

## 8. CONGESTION

Congestion has an impact on several of the LTP's other priorities, such as improving accessibility, air quality and health, regeneration, quality of life and making best use of the existing network (particularly in relation to the Network Management Duty). It is therefore essential that current levels of traffic are managed effectively and that congestion does not become a problem in the future. As such the strategy to deal with congestion will focus on continued monitoring of traffic levels and the provision of both demand-side solutions and supply-side solutions to restrain traffic growth (as detailed within Chapter 8 of this Plan). This pro-active approach to congestion management will hopefully prevent increasing traffic volumes to significantly worsen and cause congestion.

Managing and addressing existing traffic levels, as well as the impact congestion has on other objectives, therefore places a great importance on delivering the strategy detailed within this chapter. The Authority will proactively manage congestion so as to prevent congestion issues becoming more serious in the future despite the predicted growth in traffic levels. Consequently, to address, manage and restrict current and future congestion levels, resources will continue to be aimed at monitoring existing and future problems as well as delivering the Council's congestion strategy. This strategy looks to address both existing and predicted congestion/traffic growth across the whole Plan area as well as to help meet the various other priorities detailed within this Plan.

Where necessary, additional resources will be allocated to reducing congestion at known hotspots, particularly where this congestion also has a detrimental impact on public transport services. Where localised congestion does exist and is also being flagged up as an additional concern by bus operators for service reliability issues (or through the Bus Punctuality Improvement Partnership), added weight will be given to these localised problem sites. It is recognised that congestion should ideally be measured by person delays and not vehicle delays. This information is not currently available within the Plan area but, the County Council is currently investigating the most appropriate method of collecting this data (as detailed below).

### 8.1 POLICY MEASURES AND PROGRAMME

The emphasis of the LTP strategy will be to manage existing and predicted traffic levels to prevent congestion occurring, making the most efficient use of the existing transport network and ensuring that air quality remains within exceedence parameters.

Although not anti-car, the County Council intends to manage congestion by reducing traffic growth and the need to travel, and by encouraging greater use of public transport, walking and cycling across the whole Plan area. Traffic management improvements will be undertaken where possible and targeted engineering improvement measures will be made to make the network more efficient. The County Council will work to ensure that transport supports economic progress by providing the infrastructure to move people and goods efficiently.

The five-year programme of schemes will include a balanced mix of demand-side solutions, such as travel plans, land use planning, and decriminalisation of parking, as well as supply-side solutions, such as intelligent transport systems and improved public transport, cycling and walking facilities, as highlighted in table 4.2.

In order to ensure that our programme is able to respond to changes in congestion levels during the course of the five-year Plan, regular monitoring of vehicle flows along the radial routes of each of the main district centres of Mansfield/Sutton-in-Ashfield, Newark, Retford and Worksop will be undertaken.

The County Council is also currently investigating the most appropriate method of gathering statistically robust data for the purpose of measuring actual journey times. It is in discussion with companies offering data derived from in-car GPS equipment, but it is too early to know whether this data will be available in a form that will enable suitable monitoring. If, however, this proves not to be the case, the County Council has its own in-house data collection team

that will be used to undertake journey time surveys using the floating observer method as undertaken previously. If considered necessary to spread the workload it is likely that each town will be surveyed every other year and that the towns will be split into two groups.

If, during the course of the five-year Plan, it is felt that congestion levels have deteriorated, or potentially could in the future, to the point where the setting of specific congestion targets will provide an appreciable benefit, the County Council will review its position. It is anticipated that any future congestion target will apply only to the sub-area affected.

The County Council has policies in place (originating in various departments, teams and sections) that are monitored and reviewed regularly to ensure that they meet the requirements of the LTP. The impact that policies have on congestion, as well as their contribution to meeting the traffic level targets are therefore considered as part of this process.

### **Land use planning**

Sensitive but effective control of land use planning is vital in delivering a successful sustainable development strategy and consequently 'sustainable communities'. If and where it is possible to cut out congestion at source, by removing or reducing the need to travel, this is preferable and more beneficial than dealing with the problem as and when it has occurred – thus land use planning is imperative to the Council's overall aims. The County Council will, through control of land use planning, seek to deliver the three aims of the Regional Transport Strategy (RTS) in a manner which also supports economic progress and the efficient movement of people and goods:

- Reduce the need to travel and traffic growth
- Promote a step change in the level of public transport
- Only deliver highway capacity when all other measures have been exhausted.

### **Nottinghamshire and Nottingham Joint Structure Plan**

The most important influence on achieving sustainable land use planning is the location of development. To ensure development is located appropriately the Joint Structure Plan (JSP) reflects the Regional Spatial Strategy (RSS) by requiring a sequential approach to site selection. This encourages the development of 'brownfield' or previously developed land in urban areas before 'greenfield' land. The JSP policy on sustainable development will influence site selection as local planning authorities update their local plans and/or move to Local Development Frameworks (LDF). The County Council has developed close partnership working with the district councils which will be continued throughout the development of the LDFs.

The JSP requires all new development to work towards the principles of sustainable development. The County Council will promote sustainable development through adopting the sequential approach to the location of development set out in RSS and by encouraging:

- A range of quality employment land to promote economic growth and appropriate employment opportunities; residential development of a type and in locations which meet the needs of the community
- An integrated transport network to support new development whilst reducing the need to travel, especially by private car
- A range of services and facilities to support business and to meet the needs of communities
- As a priority, development to improve the economy, services and environment in disadvantaged areas and those with high levels of social need.

## 8.2 DEMAND-SIDE SOLUTIONS: REDUCING THE NEED TO TRAVEL

### 8.2.1 Car parking

The control of car parking has an impact on all Government and locally determined shared priorities detailed within this Plan as it is an important influence on modal choice. In fact, PPG 13 says that, "the availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of car parking can be more significant than levels of public transport provision in determining means of travel." In response to this the County Council revised its parking standards for new developments in line with the RTS in May 2004 and will continue to keep the standards under review. Parking restraint, as a method of encouraging modal shift, will be greatly assisted by the implementation of 'Decriminalised Parking Enforcement' (DPE), which allows the County Council to manage on-street parking. The County Council is looking to implement DPE in 2007 (and this is detailed further within Chapter 11, Making Best Use).

#### Integrated Parking Strategy

Parking provision and enforcement in town centres has a particularly important role to play in demand management. The County Council and district councils are working in close partnership to introduce parking enforcement which will have a significant impact on the use of parking in Nottinghamshire and will consequently allow the effective development of further co-ordinated policies to influence parking and travel patterns. Such policies complement and support land-use policies designed to reduce the need to travel.

The County Council has a range of policies relating to parking, including:

- On-street parking restrictions (including cars, cycles, motorcycles and taxis)
- Public off-street parking
- Parking provision for new developments
- Park and Ride
- Cycle and motorcycle parking.

The County Council are also currently developing further enhancements to the above to cater for the proposed decriminalisation of car parking in the county. Policies currently being developed include:

- Decriminalised Parking Enforcement
- Extended controlled zone parking
- On-street pay and display.

Within these policies particular emphasis is given to the guidance in PPG13 (Transport) and PPS6 (Town Centres). The guidance seeks to balance demands for parking in ways which maintain the economic viability and attractiveness of the town/district centres, whilst helping to reduce congestion and encourage sustainable travel patterns consistent with the aims of the Joint Structure Plan and the emerging Regional Transport Strategy for the East Midlands.

A balance between on-street and off-street parking facilities is required to ensure the vitality of town centres, recognising the need for using the car whilst encouraging the use of alternative modes. Each town centre will be assessed individually as part of ongoing Decriminalised Parking Enforcement, town centre master planning and LATS.

#### On-Street Parking Restrictions

On-street parking restrictions serve two purposes - reducing obstructions to pedestrians and other road users; and by reducing parking supply, thereby providing an incentive for car users to consider other modes. Indiscriminate on-street parking is tackled by a combination of simple waiting restrictions, controlled parking zones and/or residents only parking, as appropriate. Peak period parking and loading restrictions are also introduced on key routes to maximise the

efficiency of public transport and to help meet the Network Management Duty, reduce congestion and thereby help improve air quality. The criteria for the introduction of these are detailed in the County Council's Traffic Regulation Order Manual.

### **Public off-street parking**

Public off-street parking is heavily influenced by parking charges, and the County Council encourages the district councils to adopt charging structures in their car parks to work in tandem with on-street restrictions to favour short-term parking. In addition, the aim is to progressively increase charges for longer term parking in parallel with development of alternatives to the car. The overall approach is consistent with the advice given in PPS6. The application for DPE powers will include off-street car parks to ensure cost-effective enforcement that is readily understood by the public.

### **Parking provision for new developments**

Based upon advice contained within PPG3 (Housing), PPG13 (Transport), RPG8 (Regional Planning Guidance for the East Midlands), and the Joint Structure Plan (2004), as well as County Council policies, a guide for developers on parking provision in new developments has been produced - 'The Sustainable Developer Guide for Nottinghamshire'. The guide was produced in conjunction with the district councils so that it could be used as a basis for development control by planning authorities.

The overall aim of the guide is to ensure that developers fully consider the implications of parking and the positive effects this can have on other modes of transport. Although the guide gives details of national, regional as well as local maximum parking provision, it stresses that these figures are not targets, and that developers should seek to provide the appropriate provision for the location of the development.

The guide promotes alternative modes of transport and the introduction of measures such as travel plans so that a much reduced parking provision can be successfully introduced, although on-street parking restrictions may be required to ensure that the potential for overspill is minimised. It is hoped that the guide will also, by encouraging non-car modes of transport, ensure that road safety problems are not created by overspill car parking.

To help developers consider these issues, the guide includes an innovative Transport and Parking Appraisal in which the developer can detail how non-car modes of transport (as well as car sharing) are to be encouraged/included as part of the development.

### **Park and Ride**

High quality park and ride facilities associated with efficient public transport services have proven successful in attracting car users to use public transport for at least part of their journey. They improve accessibility of urban centres and contribute to reducing traffic on congested radial routes.

The County Council therefore considers the development, and use, of park and ride facilities in appropriate locations to reduce car borne journeys into the principal urban areas and along strategic corridors. It is also recognised that the provision of well designed and accessible park and ride facilities can reduce the need for long-stay public car parking in urban areas, whilst maintaining the competitiveness of urban town centres.

### **Cycle parking**

Cycle parking at town centres and passenger transport interchanges is provided on an area wide priority basis as part of the integrated parking strategy, along with adequate directional signing to these resources. A balance of short-term, visible parking and longer term secure parking are provided depending upon the type of journeys likely to the particular destination. The standard of cycle parking provision is detailed within the County Council's 'Cycle Design Guide'.

Cycle parking and storage facilities are also often a key feature of both workplace travel plans and school travel plans. Provision is also encouraged at other key attractors such as leisure facility sites.

### **Decriminalised Parking Enforcement**

The County Council recognises that there are considerable traffic management opportunities offered by Decriminalised Parking Enforcement (DPE). Many of the initiatives detailed within the LTP, such as bus priority schemes cannot be achieved without the effective enforcement of supporting Traffic Regulation Orders (TROs). Having previously commissioned a detailed financial model to calculate the implications of DPE in Nottinghamshire, the County Council is now working in close partnership with the district councils to deliver an enforcement regime that is acceptable and economically viable to all parties. It is anticipated that enforcement will be managed locally but under a central contract which will give the joint benefits of local knowledge and flexibility together with the consistency a central contract can offer. A single ticket processing centre is also being proposed which will provide economies of scale and ease of operation. Close liaison and consultation is ongoing with Nottinghamshire Police, the Highways Agency, neighbouring authorities and all other interested external parties.

In introducing DPE, the County Council is actively exploring national examples of best practice to ensure that the transition is effectively and sensitively realised. Large scale public consultation and information will commence in the months prior to the start date to ensure the public are fully informed of the change to the enforcement regime. More details of this process are included in section 11.7 of Making Best Use chapter.

### **Extended controlled zone parking**

The introduction of DPE is anticipated to alter the existing pattern of parking around town centres and to counteract this the County Council is actively considering the re-introduction of residents parking schemes to prevent any displaced parking. Such schemes effectively protect residents from the inconvenience of commuter parking whilst allowing the Council greater control over parking patterns.

### **On-street pay and display**

The Council is financing a study to report on the feasibility and implications of introducing on-street 'pay and display' in selective town centres which, if viable, should financially assist DPE and improve the understanding and availability of town centre on-street parking. It is hoped that with effective enforcement of on and off-street parking and protected residential areas there will be the opportunity to encourage modal shift amongst commuters to town centres. In turn, the availability of short-term parking for shoppers will improve, thus assisting the retail trade. The control of new parking attendants can also help ensure that a consistent approach to enforcement can be achieved.

### **Developer Contributions**

The increased emphasis on re-using 'brownfield' land places more stress on overcoming constraints to development such as a lack of infrastructure and/or access problems. Developers are required to meet the costs of access and infrastructure directly relating to the development in question. However, to seek to hasten modal shift, an 'Integrated Transport Measures and Developer Contribution' policy is in place whereby financial contributions are collected to support LTP schemes promoting walking, cycling and the use of public transport in the vicinity of the development. This policy has already been incorporated into a number of local plans and the County Council will press for its inclusion in emerging Local Development Frameworks (LDFs). The County Council will continue to develop this policy to seek to maximise developer contributions.

The Planning and Compulsory Purchase Act 2004 has introduced radical change to the planning system. The County's emerging 'Accessibility Strategy' will inform the LDF process by identifying the level of accessibility in the various parts of the county. This will allow development sites

to be located in areas with high accessibility, or conversely, highlight areas where additional infrastructure provision is required to make them suitable for sustainable development to take place. Building on the success of the 'Integrated Transport Measures and Developer Contribution' policy, the County Council is developing a revised developer contributions policy that will provide a consistent and transparent approach to be used across the county. Whilst the revised policy will include contributions to sustainable travel, it will also cover the full range of facilities that can be the subject of developer contributions, e.g. education services, community facilities etc. The RSS emphasises that 'travel education' is an increasingly important area of transport policy. The County Council, along with other regional partners, is developing guidance on the best practice use of travel plans.

## 8.2.2 Smarter choices

The Department for Transport (DfT) published the 'Making Smarter Choices Work' report at the end of 2004. This report proposed that soft measures, now called Smarter Choices could reduce traffic congestion at peak times locally by up to 21% and make life more pleasant for local people. Whilst these sorts of reductions are highly aspirational, Nottinghamshire County Council strongly believes that a Smarter Choices package will certainly provide benefits and will, therefore, expand the elements of work that it has been doing throughout the first LTP to include the wider package of measures as detailed below.

Smarter Choices include local programmes to encourage school, workplace and individual travel planning; improving public transport information and marketing; setting up web sites for car share schemes and supporting car clubs and encouraging teleworking and teleconferencing. DfT identified particular success where local authorities promote Smarter Choices 'vigorously'. Nottinghamshire County Council has a positive track record of implementing many of the elements of the Smarter Choice programme over the past 10 years and the Council was the first local authority to implement a workplace travel plan under the name STEPS.

Smarter Choice	Local Example
Workplace travel plans	Internal Travel Plan co-ordinator (since 1995). Travel Plan Officer. Commuter Planners Club. TransACT grant scheme. Delegated sustainable transport fund. Travel blending
School travel plans	School travel advisors. Safer routes to school programme. Road safety education programme
Personalised travel planning	Travelwise centres. TravelSmart Pilot
Public transport information and marketing	Web based journey planners. Bus strategy. TravelWise centres
Travel awareness campaigns	In Town Without My Car. Bike week. Sustainability weeks. The Big Wheel. Regional TravelWise member. ACT board member
Car clubs	Commitment to explore viability
Car sharing schemes	Nottinghamshare internal car share scheme. Bassetlaw share a ride
Teleworking	'Home working' policy
Teleconferencing	Businesses supported through the TransACT grant scheme

Table 8.1 Smarter Choices schemes undertaken at a local level

In response to the Smarter Choices publication at the end of 2004, Nottinghamshire County Council has established a Smarter Choices Strategy and Action Plan. This action plan contributes to the national shared priorities to reduce congestion, improve accessibility, improve road safety and improve air quality and local priorities identified in the second Local Transport Plan to promote economic regeneration, improve quality of life and making best of the existing highway infrastructure. The 'Strategy/Plan for Developing and Implementing School Travel Plans' provides further information about the school travel plan element of the Smarter Choices programme. The Smarter Choices strategy sets out nine aims for the next five years.

	Local Transport Plan Objective						
	Access	Safety	Quality of Life	Congestion	Air Quality	Economic Regeneration	Making best use
Ensure the longer-term future of Smarter Choices			√	√	√		√
Workplace travel plans	√	√	√	√√	√	√√	√
School travel plans	√√	√√	√	√√	√	√√	√
Personalised travel plans	√	√	√	√	√	√	√
Public transport Information and marketing	√	√	√	√√	√√	√√	√
Travel awareness campaigns	√	√	√	√√	√	√√	√
Car sharing	√	√	√	√√	√	√	√
Car clubs	√√	√	√	√√	√		√
Reduce the need to travel	√√	√√	√	√√	√√	√	√

Table 8.2 Smarter Choices contribution towards Local Transport Plan Objectives

Key √√ = high impact √ = medium impact

The County Council intends to actively promote Smarter Choices through LTP and other funding sources. This will include measures that are already highly developed as well as measures and initiatives that are new to the County Council. A more detailed list of work to be undertaken during LTP2 is outlined in the Smarter Choices Action Plan in tables 8.3 to 8.11 below, but these measures and initiatives will include:

- **Workplace travel plans** - The County Council has been at the forefront of workplace travel plan development in the UK since 1995. It set up the first travel plan (STEPS) for its own employees in 1996 and has played a key role in developing the uptake of other travel plans throughout the county. The County Council are committed to sharing best practice and have held a number of workshops to share the knowledge gained over the past 10 years with other local authorities. The Council will continue to build and expand the successful workplace travel plan grant scheme TransACT in partnership with Nottingham City Council and business groups. The scheme provides advice, guidance and funding to companies working to reduce sole car journeys, both in the course of work and for the actual journeys to work. This initiative helped the Authority meet its targets in this area during LTP1 and has been reviewed and refreshed to maximise the potential outcomes of the process for LTP2
- **Travel awareness campaigns** - The Council will continue to support travel awareness campaigns at a national, regional and local level and will establish a yearly campaign of events across the two Local Transport Plan areas in Nottinghamshire
- **Partnership working** - The Council is an active board member of the Association of Commuter Transport (ACT) and a member of the National Travelwise Association. The County Council works closely with the local planning authorities and development control teams to ensure that travel plans, car parking standards and transport impact assessment issues are addressed efficiently
- **Personalised travel plans** will be used to support the work of Local Accessibility Transport Studies
- **Complementary infrastructure** - In support of Smarter Choices it is important to implement complementary infrastructure measures to lock in the benefits. These will

include a programme of walking and cycling schemes, bus priority measures, traffic calming and stringent parking control measures. These are described elsewhere in the LTP.

- **School Travel Plans** - The work specific to school travel plans is described in more detail following the Smarter Choices Action Plan. School travel plans are also integrated into the overall Smarter Choices activities.

### Smarter Choices Action Plan

The following action plan details the aims, actions and steps required to achieve the Smarter Choices targets.

#### Aim 1: Ensure the longer-term future of Smarter Choices

**Objectives:** Congestion, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
1.1	Identify and pursue means of supporting the costs of travel plans through sponsorship and research grants with outside bodies	Investigate funding opportunities through planning process and grants	2006/07
1.2	Promote the links between sustainable transport and other development objectives	Build 'soft measures' closer into planning development control, 'hard measures'	2006/07 – 2010/11
		Investigate use of developer contributions to facilitate Smarter Choices	2006/07
1.3	Promote the aims and actions of the Smarter Choices strategy to the County Council and businesses in Nottinghamshire	Create a Smarter Choices virtual e-mail group to discuss and progress the strategy	2007/08 – 2010/11
		Further develop a section of Nottinghamshire County Council intranet to promote travel plans and Smarter Choices	2007/08

Table 8.3 Actions to ensure the long-term future of Smarter Choices

#### Aim 2: Support workplace travel plans in Nottinghamshire

**Objectives:** Congestion, regeneration, accessibility, safety, air quality, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
2.1	Advise and encourage employers in Nottinghamshire to develop sustainable travel options within the context of travel plans	Promote and administer the revised TransACT, TransACT lite and TransACT gold scheme for workplace travel plans in partnership including Nottingham City Council and the Nottinghamshire Chamber of Commerce	Launch April 2006
			2006/07 – 2010/11
2.2	Establish targets for the implementation of travel plans and improve the process for their monitoring and reporting.	Investigate the use of CO <sub>2</sub> emission targets as a requirement of workplace travel plans	2007/08
		Establish a criteria on which to judge travel plans and ensure that reported plans meet this criteria	2006/07
		Improve the travel plan monitoring process to provide tangible information about the success of smarter choice schemes implemented by employers	2006/07
2.3	Support the Nottinghamshire County Council internal travel plan action plan and strategy 2005-2010	Continue to actively support internal travel plan events and initiatives to promote sustainable travel to County Council employees	2006/07 – 2010/11
		Set car parking standards for new and existing NCC sites and improve parking management systems (to include the investigation of staff car park charging and its implications)	2006/07 – 2010/11

	Action	Steps	Timescale
		Investigate and implement systems that incentivise business journeys by means other than private car	2006/07 – 2010/11
		Continue to benchmark progress of the travel plan with other authorities and share good practice	2006/07 – 2010/11
2.4	Liaise with sub-regional and local partnerships on travel plans and travel awareness activities	Continue to actively support the work of ACT and TravelWise	2006/07 – 2010/11
		Support the accessibility work of the local accessibility transport studies	2006/07 – 2010/11
2.5	Establish and manage a network of Nottinghamshire organisations with an interest in travel plans	Build on the partnership work with Nottingham City Council and local business groups through the support of the Commuter Planners Club	2006/07 – 2010/11
		Build on the partnership work with Nottinghamshire's neighbouring authorities	2006/07 – 2010/11
2.6	Create and provide educational material and guidance for businesses, developers and planning officers	Create guidance for developers to provide travel plans as part of the planning process for residential developments	2006/07
		Create guidance for developers to provide travel plans as part of the planning process for leisure developments	2007/08
		Create a travel plan interactive education scheme available to travel plan co-ordinators	2008/09

Table 8.4 Actions to support workplace travel plans

**Aim 3: 80% of schools in Nottinghamshire to have a school travel plan by 2010 (further information detailed below)**

**Objectives:** Congestion, accessibility, safety, regeneration, air quality, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
3.1	Support the strategy/plan for developing and implementing school travel plans	Develop school travel plans with 80 % of the total primary, secondary, special, independent and LEA nursery schools in Nottinghamshire by 2010 by encouraging, advising and supporting schools	2006/07 - 2010/11
		Encourage and support schools to implement and run the school 'walking bus' and 'park and stride' scheme	2006/07 – 2010/11
		Annually update and incorporate school travel plans within the school's development plan into the national curriculum.	2006/07 – 2010/11
		Support national, regional and local campaigns that promote sustainable travel to school.	2006/07 – 2010/11
		Work with all neighbouring local authorities on cross border issues e.g. faith schools with cross border catchment areas	2006/07 – 2010/11
		Work within the Smarter Choices remit to encourage more parents to walk with their children to/from school, promote cycling, use of public transport and encourage car-sharing schemes	2006/07 – 2010/11

Table 8.5 Actions to deliver school travel plan targets

**Aim 4: Promote the use of personalised travel plans.**

Objectives: Congestion, accessibility, safety, air quality, regeneration, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
4.1	Liaise with sub-regional and local partners on personalised travel plans.	In partnership with development control and planners, integrate the funding for personalised travel planning into planning conditions, specifically residential travel plans	2007/08 onwards
4.2	Support accessibility planning areas through personalised travel plans	Undertake a pilot 'travel smart' scheme in each of Nottinghamshire districts (1 per year)	2007/08 onwards
		Advertise new and amended public transport alternatives and travel choices through personalised travel planning	2007/08 – 2010/11

Table 8.6 Actions to promote personalised travel plans

### **Aim 5: Provide public transport information and marketing to people travelling within Nottinghamshire.**

**Objectives:** Congestion, air quality, regeneration, accessibility, safety, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
5.1	Support the work of the public transport information strategy	Promote all-operator tickets in Greater Nottingham to relevant organisations	2006/07 – 2010/11
		Support the investigations into all-operator ticket schemes throughout Nottinghamshire and potentially with neighbouring LTAs	2006/07 – 2010/11
		Ensure that businesses are aware that leaflets are available from buses, bus stations, operator's travel offices, libraries, County Contact Centres, on-line from the Authority's website	2006/07 – 2010/11
5.2	Prepare and distribute high quality materials to promote sustainable transport options throughout Nottinghamshire	Create an electronic database of organisation travel plan co-ordinators to enable up to date information to be circulated	2006/07
		Establish a process to ensure that new public transport services are promoted to nearby companies	2006/07
5.3	Continue and build on involvement in regional and national networks relating to sustainable transport	Investigate and publicise web based journey planners	2006/07
		Promote and market the 'real time' bus information service	2006/07 – 2010/11
		Attend regional and national TravelWise meetings to support the dissemination of public transport information	2006/07 – 2010/11
		Work in partnership with neighbouring local authorities through partnership groups to disseminate cross boundary public transport information	2006/07 – 2010/11

Table 8.7 Actions to provide public transport information and marketing

### **Aim 6: Promote travel awareness campaigns to encourage changes in travel behaviour**

**Objectives:** Congestion, regeneration, accessibility, safety, air quality, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
6.1	Undertake travel awareness campaigns and support national initiatives	In partnership with Nottingham City Council promote sustainable transport options in the region through an annual travel awareness campaign	2006/07 – 2010/11
		Organise and support national, regional and local level events, such as In Town Without My Car, 'bike week', sustainability weeks and 'Walk on Wednesday'	2006/07 – 2010/11

	Action	Steps	Timescale
		Work with Nottingham City Council and business groups to publicise the TransACT scheme to employers	2006/07 – 2010/11

Table 8.8 Actions to promote travel awareness campaigns

### Aim 7: Establish and promote a car sharing scheme

**Objectives:** Congestion, accessibility, safety, air quality, regeneration, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
7.1	Evaluate the success of existing local car share schemes and aim to provide a system or systems that cover the whole county that best serves the general public.	Investigate the promotion of car sharing schemes through cross boundary working groups	2006/07
		Pilot the expansion of the County Council internal car sharing scheme to make it available to organisations and the general public across the county	Launch April 2006 2006/07 – 2008/09

Table 8.9 Actions to promote car sharing

### Aim 8: Investigate the feasibility of a car club in Nottinghamshire

**Objectives:** Congestion, accessibility, safety, air quality, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
8.1	Investigate the feasibility of a car club in partnership with Nottingham City Council	Research car club best practice across the country	2006/07 – 2007/08
		Investigate evidence of problems and barriers to 'sharing' cars	2007/08
		Undertake in partnership with Nottingham City Council a Car Club feasibility study	2007/08
		Support and co-ordinate residential developers to establish car clubs	2007/08

Table 8.10 Actions to investigate the feasibility of car clubs

### Aim 9: Reduce the need to travel

**Objectives:** Congestion, accessibility, air quality, regeneration, safety, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
9.1	Support the Nottinghamshire County Council teleworking strategy	Through the TransACT scheme promote, advise and match fund ICT solutions to reduce the need to travel	2006/07 - 2010/11
		Investigate best practice and create a guide to teleworking for businesses	2008/09
9.2	Promote and support the use of teleconferencing by businesses in Nottinghamshire	Assess barriers to using teleconferencing within Nottinghamshire County Council to enable the production of an education program offered to other organisations	2008/09

Table 8.11 Actions to reduce the need to travel

### School travel plans

The following section supports aim three of the Smarter Choices Action Plan detailed earlier.

School Travel Plans (STPs) play a key role in seeking to reduce the number of car journeys to school, thereby reducing congestion and improving air quality. They also help to improve accessibility to schools, improve road safety around schools, as well as encouraging cycling and walking as a component of a healthier lifestyle. STPs therefore have a vital role to play in the Healthy Schools Initiative. The reductions in car borne journeys can also help to improve the quality of life of local residents as well as helping the County meet its Network Management Duty.

Government's aspiration to introduce STPs at all schools by 2010 has led to the introduction of ambitious and challenging targets of an average 40 new plans per year from 2005 to help meet Government's target for every school (including comprehensive, independent, primary, private and special schools) to operate a travel plan by 2010. The County Council believes this target is laudable but unlikely within the given timescales. For North Nottinghamshire to deliver this it would need to sacrifice plan quality (and thus outcomes) for quantity (number of plans achieved). This 100% target is what the Authority is aspiring to eventually, more details of this rationale are included in Appendix B.

The County Council has formed a Joint Steering Group to review the effectiveness of the current school travel plan process as well as to ensure a co-ordinated corporate approach to school transport issues. The Steering Group consists of elected Members as well as officers from education, road safety and passenger transport together with head teachers.

There are currently five key features to a Nottinghamshire STP:

- The local school community taking ownership and responsibility of the plan, having reached agreement on its travel problems and their solutions. Approval for the plan must be agreed through the governing body
- Commitment from the County Council and other agencies to the plan
- Adaptability: each school (or group of schools) identifies its own travel problems and solutions, and these problems and solutions may also change over the lifetime of the plan
- Importance of changing travel behaviour. It is expected that many of the problems can be solved by encouraging more parents to walk their children to school or through car share schemes
- Education: helping parents and children to become more aware of the links between their actions and their consequences, such as air quality etc, but also educating on sensible road user behaviour so that people are equipped to make journeys safely.

Measures included in STPs complement those aimed at improving road safety for children and other vulnerable road users in other locations.

STPs will identify a range of transport measures appropriate to their specific locations with the emphasis on travel awareness and reducing journeys to school by car. There may, however, be other measures which require infrastructure improvements. Identified infrastructure elements of school travel plans are prioritised and funded as part of the safer routes to school schemes in the five year programme, using the strict criteria for their implementation.

The development of STPs requires considerable guidance from the County Council's road safety team, both in terms of delivering the STP itself but also in complementing the plan through supporting education and infrastructure improvements. The STP process therefore plays a key role in the Council's child casualty reduction strategy. It also places a large emphasis on involving all parts of the local school community including school governors, local residents, parents, pupils and teachers.

The County Council has already completed 76 school travel plans, 45 of which are in North Nottinghamshire (these figures are the number of completed Plans as defined by the DfES). A further 89 schools, 47 of which are in North Nottinghamshire are part way through the development of a STP. It is expected that 40 of these schools, 20 of which are in North Nottinghamshire will have their STP approved by the end of March 2006 (details not available at time of publication).

The development of a school travel plan is recommended as a condition of planning permission on all new and improved school building work, to ensure that alternative transport to the car is considered as part of the development.

### **School travel targets**

The County Council set a Strategic Plan target of reducing the number of pupils travelling to school by car to 25% by 2006. Although this target has not been met yet, the County Council's restraint policy measures has enabled traffic growth to be limited across the Plan area and this has been shown with a fall in car use to school during 2004/2005 for the first time during the lifetime of the first LTP. The County Council issue surveys to all schools in Nottinghamshire to determine pupils mode of travel to school and in 2004 29% of journeys were made by car in North Nottinghamshire (based on previous methodology). Although this is only a 1% reduction on the previous year it is encouraging given the traffic growth in the area and it is anticipated that the challenging targets for the establishment of quality school travel plans throughout the county will continue to limit traffic growth on school journeys.

## **8.2.3 Safety and training**

A programme of accident remedial schemes and safer routes to school schemes are carried out each year to not only reduce the number of casualties occurring on the County's roads but also to reduce the fear of accidents, particularly among pedestrians and cyclists. Promotion of schemes, particularly safer routes to school schemes, can then play a vital role in encouraging more people to walk and cycle.

It is important to make people feel confident enough to make smarter travel choices and therefore the provision of publicity and training is essential to help people make the transition to walking and cycling, or continue to do so. Child pedestrian training is carried out free of charge across the county. Publicity on safer walking activities is also provided to other age groups such as the elderly and young adults. Similarly, free cycle training is available free of charge to both adults and children, through the RideWise and child cycle training schemes respectively.

More details on safety and training are detailed within Chapter 6, Safer Roads.

## **8.2.4 Promotion of cycling, walking and public transport**

The promotion of cycling, walking and public transport plays a vital role in encouraging people to undertake these activities rather than use the car. A wide ranging programme of promotion is undertaken by the County Council's media and publicity specialists supported by the various teams throughout the Council. Details of Smarter Choices promotion is included within this chapter, details concerning promotion of public transport are included within section 2.1.4, Transport Co-ordination, Chapter 5, Accessibility and within the accompanying Bus Strategy. Details concerning the promotion of cycling and walking are included within section 5.6, Vulnerable Road User Strategy.

## **8.3 SUPPLY-SIDE SOLUTIONS: INFRASTRUCTURE SCHEMES**

### **8.3.1 Intelligent transport systems**

Within the market towns there is scope for improving the efficiency of the existing network through the installation of intelligent transport systems. Traffic signals can be controlled using SCOOT (Split Cycle and Offset Optimisation Technique) and MOVA (Microprocessor-Optimised Vehicle Actuation), which can theoretically bring increases in junction capacity of up to 15%, as well as enable greater bus priority to be achieved. Both of these systems are able to respond to fluctuations in traffic flow and patterns as they happen whilst retaining the links necessary for the successful operation of a co-ordinated network of traffic signalled junctions. MOVA has been shown to reduce average delays by up to 13% at isolated junctions (TRL Report RR279)

whilst SCOOT has been shown to reduce delays by up to 15% in linked traffic systems. There is additional evidence that MOVA can reduce accidents at sites with high speeds if installed in appropriate locations.

Junctions are selected for improvements using capacity modelling to determine those that would currently benefit from SCOOT or MOVA, as well as identifying those which may require upgrading in the future given traffic forecasts.

The completion of the A617 Mansfield Ashfield Regeneration Route provides the opportunity for large-scale re-allocation of road space on the radial routes in Mansfield in favour of public transport, pedestrians and cyclists. Consequently a programme of signalled junction upgrades has been developed for implementation over the next five years.

Real-time CCTV linked to traffic control rooms is also used to monitor and manage traffic flows into town centres. The use of CCTV will be expanded as necessary in strategic locations to help meet our Network Management Duty.

### **8.3.2 Making best use of existing assets**

Making best use of the Council's existing assets is essential to managing traffic growth and avoiding congestion and this is detailed within Chapter 11, Making Best Use. Specifically, the Network Management Duty requires the County Council to do all that is reasonably practicable to keep traffic moving on its roads as well as those of adjoining authorities, and therefore active co-ordinated management of the network is crucial. More details on the Network Management Duty can be found in section 11.5 of the Making Best Use chapter.

### **8.3.3 Public transport**

The design of new, and improvement to, existing bus stops, shelters, stations and interchange provision is also important in encouraging public transport use. New or improved bus stations are being considered in all four market towns: in Mansfield an opportunity exists to relocate the bus station nearer to the existing Robin Hood Line rail station. This will not only improve integration between the two modes, but will also create a prime site for redevelopment in the town centre, providing a much needed economic boost to the town. Enhancements to all bus stops across the county with improved timetable information is also planned and a local target on this has been included within this Plan.

A recent survey undertaken in North Nottinghamshire to assist the development of this LTP has shown that 62% of residents never use public transport. Whilst this causes problems in terms of accessibility to services, traffic volumes and air quality, it also provides an opportunity for bus operators to increase patronage significantly, which will help limit congestion levels at their current, manageable, level. This Plan's commitment to the provision of an accessible, affordable, comprehensive, fast, integrated, high quality and safe public transport service that is easy to understand and use plays a considerable role in helping to achieve this.

Working in partnership with local operators, the LTP will strive to improve:

- Reliability and speed, by re-allocating road space to provide dedicated bus lanes, using off-bus ticketing where feasible and the punctuality improvement plans
- The bus network where feasible
- Waiting facilities, by providing new, improved and well maintained stations, interchanges, bus shelters, raised kerbs and lighting and CCTV
- Integrated ticketing
- Public transport information.

Many of the measures available to tackle congestion will also have a positive impact on accessibility problems. For example, the development of the bus stations, in conjunction with the reallocation of road space and the introduction of Bus Quality Partnerships will hopefully not only combat congestion but will also improve accessibility to jobs, learning centres and services.

Further details of the public transport strategy can be found in the Accessibility (section 5.3) and Transport Co-ordination (section 2.1.4) chapters of this document, and in the accompanying Bus Strategy.

### 8.3.4 Cycling and walking facilities

The provision of facilities to provide for, and encourage cycle and walking will continue throughout this LTP period through capital, revenue and external funding (such as through external organisations and section 106 agreements). More detail on the use of external funding and the types of measures that will be provided to meet the objectives of the Plan during its lifetime are included within Chapter 12, Five Year Programme.

Detailed below are just some of the measures that will be undertaken to encourage cycling and walking. It should be noted that the provision of facilities for all vulnerable road user (cycling, walking, horse riding and motorcycling) is essential to encouraging modal change and more detail is included within section 5.6 of the Accessibility Chapter and more details on environmental improvements are included within section 7.7 of the Quality of Life Chapter.

The same cross-fertilisation of priorities also applies to cycling and walking. Both modes will continue to make a significant contribution towards the establishment of a more sustainable local transport system, reducing congestion, improving accessibility and the health benefits of both are well known.

The County Council has produced a Cycle Design Guide that utilises a combination of government guidance, best practice ideas adopted from other local authorities and the requirements as specified by interest groups. This ensures that all new cycle facilities are of a high standard that meets the needs of users as well as enables the introduction of new ideas as and when they are developed.

A large number of pedestrian and cycle schemes are programmed throughout the Plan area over the Plan period, covering the following issues:

A strategic cycle route network has been established, including those on orbital, traffic free and quiet routes. Improvements to the network will be considered as part of the aspirational cycle map that is being developed for the county. **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. 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. The design standards for 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.

**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.

**New pedestrian and cycle links** to key employment, education and shopping sites that will improve safety and encourage cycling and walking over shorter distances. Similarly to above, the design standards for such schemes on the rural network are being reviewed to enable routes to be provided at appropriate locations within a value for money framework.

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. 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.

**Secure cycle parking** at public locations provides a very low cost method of encouraging cycle use. 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 also be given to the provision of cycle parking at private sites, through measures such as travel plans, Smarter Choices work and partnership working (such as at rail stations).

**New crossing facilities** to encourage pedestrian, cycle and equestrian activity in and around urban areas also provide a very 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 utilise the standard PV<sup>2</sup> calculation to ensure that sites provide good value for money, but the Council will maintain a pragmatic and flexible approach to the use of PV<sup>2</sup> criteria when identifying sites to ensure that accessibility problems can be addressed, if considered appropriate, where PV<sup>2</sup> criteria are not met.

**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 (see chapter 11, Making Best Use). Where considered appropriate, pavement maintenance will also be considered as part of a new facility (such as, for example, a new cycle lane) 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 doing repairs at the same time.

**Improvements to street lighting** will continue to be made to reduce the fear of crime, as well as road accidents remedial work and general maintenance - key deterrents to pedestrian activity. More detail on this is included within section 11.4 of Chapter 11, Making Best Use.

The meeting of special needs will be continued through the non-motorised road user audit and the provision of **tactile paving, Disability Discrimination Act compliant crossings and dropped kerbs**. Sites to be treated are often prioritised through consultation with local stakeholder groups, either through the district councils or through the future LATS consultation process. Further details concerning this work are detailed within sections 5.6 and 7.4 of the Accessibility and Quality of Life Chapters respectively.

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.

### 8.3.5 Signing

Effective road signing can play an important role in helping to keep traffic flowing, helping to avoid traffic from getting 'lost' and circulating unnecessarily, encouraging traffic to use preferred routes and guide vehicles to parking areas away from busy areas. Clear directional signing is therefore vital. Variable message signs will be used where appropriate to help identify car parks and available spaces to help with the latter issue. This will become increasingly important during the Plan period once decriminalised parking enforcement is introduced across the county.

The County Council's road signing standards are detailed within the Highway Network Management Plan, which will continue to be reviewed as appropriate to ensure that the standards meet the needs of the network.

## 8.3.6 Local Accessibility Transport Studies

Many of the types of facility detailed throughout this section have been installed as part of the former Mobility Management Action Area programme (now referred to as Local Accessibility Transport Studies (LATS)). This programme is being continued into LTP2 in order to assist with reducing town centre congestion by improving access to and within town centres by public transport, on foot and by bike.

Localised congestion in district centres (including rural centres) can be tackled through the programme of LATS. In these locations congestion can greatly inhibit accessibility to local services and can encourage shoppers to patronise out of town superstores rather than local shops. The LATS aim to encourage use of local district centres by improving and promoting sustainable access and reducing delays. Not only will this reduce the need to travel to non-local centres and supermarkets but will also reduce the need to use private motor transport.

## 8.4 RAIL

Although rail is largely outside the remit of the Council it has a general impact on congestion and therefore has an important part to play in reducing congestion.

### National

Policies at the national, regional and local level identify the important role that rail can play in tackling major transport, economic and environmental concerns. Two White Papers published in summer 2004 set the context for heavy rail improvements, and were followed by the Railways Act 2005. 'The Future of Transport – A network for 2030' White Paper, which sets out Government's vision for transport, states that,

"railways are a vital part of the country's transport infrastructure, carrying a large proportion of travellers and freight on many of the country's busiest routes. As the economy grows, there is increasing demand for travel, and the railways will play an important role in meeting this demand, providing an alternative to travelling by car."

'The Future of Rail', published at the same time as 'The Future of Transport', sets out the conclusions of the Government review of the rail industry. The proposals seek to modernise and improve the delivery within the industry through clearer lines of control, simplified procedures and better cost control.

### Regional

The Government sponsored multi-modal studies in the East Midlands (M1, A453 and A52) also recognised the key role of a strong rail network to complement other measures to tackle the regional transport problems.

The Regional Spatial Strategy (March 2005) provides the development strategy for the East Midlands and shapes future policy in areas such as housing, natural and cultural resources, as well as transport. The Regional Transport Strategy (RTS) highlights the need to reduce travel and traffic growth, and to promote a step change in the level of public transport, recognising the economic benefits this will bring. The region is split into sub-areas, each of which have their own transport objectives. Key objectives to which rail can contribute in the Northern Sub-Area, which includes North Nottinghamshire, include:

- Developing transport infrastructure needed to serve Mansfield, Worksop and Chesterfield
- Making best use of existing rail infrastructure and proximity to the strategic road network to develop new opportunities for local jobs in the storage and distribution sector
- Reducing congestion and improving safety along the M1 corridor and the core trunk road network generally.

The policies and investment priorities contained in the RTS set the context for the forthcoming second round of LTPs. The DfT guidance acknowledges the value of rail in creating a successful integrated transport network. Rail remains an important part of North Nottinghamshire's transport network, and has an important part to play in addressing Government's four shared priorities of accessibility, congestion, environment and safety.

## **County**

The Nottinghamshire and Nottingham Joint Structure Plan (February 2006) strongly supports proposals for rail development. The Plan recognises that greater utilisation of the rail network will confer wider social, economic and environmental benefits to the whole area and accordingly it recommends that land which may be required for rail development in the future is safeguarded. This is followed through in the seven existing District Local Plans, and will be in the emerging Local Development Frameworks in the county, which recognise the role of heavy rail as part of a sustainable transport system and the need to integrate transport and land use planning.

## **Vision**

Opportunities to invest significantly in the railway in the short and medium-term are likely to be limited by infrastructure and funding constraints. A pragmatic approach will be necessary to reflect the major changes that have taken place in the industry. However, by taking opportunities and prioritising proposals, and adopting a realistic and targeted approach to building on rail's strengths of long-distance inter-urban travel, it has an important role to play. Nottinghamshire County Council's vision therefore is to achieve a well integrated rail service which contributes significantly to achieving transport, economic, environmental and social objectives at a local and regional level.

## **Objectives**

Nottinghamshire County Council's is underpinned by a series of objectives which will set the context for the proposals in the strategy:

- Proposals must be set in the context of, and contribute to, the achievement of the regional and sub-regional objectives within the RTS
- Promote measures that will contribute to achieving the LTP objectives, including modal shift, integration with other modes, social inclusiveness, economic regeneration and links to land use planning
- Prepare a realistic and value for money investment programme which meets the funding criteria set down by the Strategic Rail Authority (SRA)/DfT Rail and which makes better use of existing rail resources
- Identify key opportunities to promote and develop rail proposals, particularly through the franchise process
- Recognise the importance of strong regional and national rail links to the local economy in promoting improvement proposals, particularly when they may conflict with local service improvements
- Promote the need for increased investment in rail capacity at the regional and national level
- Develop partnerships with Train Operating Companies (TOCs) to promote improved services and infrastructure at stations within Nottinghamshire.

## **Strategy proposals**

A Countywide Rail Strategy will be developed to expand on the final LTP2, and will build on and expand geographically local and regional recommendations made in the 2003 network review for the Greater Nottingham LTP area. This will form the basis for discussions with DfT Rail throughout the period of this LTP, especially regarding new franchises. The provisional proposals are explained within this, and the accessibility strategy chapters of this document.

## Improving regional connectivity

The County and City Councils, together with regional and local partners, have identified five key priorities which are essential to enable rail services to grow and to ensure regional growth and competitiveness. These priorities are relevant to North Nottinghamshire's links with other LTP areas and regions, and are as follows:

- **Trent resignalling scheme.** Proposals to modernise the signalling on the approach to Nottingham Station are currently being developed by Network Rail, and will be delivered over this LTP period. The current track and signal layouts cause acute local capacity constraints, and if not improved they will restrict rail development in the medium and long-term. The remit for the scheme is to only renew equipment and not provide additional capacity. However, since all the signals will be replaced anyway, the opportunity arises to relocate them or to make other improvements at relatively little additional costs. The Council has already initiated discussions on this with the SRA/DfT Rail and Network Rail, and will press for such incremental improvements to be included in this 'once in a generation' scheme.
- **Improvement to services linking core cities along the Midland Main Line (MML) corridor including those arising from the 2005 Route Improvement Prospectus, and in particular, a direct service between Nottingham and Leeds.** The two cities are the largest neighbouring regional centres in Britain without a direct rail service, and a direct link was a recommendation in the 2004 MML Route Utilisation Strategy (RUS), commissioned by the SRA. The scheme has not subsequently been progressed and the County would wish to see the delivery of improvements identified in the RUS. The Council was active within the SRA's RUS process, and both then and since has continued to press the case for this both directly and through the East Midlands Rail Forum.
- **The provision of three trains per hour between Nottingham - Beeston - Long Eaton - Derby, spaced at even intervals** of 20 minutes, rather than the present pattern of irregular services many of which do not stop at Beeston; **and two trains per hour Nottingham - Beeston - Loughborough - Leicester, spaced at even intervals** of 30 minutes rather than the present irregular pattern with many trains not stopping at Beeston. Again, the Council raised this through the SRA's Route Utilisation Study process, which acknowledged the case for it, and the Council has continued to press the case at every opportunity, including with Central Trains and through the East Midlands Rail Forum.
- **Improvements to regional gateway stations including Nottingham and Leicester.** The Nottingham Station Masterplan is being promoted by the City Council and is a key element of the Greater Nottingham LTP. The Masterplan will develop and modernise the station, improve passenger facilities, provide capacity for a substantial increase in passengers, and provide full integration with Nottingham Express Transit and other transport modes which will make it easier for people arriving in the conurbation from North Nottinghamshire to interchange for onward journeys. The Council has been centrally involved in, and a main funder of, the Nottingham Station Steering Group, which has driven this work so far, working in partnership with all key rail industry stakeholders, including the SRA/DfT Rail, Network Rail, Central trains and Midland Main Line.
- **Reduce journey time between Nottingham and Birmingham** to no more than 60 minutes, as part of the incorporation of this service into the cross-country franchise. It is important that this service should be operated to the same standards and average speeds as the rest of the cross-country franchise. The Council raised this with the SRA and other rail industry stakeholders via the Multi-Modal Study process, and the East Midlands Rail Forum.

Medium and longer-term proposals have also been identified, such as:

- Line speed improvements and shorter journey times to London
- Opportunities arising from the development of St Pancras and links to the Channel Tunnel
- Infrastructure dependencies elsewhere which constrain services which operate into the county (e.g. Dore Junction at Sheffield) will be explored throughout the LTP period through liaison with train operators, Network Rail and Government, and through the East Midlands

Rail Forum and the East Midlands Regional Assembly, and input will be made into relevant RUS and the rail industry regional assessments.

### **Improving local services**

Local rail services do contribute to lessening congestion, particularly into Nottingham, but they also contribute to accessibility for the often rural communities served, and details are included in Chapter 5, Accessibility.

### **Refranchising**

The sheer size of the Central franchise area and the emphasis placed on West Midlands services have meant that local services in the East Midlands have been accorded a low priority within the existing franchise. The County Council welcomes the **revised franchise arrangements centred on the East Midlands** (see section 5.5 for details), which should ensure much greater emphasis and 'ownership' placed on local services within the region. This should lead to much greater local accountability and set a logical framework to take forward local and regional aspirations to improve the railway. The County Council will make strong representations for the revised franchise to include a number of improvements to services and infrastructure within the franchise specification, particularly those listed in this section and in section 5.5.

The Council also welcomes the inclusion of the Nottingham - Birmingham - Cardiff service in the **future cross-country franchise**, which was announced by DfT Rail since the publication of the Provisional LTP2. This provides an excellent opportunity to address a long-standing aspiration, shared by the County Council and Nottingham City Council, to improve Nottinghamshire's connectivity to Birmingham, the West Midlands and beyond. This would also be a significant step in implementing policies 42 (Core Regional Transport Objectives), 43 (Sub-Area Objectives) and 49 (Regional heavy Rail Investment Priorities) from the East Midlands Regional Spatial strategy. DfT rail announced that this new franchise will start in autumn 2007, and so it presents an opportunity to achieve this improvement early in the second LTP period.

Through local meetings and from groups and individuals, the Council invites and is continuously open to suggestions about local train services. These suggestions include relatively detailed points, for example about the timing of particular trains, which may seem small but are important to those members of the public who are directly affected. Where possible the Council will include some of these consultation proposals in its franchise input, including regarding the timing of early morning trains on the Grantham line, services to Netherfield, and services to Collingham. These are examples where consultation has directly affected the Council's actions.

### **Performance standards on existing services**

Standards of reliability and punctuality on services within the County have not always been satisfactory although recent punctuality statistics for all operators show signs of improvement. This is particularly true for Midland Main Line, which operates at the western edge of the LTP area, and which has improved markedly, albeit from an extremely poor performance of only 70.1% of trains arriving within 10 minutes of their scheduled time in 2003/04, to 90.6% on time in the second quarter of 2005/06. Overcrowding has also become a problem, particularly at peak times. The County Council will continue to play an active role in monitoring services within the county and will seek a robust commitment to better performance from all operators in the region.

### **New stations and services**

It will only be possible to consider new rail stations or services if they are consistent with regional and Local Transport Plan objectives, and would be viable when tested against Government economic criteria. Any proposal will need to satisfy the criteria outlined in 'New Stations: A Guide for Promoters' (SRA, 2004). This stresses that Government will only support new stations where their economic and environmental benefit to society outweigh any impact on the network capacity and the operation of existing passenger and freight services.

A number of schemes have been considered, such as:

- The Edwinstowe/Ollerton extension to the Robin Hood Line, and
- The reopening of Misterton Station.

These, however, would fail to meet Government viability tests and the criteria outlined in the SRA 'New Stations' document.

### Action Plan

The action plan below seeks to form a coherent and deliverable plan which reflects the vision and objectives described in the rail sections here and elsewhere in this document. These recognise the current conflicts and constraints within rail development, including DfT Rail's current focus on making best use of existing facilities, and so the action plan below sets priorities and distinguishes between short-term realistic and deliverable impacts and longer term aspirations.

### Short-term improvements (within two years)

Action	Priority
Press for improvements in the new East Midlands franchise, particularly: <ul style="list-style-type: none"> <li>• Three trains per hour Nottingham to Derby all stopping at Beeston and Long Eaton, at regular 20-minute intervals</li> <li>• Two trains per hour Nottingham - Beeston - Loughborough - Leicester at regular 30 minute intervals</li> <li>• A direct service from Nottingham to Leeds at 60 minute intervals throughout the day.</li> </ul>	High
Secure, through the new East Midlands franchise, a continuation of the established strong pattern of growth in patronage on the Robin Hood Line, particularly through: <ul style="list-style-type: none"> <li>• Consolidation of the half hourly off-peak service (Monday to Friday)</li> <li>• Provision of services throughout the evening, at least on a par with other, much less well used services, and</li> <li>• Provision of a Sunday service.</li> </ul>	High
Under the revised cross-country franchise, press for a service from Nottingham to Birmingham at 60-minute intervals, calling at Beeston, with a journey time of no more than 60 minutes	High
In Partnership with the City Council and other organisations, develop a strategy to promote MML service improvements: <ul style="list-style-type: none"> <li>• Trent resignalling</li> <li>• Nottingham Station Masterplan</li> <li>• Journey time reductions arising from MML's Route Improvement prospectus.</li> </ul>	High
Improve standards of facilities, interchange information and ticketing at local stations through Local Transport Plan funds.	Medium
Continue promoting improved service levels, punctuality and reliability of local services with train operators.	Medium

Table 8.12 Action plan for short-term improvements

## Medium-term improvements (within the second LTP period)

Action	Priority
Develop Rail Quality Partnerships with train operator companies whereby station improvements funded by the Local Authority through the Local Transport Plan are complemented by operator funded infrastructure improvements and/or enhanced service levels. Alternative funding sources will be investigated.	High
Work in partnership with Network Rail, train operating companies, other authorities, and regional bodies to explore the scope for increasing linespeeds and thus reducing journey times, particularly on the Robin Hood Line, and the routes from Nottingham to Newark/Lincoln, to Birmingham and to Sheffield.	High
Promote improvements, particularly through the Trent resignalling scheme, to services which will enhance regional connectivity, including to Manchester.	High

Table 8.13 Action plan for medium-term improvements

## Long-term improvements (after the second LTP period)

Action	Priority
Press for linespeeds to be raised between Worksop and Gainsborough and Gainsborough and Doncaster, to lessen the barriers to the future introduction of a service to Robin Hood Airport. When the track is renewed - which is likely to be after this LTP period - there will be an opportunity for Network Rail to increase line-speeds, and the Council will press for this to happen as soon as it can be cost-effectively done, so as to facilitate a future service.	Medium
Look for opportunities to enhance the local rail network, through: <ul style="list-style-type: none"> <li>Enhanced frequency and reduced journey times of existing services</li> <li>New stations, and</li> <li>New services,</li> </ul> particularly taking into account future developments of housing, economic activity and leisure activity that may be included in Local Development Frameworks and the Regional Spatial Strategy.	Medium

Table 8.14 Action plan for long-term improvements

## 8.5 TARGETS AND MONITORING

A total of three key outcome indicators, three intermediate outcome indicators, two contributory output indicators and one other outcome indicator have been set for North Nottinghamshire. Of these, five are mandatory. For details regarding definitions, targets, trajectories and monitoring methodologies, see chapter 13, Targets and Trajectories and Appendix B.

As noted in 8.1, the County Council will continue to monitor congestion in the market towns in order to ensure that it is properly managed throughout the LTP2 period and beyond.