Council's Integrated Public Transport Strategy and within Chapter 6.2 – Provision of an affordable, reliable, and convenient public transport network, of this Plan.

#### **5.4.2 Safer environment**

Poor quality public spaces and traffic dominated environments (such as lack of lighting and poor urban design) can result in people feeling disorientated, isolated, intimidated and unsafe. A number of methods will be used to reduce such feelings and avoid anti-social behaviour.

Improvements to existing transport infrastructure will be considered in areas where there is a record of crime or perceived fear of crime, particularly where partners can also provide funding. Such schemes will be generated by reference to public concerns and crime statistics and, for example, may include street lighting improvements or replacing subways with other appropriate forms of crossing (in line with recognised good practice). Secure cycle parking will also be introduced at specific locations in partnership with district councils where it is considered they are required.

The statutory duty on the County Council to consider crime and disorder in all that it does is recognised within all transport improvements undertaken by the County Council where 'safe by design' measures will be promoted, and particularly within the Council's Cross-Service Road Safety Improvement Plan which has a clear emphasis on speed reduction measures.

The closure or diversion of footpaths and Rights of Way on crime and disorder reduction grounds, under Section 118/119B of the Highways Act 1980 will be considered but the agreed protocol identifies closure only as a final measure. The local Crime and Disorder Partnership will consider any options to reduce criminal behaviour in the area and closure or diversion will only be considered when all alternative means have been exhausted.

Theft from motor vehicles accounts for the majority of all vehicle crime. There have been large reductions of thefts from vehicles parked on the highway and in car parks but the highest levels of thefts from vehicles still tend to be concentrated around public car parks. The County Council will therefore work with district councils and the police to encourage the effective lighting and patrolling of car parks respectively.

Section 7.6 – Physical environment; and Section 5.3 – Road safety, of this Plan, also detail work that is undertaken which will play a significant role in providing a safer environment for Nottinghamshire residents.

### **5.4.3 Traffic violations**

Speeding motorists are a major concern in anti-social behaviour in Nottinghamshire. The County Council will continue to work in close partnership with the police to try and ensure effective traffic enforcement. This will primarily be through the Nottinghamshire Road Safety Partnership involving the City and County Councils, police, Highways Agency, Fire & Rescue, Her Majesty's Courts' Service and the Nottinghamshire Primary Care Trust. Enforcement of additional static and moving traffic violations will, however, be considered in due course as part of the County Council's developing civil parking enforcement strategy (which is detailed within Section 4.1.4 – Parking, of this Plan).

### **5.4.4 Partnership working**

The County Council will continue to work in partnership with district councils, parish councils, crime and disorder reduction partnerships, local businesses and the police to improve community safety. Such partnerships will enable CCTV to be installed on the highway and on highway infrastructure where technically possible and required. Temporary CCTV cameras installed by the police on suitably converted lighting columns have been, and will continue to be, considered to target crime 'hotspots'. Most town centres have CCTV installed or proposed and these cover identified routes between key facilities. Networks will be encouraged where possible on routes covered by CCTV.

The County Council will also consider highway infrastructure as part of partnerships to reduce town centre violence and through ongoing town centre management partnerships.

Working in partnership with schools, responses to local concerns (such as 'stranger danger') which may arise from reports from the public, or in the preparation and implementation of school travel plans, will be addressed through the development of the travel plan and any associated road safety education.

