

Chapter 1: Introduction



Chapter 1: Introduction

This chapter outlines the Local Transport Plan (LTP) process and sets out the structure and content of the document. It also assesses how this Plan relates to the first LTP and lessons learnt.

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1.1 Introduction to the Process

The Greater Nottingham Local Transport Plan (LTP2) is the second to have been produced jointly between Nottingham City Council and Nottinghamshire County Council.

The Plan covers the five-year period from April 2006 to March 2011 and replaces the first Local Transport Plan for Greater Nottingham that was produced in July 2000 and expires at the end of March 2006.

The main functions of the Plan are to:

- Draw links with wider land use planning, housing, economic, social, health and sustainability agendas,
- Set out how the Government's Shared Priorities for transport will be delivered in the Greater Nottingham area,
- Detail local objectives, indicators and trajectories that will form the basis of the Local Authorities' investment in transport over the five-year period, and
- Demonstrate best value solutions in meeting local targets.

The structure and content of the Plan is formed around the 'Shared Priority for Transport' that has been developed by the Government in collaboration with the Local Government Association. This is based around the themes of improving access to jobs and services, particularly for those most in need, improving public transport, reducing the levels of congestion, tackling air pollution and increasing road safety¹.

Setting out how these will be delivered in Greater Nottingham is the main focus of the document. Table 1.1 below highlights the structure of the Plan.

Table 1.1: Structure of the Plan

Chapter	Content
Chapter 1: Introduction	Outlines the LTP process and sets out the structure and content of the document. It also assesses how this Plan relates to the first LTP and lessons learnt.
Chapter 2: Vision and Objectives	Sets out the longer-term vision for transport including its relationship with the sustainable development strategy for the Plan area and the key objectives on which the Plan is based.
Chapter 3: Wider Context	Assesses the context within which the LTP has been produced. The beginning of the chapter reviews the relationship of strategies which impact on the Plan at national, regional and sub-regional level with further details included in Annex A in the form of a comprehensive strategy document review. The linkages with the development plan process and links with community strategies are also assessed along with how the LTP fits in with other local government processes.
Chapter 4: Problems and Opportunities	Assesses the local transport problems that impact upon the Plan area based on the extensive data sources that are now available. It also identifies the opportunities for tackling these problems. The demographic structure and social influences upon transport are also examined.

¹ Shared Priority Delivery; Local Government Association

Chapter	Content
Chapter 5: Tackling Congestion	Sets out the Greater Nottingham response to addressing the Government's Tackling Congestion Shared Priority. It highlights the general issues concerning congestion and looks at the key areas of intervention and actions through which the congestion targets will be reached.
Chapter 6: Delivering Accessibility	Sets out the Greater Nottingham response to addressing the Government's Accessibility Shared Priority. It highlights the general areas of accessibility to be considered within the Plan and summarises the key elements of the Accessibility Strategy, the Bus Strategy for Greater Nottingham and Rights of Way Improvement Plan.
Chapter 7: Safer Roads	Sets out the Greater Nottingham response to addressing the Government's Road Safety Shared Priority. It highlights the general issues concerning road safety, provides a summary of the local strategies, and looks at the key areas of intervention and actions through which the road safety targets will be reached.
Chapter 8: Better Air Quality and Environment	Sets out the Greater Nottingham approach to tackling transport related environmental issues including the response to the Government's Shared Priority for achieving better air quality. It also includes how the authorities are addressing climate change and the authorities' approach to Strategic Environmental Assessment.
Chapter 9: Regeneration and Neighbourhood Renewal	Sets out the role of local transport provision in addressing the local priority of regeneration and neighbourhood renewal across Greater Nottingham. It highlights general regeneration issues, specific local factors and problems, and draws out the key areas for intervention and actions through which the LTP may contribute towards securing regeneration and neighbourhood renewal.
Chapter 10: Quality of Life	Outlines additional areas through which transport can impact upon the quality of life of residents across the conurbation, in addition to the transport priorities previously established. It highlights how the Plan complements other initiatives and its contribution towards improving the quality of public spaces and streetscapes, addressing community safety issues, and developing healthy communities.
Chapter 11: Efficient Maintenance	Sets out the Greater Nottingham strategy with respect to demonstrating efficiencies in highway maintenance investment and the relationship with the Transport Asset Management Plan requirements. It highlights the general issues concerning highway maintenance and looks at how maintenance resources are prioritised to maximise benefits in pursuit of performance indicator targets.
Chapter 12: Implementation Programme	Outlines the planning guidelines, resources and scheme delivery programme for the Plan and details the major schemes, integrated transport measures and maintenance schemes which will be implemented.
Chapter 13: Targets and Monitoring	Sets out targets and trajectories for the mandatory and other local indicators and briefly describes how all the indicators will be monitored.
Annex A: Strategic Document Review	Forms a comprehensive document review of all the related strategies influencing the Plan's content.
Annex B: Rights of Way Improvement Plans Progress Reports	Sets out the authorities' progress in the production of the Rights of Way Improvement Plans, to be completed by November 2007.
Annex C: Risk Assessment	Details the risk involved in Plan delivery, potential impacts and counter measures to address these.
Annex D: Finance Forms	Provides a breakdown of the predicted spend within the Plan period.

A number of supplementary documents have also been produced which should be read in conjunction with the Plan:

- **Strategic Environmental Assessment (SEA)** - A new EC directive to produce a Strategic Environmental Assessment applies to all second round LTPs.
- **Accessibility Planning Strategy** – Accessibility planning techniques are now being applied to reveal problems and opportunities across the wider corporate planning, spatial planning and service delivery agendas. To complement the LTP a Greater Nottingham Accessibility Strategy has been produced setting out the links between social exclusion and transport, identification of transport accessibility problems and how the process will be used to determine future transport and service delivery solutions.
- **Bus Strategy** – The two authorities have produced a joint Bus Strategy, incorporating a Public Transport Information Strategy setting out priorities for the Plan period.
- **Road Safety Strategy** – The authorities have prepared separate Road Safety Strategies, supporting the Plan.
- **Transport Asset Management Plan (TAMP)** – It is recommended that authorities prepare Transport Asset Management Plans to demonstrate that existing assets are being exploited to their full potential and future maintenance liabilities are being efficiently managed. Sections 11.7 and 11.8 include evidence of how progress in developing a TAMP is informing the content of the LTP.
- **Rights of Way Improvement Plans** – The two authorities are preparing separate Rights of Way Improvement Plans to be completed by November 2007 as required by the Countryside and Rights of Way Act 2000. Progress on the preparation of these plans is reported in Annex B.

All the above documents are available on the Councils' web sites:

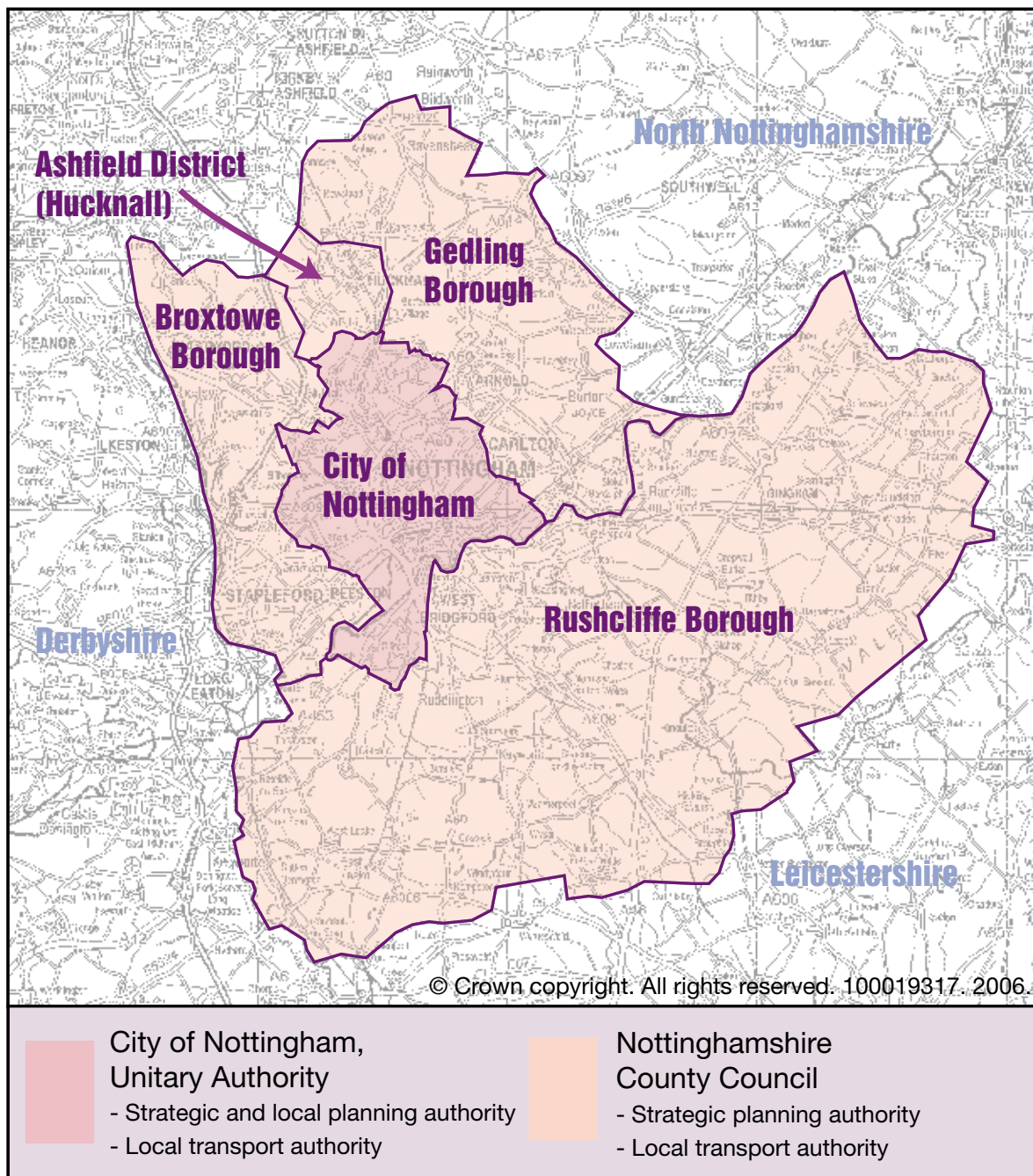
 www.nottinghamcity.gov.uk

 www.nottinghamshire.gov.uk

1.2 The Plan Area

The Plan area covers the whole of the City of Nottingham, the Boroughs of Broxtowe, Gedling and Rushcliffe and the Hucknall part of Ashfield. This area is defined as Greater Nottingham within the Plan (see Figure 1.1). The Plan is also of relevance to the wider ‘Travel to Work Area’ particularly east of Derby, in North Nottinghamshire and to the south in Leicestershire. Following consultation with stakeholders no changes to the area covered by the Plan are being made.

Figure 1.1: Greater Nottingham Local Transport Plan Area



1.3 Joint Working

A culture of joint working between the two authorities, with Government bodies, the private sector, and European and International partners has been fostered over the five-year period of the first LTP. This has allowed the effective development and implementation of transport initiatives within the Greater Nottingham area, together with a sharing of best practice with organisations further afield.

The structure of the different levels of joint working arrangements is illustrated in Figure 1.2 and good practice examples are described in Table 1.2 below. This evidence highlights the ability to work constructively with partners and provides a solid framework for the implementation of LTP2.

Figure 1.2: Partnership Working in the LTP Process

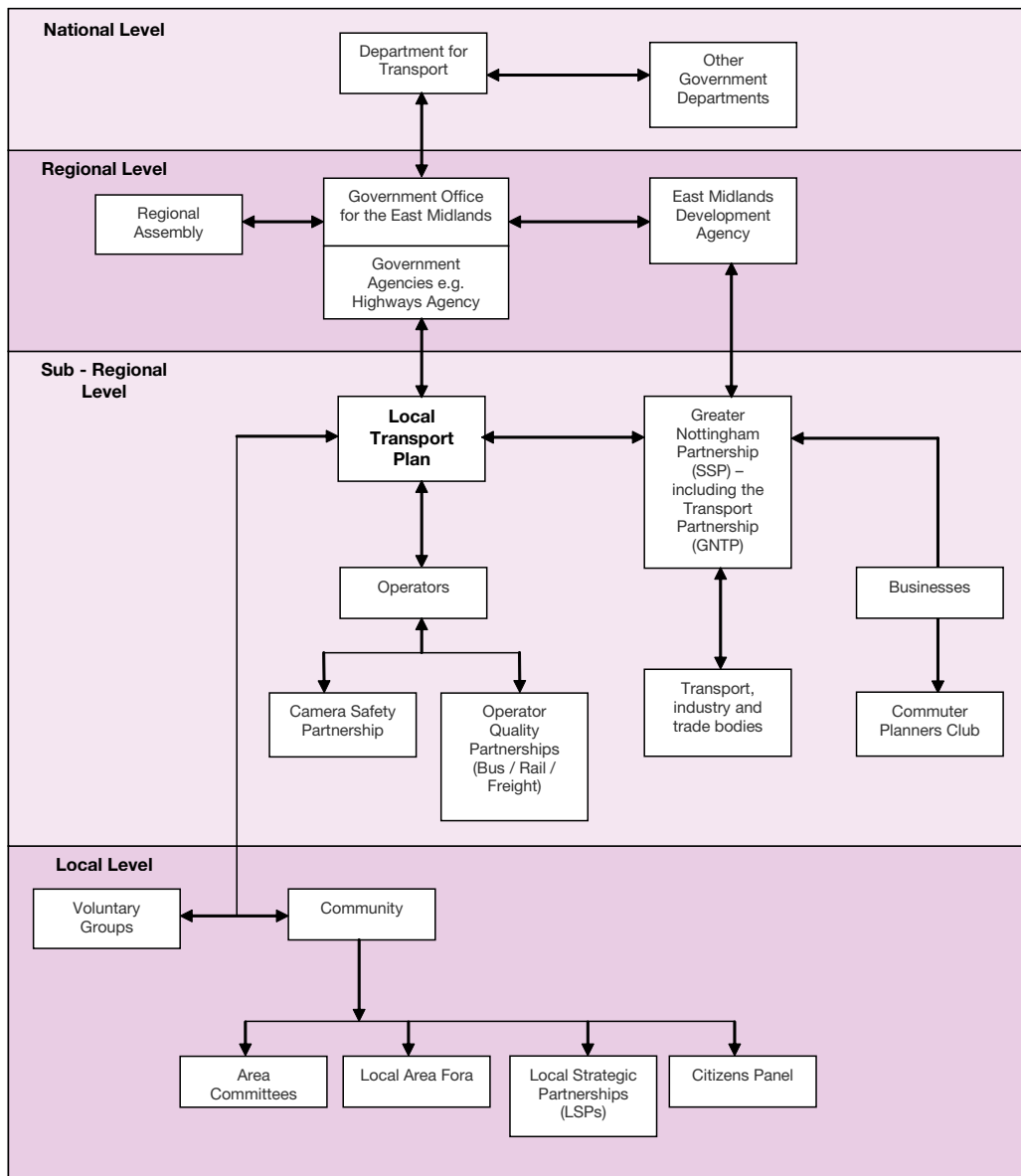


Table 1.2: Examples of Joint Working

Area of Working	Examples of Partnership Working
International/European	
Mobility Management initiatives	The authorities have developed and built upon close working relationships with partners throughout Europe and as far away as Japan and Western Australia. Initiatives such as TravelSmart, and the MOST and SMILE projects have been successfully delivered as a result. The authorities have also played a prominent role in the Annual European Conference on Mobility Management (ECOMM).
National	
Policy based steering group membership	Wherever possible the authorities take the opportunity to participate in national policy forums in order to influence future transport initiatives and learn from best practice. In particular Nottingham is a member of the influential Core Cities Group and the County has been a pilot authority for Accessibility Planning. Other examples include participation in the Transport Shared Priority Pathfinder Group, the National Clear Zones Steering Group, and the Local Authority Cycle Planning Steering Group.
Regional	
Regional Transport Strategy and Multi-Modal Studies	Working through the Regional Transport Advisory Group, with emda, GOEM and other regional bodies the authorities have contributed to the development of the Regional Transport Strategy and actively participated in the regional programme of Multi-Modal Studies. The authorities are fully engaged in developing proposals for devolved regional decision making.
Sub-Regional	
Three Cities Joint Working Group	The City Council have developed close working relationships with neighbouring Derby and Leicester City Councils to ensure that transport initiatives complement one another and best practice is shared. This work is now being expanded to involve the respective three counties.
Conurbation	
Strategy development, implementation and marketing of transport proposals	<p>The Joint Advisory Committee for Planning and Transport comprises leading members from both authorities and was established when the City Council gained Unitary Status in 1998. This committee considers matters of strategic importance with cross-boundary implications and ensures effective co-ordination of the LTP takes place</p> <p>The Greater Nottingham Partnership (GNP) is the Sub-Regional Strategic Partnership (SSP) for the Plan area. An active sub-group of the GNP is the Greater Nottingham Transport Partnership that facilitates consultation with local business, public sector and voluntary sector partners at every stage of the transport process from developing policies through to implementation of schemes. The conurbation-wide Big Wheel approach to marketing is a particular strength of this work</p> <p>Joint working with transport operators is achieved through Quality Partnership arrangements in particular for buses, rail and freight.. .</p>
Community Level	
Area Committees/ Local Area Fora	Many of the local neighbourhood initiatives that are taken forward by the authorities are derived from Local Strategic Partnerships, Area Committees, Local Area Fora or other community based working groups.

1.4 Review of the first Local Transport Plan

During the period of the first LTP for Greater Nottingham the authorities received over £100 million for local transport improvements, with separate funding secured via the Private Finance Initiative for Nottingham Express Transit (NET) Line One.

The following two sections highlight some of the key achievements and outcomes over the first Plan period. A more comprehensive assessment will be included in a first Local Transport Plan Delivery Report, that is to be submitted to the Department for Transport (DfT) at the end of July 2006.

1.4.1 Schemes Delivered

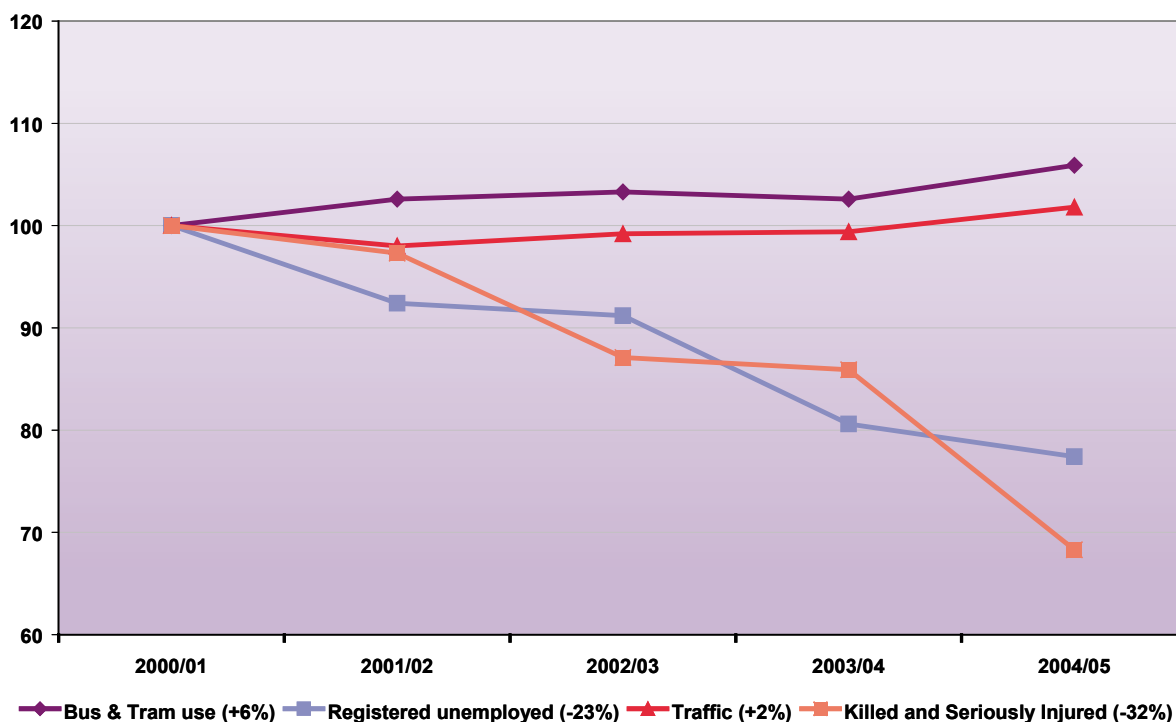
The funding received from the Government in the first five-year Plan period led to the successful implementation of a large number of initiatives. The highlights being:

1. The opening and integration of NET Line One with the local transport network,
2. Major safety improvement completed to the Western Outer Loop Road through the upgrading of Coventry Lane in Broxtowe,
3. 'Link' bus network developed serving Park and Ride, key employment areas and hospitals, 'Skylink' service to Nottingham East Midlands Airport and a pilot demand responsive service in Sherwood all introduced,
4. 'Kangaroo' multi-operator integrated public transport ticket launched,
5. Extensive priority and stop infrastructure on eight bus corridors implemented,
6. New Home Zones introduced in Nobel Road in Clifton, Kennington Road in Radford and in the Lady Bay area of West Bridgford,
7. Effective speed camera enforcement at accident sites introduced through participation in the Safety Camera Partnership,
8. A comprehensive 'smarter choices' programme of travel plans, marketing and promotion themed as the 'Big Wheel' to underpin and ensure best use of the investment in infrastructure,
9. Development of a network of Safer Routes to Schools,
10. Provision of numerous small scale casualty reduction schemes,
11. Locally focused transport studies in Beeston, Hucknall and other local centres, leading to the implementation of integrated packages of measures,
12. Completion of the Millennium National Cycle Route through Greater Nottingham and canal towpath improvements,
13. Transforming the City Centre through remodelling of the Inner Ring Road (Maid Marian Way) including replacing subways with new surface pedestrian crossings and the provision of extensive bus priority followed by the construction of the Turning Point major scheme to redistribute traffic and improve conditions for pedestrians and public transport users,
14. The introduction of a Clear Zone in the City Centre,
15. Completion of the Southern Relief Route,
16. On-street parking charging and decriminalised parking enforcement introduced within the City as part of a co-ordinated parking policy, and
17. £40 million spent on maintaining roads, bridges and footways.

1.4.2 Key Outcomes

The key transport trends established over the course of LTP1 are highlighted in Figure 1.3.

Figure 1.3: Key Transport Trends in Greater Nottingham



Significant progress towards core Government transport performance indicators has been achieved over the period to date relating to LTP1, notably:

- Traffic growth has been contained to under 2% over the period, far lower than previously and lower than other comparable cities in the UK,
- Public transport use has grown by 6% from an already high base whilst the trend for public transport use outside London has been a decline,
- Road casualties in terms of numbers of people killed or seriously injured has reduced by 32% meaning the authorities are likely to exceed the Government's target, and
- Economic growth has been sustained over the period demonstrated by continued falls in the number of people registered as unemployed better than the national average.

1.4.3 Other Achievements

In its assessment the Government rated the the Annual Progress Reports (APRs) for the first LTP as either 'above average' or 'well above average' with the 2002/3 and 2004/5 APRs receiving the highest scores in the country. The City Council was awarded the prestigious title of 'Local Transport Authority of the Year' for 2002 on the basis of innovative and successful

transport delivery. The County Council were shortlisted for the award in 2003 and the City Council won the 'Transport Authority of the Year' award and 'Active Integration' awards for the Link bus initiative at the UK Bus Awards in 2005. Both authorities were designated as a Centre of Excellence for Integrated Transport for LTP1 and recently redesignated as Centres of Excellence for Transport Delivery.

In terms of public transport providers, Nottingham City Transport (NCT) and Trent Barton are both recent holders of the Bus Operator of the Year title while the implementation of NET Line One was particularly highly praised by David Rowlands, Permanent Secretary at the DfT, who speaking to the House of Commons Public Accounts Committee on 10th November 2004, said:

"If you look at Nottingham they got everything just about right, with proper Park and Ride provision, vehicles that work, well integrated within the local bus system, and so on. That is what we will require in the future because you can see it works in places like Nottingham. The line that opened in March (2004) is a success by any standards; it is well integrated with the buses. At the risk of repeating myself I would like to offer you Nottingham as an example of where it was got right. I do genuinely believe that Nottingham shows us a successful way forward."

1.5 Plan Development

The transport strategy for Greater Nottingham is well established and has evolved over the last ten years. The main thrust of the strategy has revolved around improving access to the City Centre and surrounding district centres through providing greater transport choice, in particular by public transport supported by demand management techniques to constrain traffic growth. Within the conurbation this has primarily been through improving the quality and reliability of bus services, implementation of NET, provision of Park and Ride, parking strategy and travel plans.

Considerable attention has also been given to addressing road safety through implementation of traffic calming within residential areas and use of safety cameras to control the speed of traffic on main routes and reduce red light violations at signal junctions. Within the rural part of South Nottinghamshire attention has also been given to addressing the problems of poor accessibility between the villages and essential services often only available in the conurbation.

Based on the outcomes and achievements this is considered to be a sound base on which to build for the next five-year Plan period.

The authorities have also gained valuable experience through the implementation of the first LTP. One of the key strengths that will be built upon is the close integration particularly with planning, regeneration, and economic development, for example through the implementation of schemes such as the City Centre Southern Relief Route scheme and the Turning Point. The recognition of the strong linkages with health were also a particular strength of the first Plan which culminated in the innovative publication of an LTP Health Impact Assessment. For LTP2 it is necessary to extend this broader outlook even further. Strengthening the wider context by enhancing the links with the growing regional agenda and the core areas of Accessibility Planning and air quality management are specific parts of the Plan which have been developed.

In order to better demonstrate robust decision making and value for money the authorities have taken on board the need to develop a more comprehensive evidence base. This is being achieved through further development of the Greater Nottingham Multi-Modal Transport Model to support scheme justifications, enhancing an already well developed data collection regime to more accurately monitor outcomes and outputs and use of household and public satisfaction surveys to more reliably monitor travel behaviour and attitudes.

Both authorities very successfully geared themselves up to deliver greatly increased numbers, and a more diverse range, of transport schemes in line with the large scale increase in funds that were received over the LTP1 period. Reliance was placed on overprogramming to ensure full transport spend was achieved. In order to comply with the latest guidance the authorities have developed more stringent programme management and project management techniques to ensure that this will not be necessary during the LTP2 period.

1.6 Consultation

In addition to taking forward the strategy base, the lessons learnt from LTP1 and best practice from other authorities (see section 4.1.1), the preparation of the Final Plan has also been informed through a series of structured consultation activities as set out in Table 1.3 below.

Table 1.3: Key Consultation Events in the Production of LTP2

Event	Who	Date	What we Asked
Commuter Planners Club	Businesses engaged with travel plans	October 2004, February 2005 and October 2005	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets.
Transport Committee	Chamber of Commerce	November 2004 and February 2005	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets.
'Have your say' exercise	22 responses from business, voluntary sectors, various interest and pressure groups.	Late 2004	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets. A variety of questions gave organisations a chance to have a say on issues that are of a particular concern to their interests.

Event	Who	Date	What we Asked
'Your views taken onboard'	10 voluntary sector organisations.	December 2004	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets.
Keep the Wheels Turning	GNTF event, 44 business / stakeholder representatives.	April 2005	Outline of Provisional LTP and launch of consultation.
'You tell us' leaflet mail-out	Leaflet was sent to every household in Greater Nottingham, approximately 3,000 replies were returned.	Spring 2005	Asked respondents to rank the LTP's priorities in order of importance and included an open question through which people could suggest any particular measures they would like to see included in the plan.
'Wheellie Big Breakfast' Cycle Forum	Over 125 members of the public who cycle to work stopped off in Old Market Square for breakfast. GNTF led group.	June 2005	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets.
Green Transport Week	Public events held at various venues	June 2005	"Have your say" surveys
'Big Day Out'	9,000 members of the public attended the event held at Nottingham Castle and over 400 filled in transport questionnaires.	September 2005	Respondents were asked if they thought transport had improved over the last 5 years and why, and what they would introduce to improve transport. They were also asked to rank what they thought about transport elements such as trams, buses etc.
General Provisional LTP2 consultation mail-out	270 stakeholders contacted (24 responses)	November 2005	Summary of LTP2 and questionnaire to return asking for comments regarding overall objectives of the Plan, particular schemes they would like to see, changes to the plan and the performance indicators.

Event	Who	Date	What we Asked
BME focus group meeting	Approximately 10 groups represented	November 2005	Opinions regarding the area covered by the plan, the importance of transport improvements, problems that need to be addressed, the shared priorities and transport targets.
Chamber of Commerce Transport Committee	30 businesses represented	November 2005	Presentation of Provisional LTP2, debate and discussion of strategy and content
Partner meetings	LSPs / LAF / District Councils	Winter 2005	Presentation of Provisional LTP2, debate and discussion of strategy and content; input into future programme
Accessibility Planning workshops and meetings	40 partner organisations and representative groups.	Ongoing	Input into partner statements, shaping of Accessibility Strategy and development of Action Plans.

The authorities also engaged with national and regional partners to develop the evidence base which underpins the technical content of the Plan, the full details of which are contained in Chapter 4. This involved:

- **Bilateral engagement meetings** with the DfT, Government Office for the East Midlands (GOEM), and other Government agencies,
- Presentations and discussions with the **Sub-regional Strategic Partnership** (GNP) and City and District **Local Strategic Partnerships**,
- **Transport partnership** meetings with transport operators and trade bodies,
- **Local authority liaison meetings** with the District Councils, neighbouring local transport authorities and with the Three Cities partners (Derby and Leicester), and
- **Member engagement** through reports to the Joint Advisory Committee for Planning and Transport, member working parties and seminars, reports to Council Boards / Cabinet and Scrutiny Committees.

1.6.1 Consultation Feedback

The feedback on the Provisional LTP2 and amendments to be included in the Final Plan included obtaining the views of stakeholders and members of the public via a targeted mail-out and a large-scale transport event in the City Centre. Details of the feedback received in terms of how it relates to the objectives of the Plan are set out in Chapter 4: Problems and Opportunities.

Following the final round of consultation with stakeholders, responses were received from a variety of parties including the Greater Nottingham Transport Partnership (GNTP), transport operators, interest groups and local Councillors. Over 70% of respondents thought that the state of transport had improved over the last five years.

Comments received varied considerably and unsurprisingly related strongly to the interests

of the group responding, with, for example the GNTP citing greater links to business competitiveness and the Countryside Agency wanting greater consideration of landscape character and quality, visual amenity, recreational opportunities and access to the countryside and public Rights of Way. There was consensus that NET Phase 2, A453 improvements, the Station Masterplan and the Ring Road major scheme are vital to the development of Nottingham.

The key points arising as a result of the consultation can be summarised as follows:

On the Strategy:

- Need to support business competitiveness,
- Recognise the objectives of emda and other key partners,
- Integrate development with transport infrastructure provision,
- Greater use of satisfaction indicators,
- Exploit interchange/integration opportunities,
- Need to consider Road User Charging alternatives to the Workplace Parking Levy,
- Need to look at alternatives to NET in short and long term,
- Need for more investment in bus corridors,
- Improve access to essential services particularly for the most disadvantaged and for disabled,
- Support for Smarter Choices including focusing on school travel journeys,
- Greater emphasis on cycling including more stretching targets,
- Assess the potential to encourage more walking in rural areas,
- Increase the role of new technology in congestion management, public transport and road safety,
- Exploit waterways for sustainable transport, and
- Give greater consideration to environmental issues.

On Proposals:

- Support for major scheme proposals,
- Support for Highways Agency / Rail improvement opportunities,
- Support for more Link bus services including Ring Road shuttles,
- Improved public transport interchanges,
- Support and opposition to Park and Ride schemes,
- Need to improve cross-city centre traffic routes,
- Need for better highway direction signing,
- Cyclists to be better provided for in other schemes and on-road schemes to be included in programme as well as off-road schemes,
- Better cycle signing,
- Need for more residents' parking schemes,
- Need for better quality and coverage of public transport electronic information,
- Schemes to improve public transport personal security,
- Need for more traffic calming in rural areas,
- 20 mph zones in residential areas,
- Need to protect rural bus services,
- Need to implement Network Management Duty measures,

- Implement better traffic enforcement,
- Relax City Centre traffic access restrictions in the evening, and
- Increase bank holiday bus service provision including Christmas.

The Big Day Out

In September 2005, over 9,000 people attended 'The Big Day Out' transport event at Nottingham Castle. This provided the opportunity to survey a large number of attendees on their views of transport provision in Greater Nottingham. This highlighted that the vast majority of over 400 respondents thought transport had improved over the past five years (90%), with only 7% feeling that it had declined.

In terms of proposals to be included in the LTP to further improve provision, it was felt that the existing high quality bus network could be extended with regard to physical coverage and frequency. Extensions to the tram were also enthusiastically encouraged.

Safety comments focused on meeting the needs of pedestrians, particularly on the journey to school and areas outside the City Centre which has had extensive investment to prioritise people on foot. More and better facilities were cited as the key way in which cycle use could be developed in the Plan area, together with additional storage facilities in the City Centre.

There was a general support in favour of greater restraint against car use, particularly in the City Centre, but that more Park and Ride facilities would be required.

1.7 Changes to the Provisional Plan

A number of changes have been made to this document from the Provisional Plan submitted to the DfT in July 2005. These changes are as a result of further consultation undertaken on the Provisional Plan, details of which are set out above, feedback received and additional guidance published by the DfT and the Final Planning Guidelines made available to authorities in December 2005.

The Provisional Greater Nottingham LTP received a 'very promising' rating from the Government. This was on the basis of strong performance in terms of the context of the Plan, analysis of local transport problems and opportunities, involvement of stakeholders, the effectiveness of consultation and performance management. Table 1.4 below details the main new elements included in the Plan.

Table 1.4: Changes to the Provisional Plan

Chapter	Changes
Executive Summary	Added
Chapter 1: Introduction	Inclusion of details on the consultation process undertaken in the development of the Plan and the influence this has had in terms of influencing the strategy and proposals.
Chapter 2: Vision and Objectives	Simplification of the vision for the conurbation and the role transport and development will play in this. Greater emphasis has also been placed upon corporate linkages with inclusion of how the Community Strategies fit into this vision.
Chapter 3: Wider Context	Updated references to regional and local strategies and further details on linkages between transport provision and corporate priorities. Section added describing the implications of the Regional Funding Allocation advice.
Chapter 4: Problems and Opportunities	Addition of a section on learning from other authorities' best practice and our past experience, with an update of the problems and opportunities faced by the authorities, reflecting the consultation feedback received.
Chapter 5: Tackling Congestion	Updated and expanded section on Network Management Duty and refreshed section on the modelling approach used to inform targets.
Chapter 6: Delivering Accessibility	Updated to reflect the full Accessibility Strategy and accompanying Action Plans setting out the framework for how the accessibility planning process will translate into a programme of schemes to achieve the targets set out in the Plan.
Chapter 7: Safer Roads	Restructured to emphasise how the road safety initiatives to be implemented will meet road safety targets, together with the identification of interventions relating to the evening economy, students, network design and road safety.
Chapter 8: Better Air Quality and Environment	Updated to reflect the latest position on Air Quality Management Areas in the Plan area. The proposed measures have been modelled and outcomes incorporated. The Strategic Environmental Assessment (SEA) has been completed and findings reported. A new section has been specifically added addressing the issues of landscape and biodiversity.
Chapter 9: Regeneration and Neighbourhood Renewal	Updated to reflect the status of developments in the Plan area.
Chapter 10: Quality of Life	Updated to take account of the publication of the City Centre Masterplan.
Chapter 11: Efficient Maintenance	Latest progress on the development of the authorities' Transport Asset Management Plans reported.

Chapter	Changes
Chapter 12: Implementation Programme	Allocations revised to reflect 2006/7 actual settlement and published Final Planning Guidelines to 2010/11. Programme detail added and prioritised to maximise value for money set out for the Plan period. Section on Major Schemes updated including the establishment of alternative strategies and the implications of Regional Funding Allocation advice. Further information on the importance and use of revenue funding to support the overall programme of schemes set out in the Plan has been provided.
Chapter 13: Targets and Monitoring	Restructured chapter including the finalised targets for the Plan, the methodology for their assessment, and the actions and risks associated with their delivery.
Annexes	<p>A: The Strategic Document Review: updated</p> <p>B: Rights of Way Improvement Plan Progress Reports: updated reflecting DfT feedback.</p> <p>C: Risk Assessment of the LTP Programme: updated</p> <p>D: Finance Forms: updated to reflect Final Planning Guidelines and proposed allocations.</p>