

Chapter 3: Wider Context



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This chapter sets out the context within which the LTP has been produced. The beginning of the chapter reviews the relationship of other 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 strategic 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.

The final sections of the chapter explain how meeting the needs of longer distance travellers, who are treated separately in institutional and planning terms, are integrated into the Plan area strategy.

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3.1 National Context

The Government's White Paper, 'The Future of Transport: a network for 2030'¹ sets out the national context for transport. It builds upon the previous 10 Year Plan for Transport² and demonstrates a long-term framework for building a balanced approach to transport provision. The Paper promotes sustained investment over the long term, improvements in transport management, and so, better value for money, while emphasising the need to plan ahead. LTPs are recognised as being the mechanism for delivering national priorities at the local level.

3.2 Regional Context

The Plan forms a consistent and complementary approach to the land use, transport and economic priorities contained within the relevant regional strategies and is an important tool in delivering the regional objectives and targets. A Regional Funding Allocations exercise has also been undertaken to determine future regional transport scheme priorities.

3.2.1 Linkages with Regional Strategies

The Plan has been developed to be consistent with the following key regional strategies:

The Midlands Way Strategy³ focuses on the delivery of sustainable economic growth, increased productivity and employment, and developing sustainable communities over the next 20 years. It highlights the importance of the complementary development of Birmingham and Nottingham East Midlands Airports, and the role of sustainable development of City Regions in achieving these aims.

The Integrated Regional Strategy (IRS)⁴ produced by the East Midlands Regional Assembly, provides the context for the development of the Regional Economic Strategy, the Regional Spatial Strategy and the Regional Transport Strategy. It recognises transport as an important element in addressing the spatial challenges in the East Midlands.

Investment in the key elements of Greater Nottingham's strategic transport networks such as the redevelopment of Nottingham Station, extensions to the Nottingham Express Transit, improvements to the A453 and maintaining the SkyLink service to the airport are areas through which the Plan will impact upon the regional planning and transport agenda.

The Regional Spatial Strategy (RSS) for the East Midlands (RSS8)⁵ was published in March 2005 and takes a sequential approach to the location of development in the region until 2021. The RSS contains priorities for Greater Nottingham within the 'Three-Cities Sub-area', and promotes the integration of transport and land use planning within the conurbation and between

1 The Future of Transport: a network for 2030; DfT, July 2004

2 Transport 2010: The 10 year plan, DETR, July 2000

3 Smart Growth: The Midlands Way – a report for consultation; advantage West Midlands / emda, February 2005

4 England's East Midlands Integrated Regional Strategy: Our Sustainable Development Framework; January 2005, East Midlands Regional Assembly

5 Spatial Strategy for the East Midlands (RSS8); ODPM, March 2005

the neighbouring cities of Derby and Leicester.

The application of the sequential approach has seen 88% of new housing built on land previously developed within the Greater Nottingham area in 2004/5. This is in comparison to the Government target of 60%⁶. The location of major new retail developments have been in established centres contributing towards reducing the need to travel and the stabilising of traffic growth within the LTP area. This track record confirms the importance of sustainable development of the Cities within the region and this plan seeks to build upon this potential.

A review of the RSS has now begun, however the sustainable development principles within it are unlikely to change significantly as they have a high degree of support.

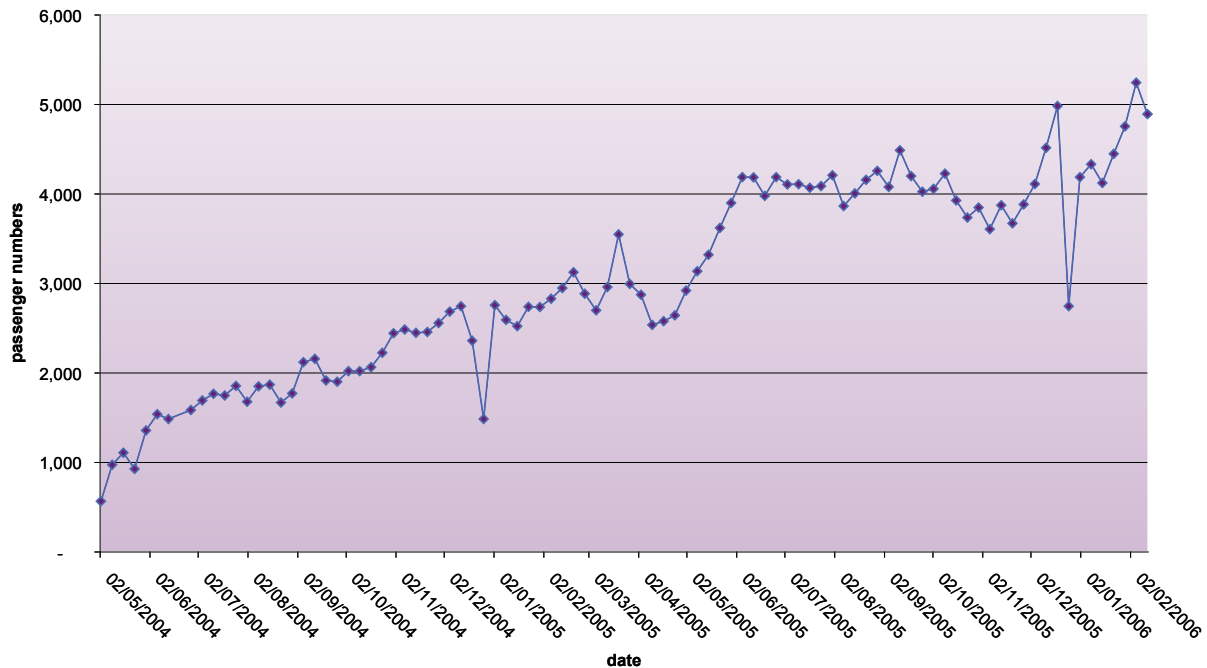
The **Regional Transport Strategy** (RTS) sets out the region's transport objectives and the priority areas for investment until 2021. It incorporates the recommendations put forward by the Multi-Modal Studies impacting upon the Greater Nottingham area and sets out a timescale for their implementation. The objectives of the RTS are centred on reducing the use of the car, improving public transport services and infrastructure, and addressing safety issues, as a means of meeting the region's regeneration and economic development priorities through sustainable urban growth.

The vision of the **Regional Economic Strategy** (RES)⁷ for the East Midlands, 'Destination 2010', is to establish the region's economy within the top 20 in Europe. Developing links to Nottingham East Midlands Airport is an important element in improving accessibility to employment opportunities and markets and the RES sets out to secure improved surface access to meet forecast growth. The provision of the 'SkyLink' service from Nottingham City Centre to the airport in May 2004 is an important initiative in this respect and the plan partners will seek to retain and enhance the potential of this service. Patronage figures are highlighted in Figure 3.1.

The RES highlights the need to reduce transport poverty through public transport improvements. The LTP addresses this through the Accessibility Strategy that accompanies this Plan, identifies areas with poor public transport provision, and promotes remedial measures. NET Line 1 has aided regeneration, tackled congestion, improved accessibility and brought economic benefits to the central and northern parts of the conurbation. The development of Phase 2 of the tram in the period of this LTP will seek to build on these benefits across the west and south of the conurbation.

6 PPG3 – Housing; DETR, 2000 / Consultation Paper on Planning Policy Statement 3 (PPS3) – Housing; December 2005, ODPM

7 Destination 2010; March 2003, emda.

Figure 3.1: Patronage of 'SkyLink' Service to Nottingham East Midlands Airport

A consultation draft of the revised RES⁸ was published in January 2006 and this seeks to build on the importance of developing links to NEMA and also highlights the need for the upgrading of the A453 between Nottingham and the M1, construction of East Midlands Parkway and to encourage travel demand management measures to address congestion concerns.

The East Midlands Urban Action Plan⁹ highlights transport as one of five priority areas through which the economic success of the urban areas in the region can be improved. The focus of the Plan's transport priorities is on addressing accessibility and connectivity issues with rail enhancements, particularly the Trent junction re-signalling, and surface access to Nottingham East Midlands Airport, given priority for delivery. These initiatives, to be taken forward in the LTP, will help the development of the conurbation by providing the infrastructure for economic growth.

The Regional Freight Strategy¹⁰ for the East Midlands has been developed by the East Midlands Regional Assembly with a vision to create a framework within the East Midlands that helps industry to develop more efficient and sustainable forms of distribution. The movement of freight in the region is an area in which transport provision can significantly influence economic success. A multi-partner study of the potential for a regional freight rail interchange at Toton sidings has been undertaken.

⁸ Regional Economic Strategy for the East Midlands – 'A Flourishing Region', Consultation Draft; emda, January 2006

⁹ East Midlands Urban Action Plan 2005 - 2011; Urban Partnership Group, 2005

¹⁰ East Midlands Regional Freight Strategy; East Midlands Regional Assembly, July 2005

3.2.2 Regional Funding Allocations

The Government has invited each of the English Regions to prioritise transport schemes of regional significance to inform future funding decisions. At the end of January 2006 advice from the Region was put to the Secretary of State on the relative priority of LTP ‘majors’ (ie schemes over £5 million) and Highways Agency schemes (other than the M1 and A14 which have been classified as being of national significance). Although the final decision remains with the Secretary of State the views of the Region are likely to have significant weight in the final decisions on which schemes are to be funded and when.

Table 3.1: Initiatives Included in the Regional Preferred Package of Schemes

| Scheme | Priority (Start Date) |
|--|---|
| Promoted by the two Councils | |
| Hucknall Town Centre Improvements | High Priority – First 5 years (2007/08) |
| Nottingham Ring Road Major Scheme | Medium Priority – First 5 years (2008/09) |
| A612 Gedling Integrated Transport Scheme | Medium Priority – First 5 years (2005/06) |
| Promoted by the Highways Agency | |
| A453 (M1 to Nottingham) Improvement | High Priority – First 5 years (2008/09) |
| A46 Newark to Widmerpool | Low Priority – Second 5 years (Beyond 2011) |

Other highway schemes in the Plan area included in a first level assessment were Gedling Relief Road, New Trent Crossing (both local authority schemes) and A52 East of Nottingham Improvements (Highways Agency). These were all categorised as having ‘insufficient information for prioritisation’ and excluded from the preferred package of schemes on this basis at this stage.

Rail schemes including NET Phase 2 and Nottingham Station Masterplan were not included in the funding package as they would be funded from sources not currently included within the scope of the regional funding allocations. Both schemes however scored very highly in the prioritisation assessment demonstrating their importance to achieving regional transport objectives. The final advice also highlighted the importance of these schemes to meeting economic development and housing objectives.

It is likely the Regional Funding Allocations will be reviewed again within the lifetime of this Plan, probably after three years.

3.3 Linkages with Sub-Regional Strategies

The sub-regional level of policy development is the most suitable at which to address transport issues in Nottingham and its hinterland due to the fact that the local authority boundaries are tightly drawn and do not reflect travel patterns within the sub-regional travel to work area. This is also consistent with emerging work on defining Nottingham’s City Region.

Consequently the integration of the LTP with the development strategy for the Greater Nottingham sub-region is a vital factor in ensuring the complementary development of transport and land use planning. Close working with the Greater Nottingham Partnership (GNP) is a particular priority, with the Greater Nottingham Transport Partnership acting as the GNP's Strategic Action Team for the theme of transport.

Furthermore, the influence and importance of the Three Cities sub-region is growing as the cities of Nottingham, Derby and Leicester share many similar transport dilemmas, and policies in one city have direct and indirect implications for the others. The LTP has been produced in close collaboration with the neighbouring cities.

3.3.1 Three Cities Collaboration

The Three Cities of Derby, Leicester and Nottingham believe it essential to work together to maximise the potential for sustainable economic and population growth in the region. This joint working takes place at member and chief executive level via the Three Cities Collaborative Group and in transport terms via the Transport and Planning Group. This enables transport to support the delivery of this planned growth and also to influence the development of spatial planning and economic development strategies produced at the regional level, as a common Three Cities approach is agreed. A full time Three Cities co-ordinator has been appointed to enhance the effectiveness of the joint working.

Uniquely, all three cities also work closely with the three County Councils in the sub-region on joint LTPs, so that all the longer term strategies are effectively co-ordinated and coherent transport strategies for the sub-region are developed in partnership. Particular areas of effective cross-boundary co-ordination and sub-regional planning are:

Regional Planning: All three cities have contributed to developing the regional planning guidance to recognise the importance of the Three Cities sub-region to the economic vitality of the whole region, and facilitating the supporting transport measures. Close co-operation in responding to the Multi-Modal Studies, and in integrating their outcomes as comprehensively as possible into both RPG and the respective LTPs and the three cities have continued their longstanding co-ordination of parking standards, so as to minimise inappropriately located development across the region.

Regional Connectivity: Regional (and long distance) Rail Improvements - The East Midlands Rail Forum brings together representatives from Local Authorities, the rail industry, East Midlands Development Agency and the East Midlands Regional Assembly to provide a forum for discussion on regional rail issues. Regional rail priorities and the need for lobbying and advocacy on behalf of the regions rail transport needs and infrastructure are identified and co-ordinated, and awareness of rail issues within the region is increased. We have been able to influence the Midland Mainline train service through the route utilisation study and the extension to the Central Trains franchise. Further joint working will be undertaken to maximise influence on franchise renewal negotiations will take place within the timescale of this Plan.

Nottingham East Midlands Airport: All six sub-regional transport authorities are represented at airport consultative, development and surface access forums. A public transport sub-group

in particular has been active, providing advice to the Airport as to best ways to improve bus infrastructure and procure tendered bus services. The group has also been responsible for the planning of a strategic public transport report undertaken by consultants looking at surface access issues over the next 10-20 years. A particular success has been the Nottingham Skylink direct bus link to the airport and a Kickstart bid has been successful in enabling the expansion of this service to 24 hour operation and for the development of similar links to Derby and Leicester.

StarTrak: The StarTrak real time bus information system was piloted in Leicester and Leicestershire in 2000. It uses satellite tracking to determine bus locations, which is then translated into displays at over 200 bus stops in the City and the County. The system also ties in with the Urban Traffic Management System (UTMS) based in Leicester thus enabling priority at traffic signals to be given for late running buses. The StarTrak system has been welcomed by the public and continues to expand – across the region. StarTrak has now been implemented on routes from East Midlands airport into Nottinghamshire, Derbyshire and also the cities of Nottingham and Derby. Both Nottingham and Derby have adopted StarTrak as the standard for real time bus information in both areas.

Road Safety Initiatives: There are a number of regional road safety initiatives/marketing campaigns. The ‘Shiny Side up’ Partnership is made up of local authorities across the East Midlands, all with the shared aim of reducing motorcycle casualty rates. Recent initiatives have included good practice sharing and the ‘to die for’ and ‘think bike’ road side campaigns. This has contributed to a reduction in casualties in all three City regions.

Indicators and Targets: The three cities have worked together to develop and adopt indicators wherever appropriate that are consistent in definition and methodology. There has also been cooperation between Councils in procuring a combined sub-regional Personal Travel Survey. This has enabled trends to be determined and comparisons made between similar areas in the sub-region.

Three Cities Branding: The three cities are investigating the benefits of promotion and branding on a sub-regional basis and have set up a joint web site:

 www.threethinking.org.uk

Parking and Park and Ride Charges: The three cities will discuss, exchange ideas and research on charges for parking and park and ride services so as to share and learn. This also enables common regimes to be established wherever possible to minimise confusion to customers, particularly those that travel around the three cities.

Three Cities Sub-Area Land-Use and Transport Model: The three cities with the three counties are collaborating with the Highways Agency, emda, EMRA and NEMA on the development of a sub-regional transport and land use interactive model (PTOLEMY).

Demand Restraint: All three cities’ joint LTPs have similar transport strategies that recognise the importance of developing robust car restraint measures alongside transport improvements that manage traffic and encourage increased use of sustainable modes of travel. Although the wording may vary, all three cities’ strategies recognise the role that congestion charging

or other pricing mechanisms could play in delivering a step change in the quality of transport infrastructure and in achieving effective car restraint. The authorities are therefore working with the DfT to consider developing complementary schemes that form part of a regional or national commitment to traffic restraint. This commitment will require appropriate levels of development funding to ensure that high quality transport infrastructure is in place ahead of any such scheme being introduced.

Issues for future collaboration include:

- Regional connectivity including: promotion of an inter-urban coach network,
- Review of parking standards based on the output of the East Midlands Parking Survey,
- Ensuring a consistent shared policy and approach on workplace parking provision (output of the East Midlands Parking Survey),
- Consistency on freight issues, including the location of lorry parks, freight on rail and freight access to bus lanes,
- Signing consistency – including real time driver information,
- Consistency of liaison with the Highways Agency over motorway and trunk road improvements,
- Promotion of water based transport,
- Consistency of concessionary fares schemes,
- Developer contributions, in particular to develop shared approaches on standardisation of contributions to transport infrastructure, possibly through regional tariffs,
- Co-ordination on the location and quality of cycling infrastructure,
- Position statement on travel behaviour measures, including travel plans, and
- Regional Funding Allocations.

3.3.2 The Development Strategy for Greater Nottingham

The Development Strategy for Greater Nottingham¹¹ covers the same area as the LTP and is produced by the Greater Nottingham Partnership, the Sub-Regional Strategic Partnership (SSP). It sets out the economic vision and necessary actions to ensure the local community benefits from a growing and successful economy. The document seeks to build on Nottingham's inclusion in the Core Cities group and potential to be the driver of the region's growth by raising the competitiveness of the conurbation through a number of areas, including improved connectivity.

The strategy identifies priorities for investment in transport as part of improving connectivity. The implementation of the Multi-Modal Studies recommendations, the upgrading of the A453 link to the M1, the development of extensions to NET, the creation of a new transport hub at Nottingham Station and improving surface access links to Nottingham East Midlands Airport are highlighted as important components to improve connections to markets in the period of the strategy up until 2010.

Greater Nottingham Partnership Business Plan

The Greater Nottingham Transport Partnership (GNTP) acts as the Strategic Action Team (SAT)

¹¹ The Development Strategy for Greater Nottingham; Greater Nottingham Partnership, May 2004

for the GNP within the sub-region and its role is set out in the Greater Nottingham Partnership Business Plan¹². It considers the main transport issues from the point of view of both the public and private sectors and takes into account environmental and health considerations.

In addition to inputting into the overall Greater Nottingham Transport Strategy the GNTP also help direct SAT funding allocations. This facilitates Regional Development Agency funding to support transport schemes aligned with emda objectives particularly in the key objective areas of supporting business travel initiatives, enhancing business environmental practices and reducing crime against business.

The GNP directly runs the Big Wheel marketing initiative on behalf of the Plan partners. This is a particular strength as the Partnership are seen as a 'neutral broker' and are uniquely placed to secure ownership by the business community, encourage the widest possible participation in demand management or Smart Choices solutions and facilitate networking across the public and private sector of Greater Nottingham.

3.3.3 Experience Nottinghamshire Tourism Strategy

Experience Nottinghamshire is the lead organisation for the development of the tourism industry in Greater Nottingham. Following its formation in May 2004 a business plan¹³ was produced to set out the future of tourism until 2008/09.

The strategy seeks to increase the number of visitors to the area and as such the Plan envisages a need to cater for an increasing number of trips from further afield and the provision of information for localised trips for those unfamiliar with the area. In addition, links from Nottingham East Midlands Airport are important in developing the attraction of the conurbation for visitors together with the provision of improved facilities at Nottingham Station.

As part of developing the attractiveness of Nottingham as a tourist destination, it is envisaged that a 'Nottinghamshire Card' will be introduced allowing visitors to access tourist destinations and benefit from various discounts. The card will have the potential to embrace public transport and car parking options following its implementation, to allow for an integrated approach between tourism and sustainable transport provision in the conurbation.

3.4 Links with Development Plans

The Government's Planning Policy Statement, 'Local Development Frameworks'¹⁴, produced in November 2004, emphasises the need for the integration of transport and spatial planning in the development and delivery of Local Development Frameworks (LDFs), which are replacing structure and local plans as the land use/transport planning policy context for local authority areas. Integration of planning and transport planning within the City Council, together with a

¹² Greater Nottingham Partnership Business Plan 2005-2008; Greater Nottingham Partnership, January 2004

¹³ Transitional business plan for a countywide destination management partnership and associated application for East Midlands Tourism start-up funding; Experience Nottinghamshire, 2004.

¹⁴ Creating Local Development Frameworks: a companion guide to PPS12; ODPM, November 2004

good track record of effective planning in partnership with the County and district councils, has led to strong local performance in this field.

3.4.1 Nottinghamshire and Nottingham Joint Structure Plan

The Nottinghamshire and Nottingham Joint Structure Plan (JSP)¹⁵ sets out the strategic land use policies to guide the scale and location of development in the City of Nottingham and Nottinghamshire County areas. The current Plan was adopted in February 2006 and is valid for three years.

The JSP establishes the scale and broad location of housing and employment land, the protection and enhancement of the environment, transport, recreation and tourism, and shopping. A key aim is to promote sustainable development, and it seeks to do this by integrating social, economic and environmental factors in development proposals and encouraging development that works positively towards all three factors. For example, the provision of public transport infrastructure not only reduces the burden on natural resources but also encourages social inclusion and can help bring about further growth in the local economy. A resolution of the preferred location for a future river crossing in the vicinity of Radcliffe has also been secured through the JSP.

3.4.2 Local Plans and Local Development Frameworks

The Local Plans for the Boroughs of Broxtowe, Gedling and Rushcliffe, the District of Ashfield and the City of Nottingham are all complementary to the vision and objectives of the LTP. Policies within the documents ensure close integration of transport and land use planning to retain the position of Greater Nottingham as a compact city with high levels of public transport use, requiring all new major development to be well connected to the public transport network. The current status of the Plans are set out in Table 3.2.

Table 3.2: Status of Local Plans within the Plan Area

| Local Plan | Status |
|------------|--|
| Ashfield | Adopted November 2002 |
| Broxtowe | Adopted September 2004 |
| Gedling | Adopted July 2005 |
| Nottingham | Adopted November 2005 |
| Rushcliffe | Revised Plan due to be adopted Summer 2006 |

Due to the changes in the planning system, the local planning authorities are required to produce LDFs to replace the existing Local Plans, by 2008. Policies in the LDFs will be complemented where appropriate by supplementary planning documents. The former supplementary planning guidance and interim transport planning statements on maximum car

¹⁵ Nottinghamshire and Nottingham Joint Structure Plan Deposit Draft; Nottingham City Council & Nottinghamshire County Council, November 2003

parking levels, and developer contributions to integrated transport measures will be retained in the transitional period between plans as statements to support planning and transport objectives.

In the development of the new planning system particular attention will be given to the following to meet LTP2 objectives:

- Formation of development control policies that support sustainable development,
- Location of development that reduces the need to travel and is accessible by public transport,
- Securing transport improvements and funding through planning agreements,
- Safeguarding of land for transport schemes, and
- Integrated Transport Assessments for major development proposals.

3.5 Links with Community Strategies

The linkages between transport, regeneration and community strategies are recognised as being an important component of the LTP. The development of strategies tackling these issues takes place within a complicated multi-layered framework.

3.5.1 One Nottingham – The City’s Community Strategy

One Nottingham (ON) is the Local Strategic Partnership (LSP) for the City Council part of the LTP area. The partnership comprises representatives from the public, private and voluntary sectors. ‘One Nottingham – One Plan’, Nottingham’s community strategy, published in April 2006, focuses on local communities and addressing the key issues of crime, employability, health inequalities, young people, and sustainable neighbourhoods.

The working draft Plan was approved for consultation by a new board in November 2005. The proposals contained within the Plan have been developed with a range of officers and representatives from key partner agencies and was considered by the GNTP in January 2006.

The ‘Choose Nottingham’ theme focuses on contributing to promoting the ‘Greater Nottingham Developing Together’ agenda and recognises the importance of transport in achieving this. The ‘Active and Healthy Nottingham’ theme includes targets relating to physical exercise which are supported by measures to promote walking and cycling included within this LTP.

An area where the development of the LTP has helped to inform the development of ‘One Nottingham – One Plan’ has been through the process of accessibility planning. This has assisted ON in the identification of priorities within the ‘Neighbourhood focus’ theme in terms of measures to improve local accessibility to employment, education, health facilities, and other services. This will help to ensure that the impacts of traffic and accessibility are appropriately handled through the work of its partners. The contribution of the LTP to the individual elements of the Community Strategy are set out in Table 3.3 below.

Table 3.3: LTP Contribution to the Delivery of the City's Community Strategy

| Community Strategy Priority | LTP Contribution |
|---|--|
| <p>Choose Nottingham: to attract ambitious, creative people to live, work and do business in Nottingham and encourage local people to stay, enjoy and contribute to being part of our City</p> | <p>The LTP reflects the Choose Nottingham principles by setting out a strategy to tackle congestion. Investment in improving the public transport provision and widening travel choices will improve the attractiveness of the City.</p> <p>Investment in public spaces such as the Old Market Square and Lace Market Square will also create an environment in which to do business.</p> |
| <p>Respect for Nottingham: to make Nottingham a safe and clean place to live, work and visit and to build strong, cohesive communities</p> | <p>Respect for Transport is an integral element of the Respect for Nottingham theme and the LTP will tackle transport related crime and the fear of crime, through the provision of measures such as lighting and CCTV at bus stops and on buses themselves.</p> <p>The cleanliness of the public realm also impacts upon the perceived image of the City and the LTP directs resources into the maintenance of the streetscape, and the replacements of streetlights for example.</p> |
| <p>Young Nottingham: to create a safe, supporting and stimulating environment for children and young people to raise their aspirations, be healthy and achieve their ambitions in Nottingham</p> | <p>Accessibility Planning is one of the Shared Priorities within the LTP and will direct investment to permit ease of access to a range of services required by young people.</p> <p>The development of Travel Plans for schools and Safer Routes to School initiatives will increase the safety of children on the journey to and from school through the LTP.</p> |
| <p>Active and healthy Nottingham: to tackle health inequalities and promote active lifestyles and ensure that Nottingham's people are able to live fulfilling and independent lives</p> | <p>Encouraging healthy and active lifestyles is a theme which runs throughout the LTP. The implementation of walking and cycling initiatives together with a road safety programme of measures to ensure greater priority for such users, will encourage better health among the City's population.</p> <p>Through traffic reduction measures, the air quality in the Plan area will be addressed to further influence the health of residents.</p> |
| <p>Transforming Nottingham's neighbourhoods: to build sustainable communities with decent homes in a pleasant environment, public services that meet local needs with good facilities close to hand and where local residents are engaged in decisions that effect their quality of life</p> | <p>The LTP will help break down the barriers between communities through the provision of new transport infrastructure such as new pedestrian crossings, and through the provision of new services such as supported public transport routes identified as part of the Accessibility Planning process.</p> |

The Primary Pedestrian Route strategy will help re-connect those inner city areas surrounding the City Centre that have been severed as a result of priority being given to vehicles in the past, to enable greater access to jobs and services.

3.5.2 All Together Better – The County’s Community Strategy

The LTP has a major part to play in delivering elements of the vision contained within the County’s Community Strategy, as set out in section 2.1.3. Travel and access feature prominently as a priority in their own right, reflecting the importance that partners place on achieving an efficient and effective transport network which provides people with the accessibility they need. However the LTP also has a major role to play in delivering the other four key priorities. These contributions are set out in Table 3.4.

3.5.3 District Community Strategies

The Nottinghamshire Community Strategy draws closely from the more localised vision set out in District Community Strategies, including those for Ashfield, Broxtowe Gedling and Rushcliffe which fall within the Greater Nottingham LTP area. This integration of vision between local and County level is reinforced by the strong representation on the Nottinghamshire Partnership of District Local Strategic Partnerships (LSPs).

Table 3.5 sets out how the LTP addresses the priorities within the four Local Community Strategies in the Plan area.

Table 3.4: LTP Contribution to Delivery of the County's Community Strategy

| Community Strategy Priority | LTP Contribution |
|--|---|
| Safer and stronger: making Nottinghamshire safer, building a strong sense of community and enriching lives | <p>Improving road safety is a key priority for the LTP, with a dedicated road safety programme and associated core targets.</p> <p>Tackling transport related crime and reducing the fear of crime, through measures such as lighting and CCTV, are also part of the LTP proposals.</p> <p>The LTP and related land use planning documents emphasise the need for facilities and service to be located close to people, partly to generate more cohesive communities.</p> <p>The LTP and the related Building Better Communities programme both focus resources on improving local environmental quality and neighbourhood renewal.</p> |
| Healthier: improving health and wellbeing | <p>The LTP stresses the role that transport can play in promoting exercise, and promotes cycling and walking schemes. The Rights of Way Improvement Plan is being prepared in association with the LTP.</p> <p>A core objective within the LTP is to improve air quality, and this is subject to a specific target within the Plan.</p> <p>The LTP places a high priority on accessibility, including access to health services.</p> |
| Learning and earning: helping everyone to reach their potential | <p>The LTP has accessibility as a key objective, including access to education, training and job opportunities. The County Council commits high levels of revenue expenditure to public bus services and school transport.</p> <p>The LTP seeks to create a positive environment for business investment, and in particular to assist business competitiveness by improving access to local, regional, national and international markets.</p> |
| Cleaner and greener: protecting and improving the environment | <p>The LTP has measures to improve poor air quality and local environmental quality, and as part of this to tackle noise hotspots.</p> <p>At the global scale, the LTP has adopted a target for reducing growth in traffic levels and the subsequent emissions of greenhouse gases.</p> <p>The strategic environmental assessment of the LTP has demonstrate its broadly positive impact on the environment.</p> |
| Travel and access: travelling easily and safely and being able to access all the services people need | <p>Effective traffic management, improved transport choice, improved public transport services, effective maintenance of transport infrastructure, better information and measures such as travel plans in businesses and schools are all components of the LTP which meet specific commitments within the Community Strategy.</p> <p>Accessibility lies at the heart of the LTP, and the document is based on a rigorous process of accessibility planning involving key partners.</p> <p>Commitments to improve public transport infrastructure through the LTP are complemented by historically high levels of County Council investment in revenue support for local bus services, education transport, and fare subsidy through the concessionary travel scheme.</p> |

Table 3.5: Nottinghamshire Local Community Strategies Priorities

| Local Community Strategy Priorities | LTP response |
|---|---|
| <p>Ashfield:</p> <ul style="list-style-type: none"> • Addressing health inequalities • Reducing crime and disorder and the fear of crime and disorder • Increasing accountability and community involvement • Creating a learning culture • Well maintained and affordable housing • Attracting new industries • Protecting the environment and working for sustainable regeneration. | <p>The LTP seeks to address access to health, education and employment difficulties. There is also a commitment in the LTP to tackle crime on public transport, to assisting in economic and local regeneration, and to improve the environment.</p> |
| <p>Broxtowe:</p> <ul style="list-style-type: none"> • Enhance access to services and improve the transport system • Developing better housing • Reducing crime and the fear of crime • Promoting health, safety, wellbeing, and reducing avoidable injuries, deprivation and social exclusion • Providing training, employment and learning opportunities • Conserving and enhancing the environment | <p>Improved transport lie at the heart of the LTP. Indeed accessibility is a key element of tackling social exclusion, and in providing training, employment and learning opportunities. There are also measures to tackle crime on transport, reduce transport related injuries.</p> |
| <p>Gedling:</p> <ul style="list-style-type: none"> • Safer communities, including reducing the sense of isolation amongst the elderly and disabled • Improve quality of life for young people • Address health inequalities • Build social capital | <p>Although Gedling’s priorities do no explicitly mention transport, maintaining public transport and in particular the provision of comprehensive concessionary travel to the elderly and disabled helps maintain independence and tackle isolation.</p> |
| <p>Rushcliffe:</p> <ul style="list-style-type: none"> • Promote and improve the whole environment • Promote sustainable transport solutions • Reduce social exclusion through skills and enterprise • Develop integrated community facilities • Reduce avoidable injuries and address crime and disorder • Promote healthy lifestyles and reduce health inequalities | <p>Rushcliffe’s priorities to deliver sustainable transport solutions, tackle social exclusion, achieve healthy lifestyles and protect the environment are all strongly supported by LTP policies and measures.</p> |

The County Council is a proactive member of all LSP partnerships in Nottinghamshire. LSPs have led on several Mobility Management Action Area schemes - transport studies that focus on market towns and district centres - as well as acting as key consultation bodies.

3.6 Local Area Agreements

Local Area Agreements (LAA) is a new Government initiative to simplify funding streams, improve co-ordination of services, reduce bureaucracy and devolve more decisions to local partnerships. The LAAs for the City and County are set out below.

3.6.1 Nottingham Local Area Agreement

Tackling inequalities and promoting diversity and community cohesion will be a central cross cutting theme running throughout the Community Strategy as will promoting Nottingham's role in the Greater Nottingham conurbation and City Region, and these themes will be integral to the City's LAA. A full LAA has been developed by One Nottingham with the Government, which encompasses Children and Young People, Healthier Communities and Older People, Economic Development and Enterprise, and Safer and Stronger Communities.

Nottingham City is one of 66 local authorities in Britain to be included in the second rollout of the LAAs, which means implementation will begin from April 2006. They will be the delivery mechanism for the priorities of the Community Strategy, along with government set mandatory outcomes, and reward element (former Local Public Service Agreement) targets. Targets included within the LAA have been aligned with those included within the LTP.

3.6.2 Nottinghamshire Local Area Agreement

One of the main delivery mechanisms for the Nottinghamshire Community Strategy, which will further forge integrated thinking and joint working, is the Nottinghamshire LAA, which is also due to come into force on 1st April 2006. This sets out a number of key outcomes and targets which collectively local partners have agreed to deliver, and in many cases there are pooled funding arrangements to enable this to happen. The importance of accessibility in the County, and particularly in the North Nottinghamshire area, has led to its adoption as a key outcome in the LAA, alongside the definition of countywide targets which are consistent with those in this LTP. The LAA also seeks to pool Rural Bus Subsidy Grant, one of the Government funding streams that has a major impact on accessibility in the County.

3.7 Strategic Document Review

A review of documents influencing and influenced by the LTP is contained in Annex A, summarising the content of European, national, regional, sub-regional and local documents and their relationship with the Plan.

3.8 Local Government Context

In developing the LTP, consideration has been given to the wider role it plays in contributing towards other corporate strategies and priorities. By taking this approach the programme of measures set out in the Plan can be more effective and responsive to people's needs and help to address social exclusion.

3.8.1 Comprehensive Performance Assessment

Transport comprises part of the environmental block of the Comprehensive Performance Assessment, the process by which Local Authorities' services are compared nationally. Nottinghamshire County Council's is currently rated as '4 star – Improving Well' with Nottingham City Council's delivery of services rated as '2 star – Improving adequately'. In response to its CPA assessment the City Council is implementing a comprehensive re-focussing and re-organisation exercise ('Gearing Up') to raise its corporate performance and delivery.

Transport is assessed through a series of Best Value Performance Indicators currently including the condition of roads, the number of bus passenger journeys, satisfaction with information and bus service, and the provision of new pedestrian crossings. The scoring of the Annual Progress Report of the LTP is also taken into consideration. Both authorities have previously performed strongly in the transport aspect of the scoring criteria.

3.8.2 Gershon Review

The Plan partners are committed to providing effective transport services, networks and infrastructure and have strong track records in delivery. The authorities are continually seeking to ensure value for money through close scrutiny of procurement, partnering and shared implementation opportunities. For example, innovative partnering for example with Nottingham City Transport has resulted in the transfer of all front office concessionary fares administration, with significant customer benefit and financial savings.

The authorities are working with the regional Centre of Excellence to develop such approaches further and feed into their respective Annual Efficiency Statements.

3.8.3 Centre of Excellence

Both Councils were together awarded Centre of Excellence status for Improved Transport Choices in Towns and Cities in 2005 relating to LTP1. This award recognised the achievements of the authorities in planning sustainable transport within Greater Nottingham and in delivering successful outcomes. Nottingham is the only Core City to receive this accolade and both authorities are committed to networking and promoting good practice through a wide range of dissemination activities.

3.8.4 LGA Pathfinder Initiative

The City Council is one of ten local authorities nationally to be given Pathfinder Authority Status for transport by the Local Government Association. The Council was selected specifically under the theme of 'improving public transport'. The aim of the initiative is to develop and implement innovative practice, identify freedoms and flexibilities within the current legislative framework,

share good practice, provide feedback to government on delivery and raise the profile of transport.

Two demonstration projects are underway. The first project is looking at how to achieve better partnership working between the DfT, Traffic Commissioner, local bus operators, local authorities and the LGA/IDEA to increase the growth in public transport use. A second project is attempting to evaluate the market potential of a competitively priced multi-operator integrated day ticket. A total of £10,000 has been secured from the LGA as a contribution to the project.

3.8.5 Beacon Status

The County Council was awarded Beacon Council status in 2002/3 for Better Access and Mobility, and in 2005/6 for Sustainable Energy. In both cases the award reflected in part the work that the County Council has delivered in Greater Nottingham in relation to transport projects. The City Council received Beacon Council status in 2002/3 for Town Centre Regeneration. The City Council is currently seeking Beacon Council status for Road Safety.

3.9 Corporate Links

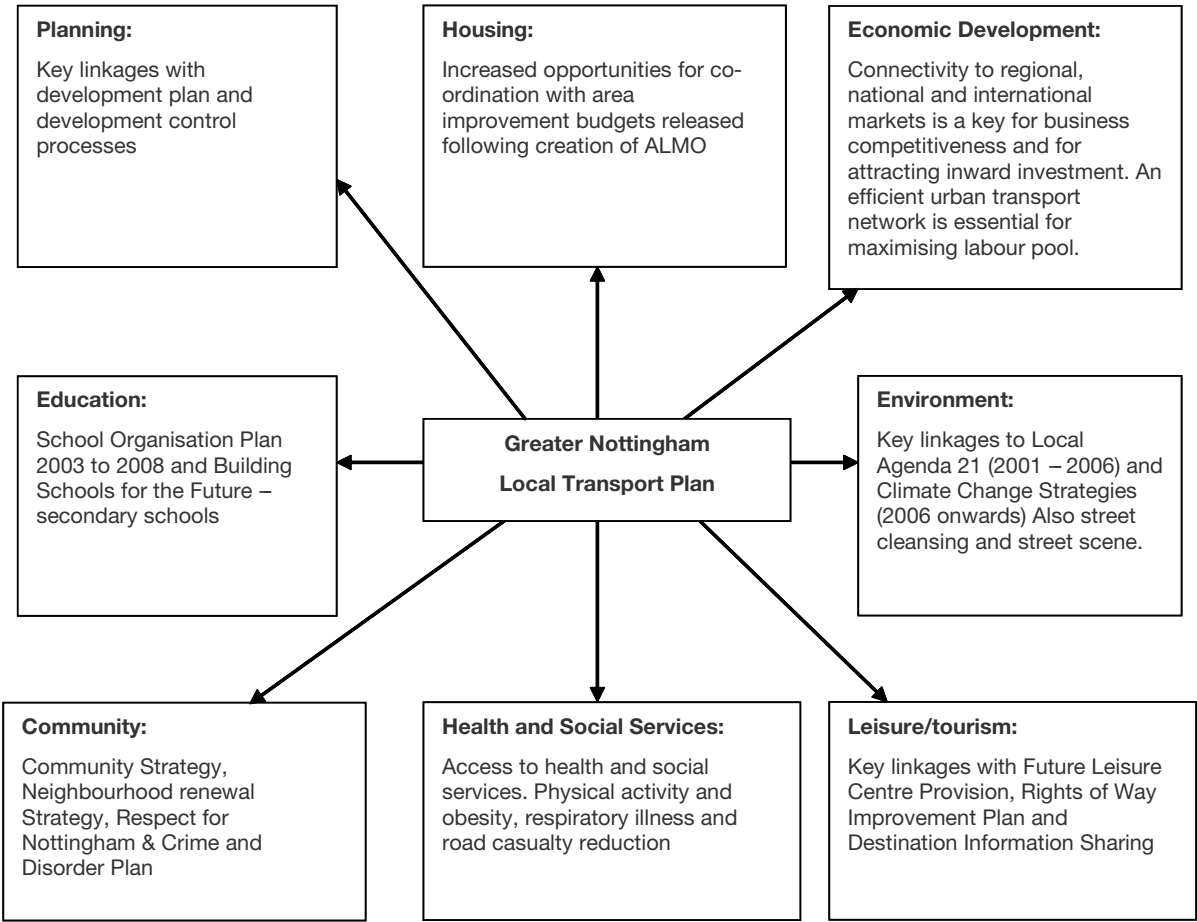
This section sets out the relationship between the LTP and other corporate priorities for the City and County Councils.

3.9.1 City Council Corporate Links

Particular emphasis on securing corporate endorsement and ownership of the policies and programmes in the LTP has been made in the City. The authority's Corporate Resources and Investment Group (CRAIG) has agreed the framework and scope of the Plan and has committed to seek to maximise the impact of investment through co-ordination of the development of the main spending programmes for transport, education and housing. In addition the group has endorsed the accessibility planning framework and process.

Figure 3.2 highlights the key linkages with corporate policies.

Figure 3.2: Relationship with other Corporate Policies



Planning

The close relationship between the LTP and the development plan process is detailed in section 3.4. The actual delivery of development plans on the ground is achieved through effective working with Development Control officers both within the City and in the County area with the Local Planning authorities. The Joint Structure Plan (JSP) provides policy support for demand management measures, such as parking restrictions on new development.

Housing

Nottingham City Homes took over the management of the City’s 31,000 council homes as an Arms Length Management Organisation (ALMO) on 1st April 2005. It is a £110 million a year business employing around 1,500 staff and is the largest landlord service in the East Midlands. The move could signal the injection of £165 million from the Government towards the cost of modernising the council housing stock over the next few years.

As well as co-ordinating capital spending plans, the main interaction between housing and transport lies in the amount and location of new residential development, which are defined in the Joint Structure Plan and District Local Plans. As set out above these have a strong policy commitment to sustainable development patterns which reduce the need to travel, and

enable settlements to be served by public transport links. Conversely the accessibility planning process has placed major emphasis on understanding the travel needs of communities, and the mapping process used in this process reflects housing concentrations. It is also sensitive to the social nature of housing, highlighting areas of high unemployment, lower income and car ownership, and therefore higher reliance on public transport.

In planning for sustainable and balanced communities the location and design of development promotes public transport use, through planning of street layouts and ensuring effective provision is made for pedestrian access to nearby bus routes.

Economic Development

Economic development and transport policy are integrated at the local level partly through the allocation of land for industrial and commercial development in land use plans, and partly through the planning of transport infrastructure and services to provide access to jobs and markets. The policies within the Structure Plan and local plans seek to balance the need to locate businesses near their potential workforce and/or public transport links, and with good access to the national road network.

Transport provision within the LTP has also been designed to support economic regeneration, both in the City Centre and in the surrounding district centres and settlements. The accessibility planning process has also placed priority on providing access to jobs and training. Initiatives such as discounted Skylink ticketing has encouraged job seekers to access jobs at NEMA, a relatively inaccessible location for those without access to a car.

Education

Educational based journeys are a significant generator of travel demand and contribute towards high traffic flows, particularly at peak times. The approach of the Nottingham Local Education Authority (LEA) is to increase the attractiveness of the City's schools for City pupils, and reduce the number wishing to attend those further afield.¹⁶ .

This policy may reduce the length of school journeys. However there is a growing trend towards specialised schools in Nottingham and this has the potential to contribute towards the negative impacts of parental choice on school journey length and mode of travel.

The two key areas of change and investment in schools in Nottingham during the course of LTP2 are the Primary Schools Organisation programme and the 'Building Schools for the Future' initiative. These areas of investment in education determine the priority areas for transport funding in terms of school accessibility and safety schemes, such as safer routes to school and the development of school travel plans.

Education and transport objectives are integrated through the accessibility planning process. This has focused on the level and cost of transport provision, and has also considered policies on educational choice, religious denomination, school/college specialisation and special need. The LTP seeks to balance the objectives of promoting educational choice and access, and reducing the need to travel, promoting efficient use of public transport, and encouraging non-

¹⁶ School Organisation Plan 2003 – 2008; Nottingham City Council

car modes of travel.

The LTP places renewed emphasis on the delivery of School Travel Plans to minimise the adverse impacts of travel to education on congestion, and reduce accidents related to school journeys.

Environment

A requirement of the LTP is to include a Strategic Environmental Assessment (SEA). This considers in detail the links with current environmental policies and the impacts of the Plan. The SEA was undertaken on a consultation draft of the Plan with findings fed into this final version.

Nottinghamshire has developed a Climate Change Strategy which seeks an average CO₂ saving of 1% a year from all sectors, including transport. This has been translated into LTP objectives, and the plan contains CO₂ emissions as a specific indicator.

Local air quality management strategies are being developed where levels of pollution are above the relevant thresholds. These are integrated into the LTP where Air Quality

Management Areas (AQMAS) have been designated which are primarily caused by traffic pollution. Traffic-related AQMAS have been designated in the City area, Broxtowe and in Rushcliffe, and the LTP contains proposals to reduce pollution in these areas.

Community

Transport policy set out in the LTP contributes significantly to maintaining vibrant and cohesive communities. The emphasis on locating people and the services they need close to each other, the support for transport modes which allow social interaction (public transport, cycling and walking), and the priority in both the LTP and the County Council's Building Better Communities programme on improving the public realm and town and village centres all promote local community cohesion.

The role that transport has in reducing crime and the fear of crime has been recognised in the Plan through the support it provides for tackling crime on transport, the creation of a safer environment and moving traffic offences. This includes the introduction of CCTV on school transport and other services, a programme to upgrade bus stops and include lighting where possible, and a wider programme to ensure street lighting is appropriate to the surroundings. See Chapter 10: Quality of Life.

Health and Social Services

Access to healthcare and social services are closely linked to transport provision. Improving access to such facilities has a significant impact upon the quality of life and general wellbeing of the population.

The Greater Nottingham LIFTCO formed in June 2004, is a 25-year partnership to improve primary health and social care services and will have a significant impact on the local community in re-building facilities, providing new services, and encouraging wider social

regeneration. It will invest £45 million in redeveloping primary health care, social care and local authority premises in partnership with local public sector organisations.

The Healthy Living Centres (HLCs) initiative aims to develop a network of centres across the UK, accessible to the most disadvantaged 20% of the population. HLCs will offer a range of services, focusing on wider health factors and reflecting the needs of local communities with five envisaged to be provided in Greater Nottingham.

The LTP has also been developed with the aim of contributing to the delivery of the “Choosing Health” White Paper¹⁷, which highlights the role of exercise in tackling obesity. Moreover, although reducing accidents does not feature strongly in the White Paper, there is an emphasis in the LTP on reducing road accidents amongst disadvantaged communities, which supports the local and national priority to tackle health inequality (see section 10.3).

Integration between social services policy and the LTP has been pursued through the accessibility planning process, which has considered the needs, in particular, of the elderly, and those with physical and learning disabilities. This has been supported through the financial assistance provided for the community transport sector, the operation of dial-a-ride services, and through the priority within the LTP given to introducing low floor buses and raised kerbs at bus stops.

Leisure / Tourism

The City Council’s Leisure Centre Review involves the development of fewer, better quality leisure centres which match customer expectations and better promote sport, active lifestyles, health and well-being. The capital cost of the programme of works put forward by the City Council will total around £18.5 million and provide a ‘fit for purpose’ stock for at least 20 years and accessibility planning will help inform service planning decisions in this exercise.

Destination Information Sharing brings together the Destination Management System run by Experience Nottinghamshire (which provides details on hotels, events, places of interest etc), the TripTimes journey planner run by the Public Transport Team in the City Council, providing details on bus services, and the NOMAD GIS based site (which provides map destination based information).

This forms a mechanism for providing map based event and entertainment information via the Internet. A total of £150,000 of funding was received through the emda e-innovations fund to help develop a pilot project.

3.9.2 County Council Corporate Links

Following the local elections in May 2005, Nottinghamshire County Council developed a new draft Strategic Plan covering the period 2006-2010. This draft plan sets out the Council’s commitment to play its part in delivering the Nottingham Community Strategy. Specific actions are set out in relation to the key Community Strategy objectives - safer and stronger, healthier, learning and earning, cleaner and greener, and travel and access.

¹⁷ “Choosing Health” White Paper; Dept. for Health, November 2004

Where relevant, the specific commitments within the draft Strategic Plan have been directly translated into LTP policy and programmes. Conversely delivery of the LTP will contribute to achieving the vision set out in the Strategic Plan. This integration between the two documents is detailed below:

Table 3.6: Links between the County’s Strategic Plan and the LTP

| Draft Strategic Plan Commitment (where relevant to LTP) | LTP Response |
|--|--|
| Safer and Stronger | |
| Reduce the number of deaths and serious accidents on the Nottinghamshire’s roads, particularly those involving children. | Tackling road accidents is major objective within the LTP, and significant resources are to be used to deliver accident reduction targets. |
| Strengthen community care to help more vulnerable, elderly or infirm people to live independently at home. | Another aspect of promoting independence is the availability of accessible public transport, community transport, dial-a-ride and concessionary travel, all of which are promoted through the LTP. |
| Protect consumers from poor quality goods and services. | The LTP and associated Bus Strategy seek to deliver high quality bus services as part of a wider transport network. |
| Healthier | |
| Help adults with mental health problems or learning disabilities to be more independent and to enrich their lives | The availability of suitable transport and concessionary travel will also help these groups. |
| Increase participation by older people in sport, learning and leisure activities. | Access to sport, learning and leisure are all priorities within the Greater Nottingham Accessibility Strategy, as are the accessibility needs of older people. |
| Support actions to improve life expectancy and reduce health inequalities. | Access to health facilities also features, particularly in disadvantaged areas, in the Accessibility Strategy. |
| Work to reduce obesity in adults and children. | Cycling and walking provision in the LTP, and their promotion through school and workplace travel planning, will help tackle inactivity and obesity. |
| Learning and Earning | |
| Improve the educational attainment of children and their appreciation of learning. | Access to education and provision of school transport again are strong elements of the Accessibility Strategy. |
| Help people into work and increase the proportion of people in employment. | Access to employment also features strongly in the Accessibility Strategy. |
| Cleaner and Greener | |
| Reduce CO2 emissions through energy conservation and buying green energy. | The LTP has a CO2 related target, and will help reduce the rate of growth of car traffic (though not reverse it). |

| Draft Strategic Plan Commitment (where relevant to LTP) | LTP Response |
|--|---|
| Improve the physical environment in local communities. | LTP related measures will have a major impact, in conjunction with Building Better Communities and other neighbourhood renewal initiatives, in the improvement of local urban environments. |
| Travel and Access | |
| Work to tackle congestion and its associated pollution. | Tackling congestion is an important priority for the LTP. |
| Widen transport choice in public transport, cycling and walking and improve the major bus stations that serve our communities. | This objective lies at the heart of the LTP, and significant resources will be allocated for the improvement and promotion of public transport, cycling and walking. |
| Improve the condition of roads and footways. | Improving the maintenance of roads and footways is another key priority for the LTP, and will involve both LTP and County Council revenue funds. |
| Consider the needs of children and young people in a holistic way and integrate the services we provide to support this. | Transport services for younger people are considered in the LTP alongside those of the elderly and other specific groups. |
| Help more older people to take up financial assistance or services they are entitled to. | Promoting greater uptake and usage of the Concessionary Travel Scheme is a specific action within the LTP and Bus Strategy. |

3.10 Meeting the Needs of Longer Distance Travellers

This section considers how the needs of longer distance travellers relate to the Plan.

3.10.1 Multi-Modal Studies

A national programme of multi-modal studies sponsored by the Government's Regional Offices was undertaken to determine to what extent the congestion problems on motorways and trunk roads could be solved by improvements to public transport, traffic management and measures to change travel behaviour. Four Multi-Modal Studies have been undertaken in the region all impacting on the Greater Nottingham area, these are:

- M1 in the East Midlands (J21 – 30)
- A453 (M1 to Nottingham)
- West to East Midlands
- A52 Nottingham to Bingham

The key recommendations of the M1 and A453 studies have been incorporated into the Regional Transport Strategy and the authorities will continue to work with regional partners to deliver the measures recommended by these studies.

Linked to the recommendations within the M1 and A453 studies, which both supported the extension of the NET system, ministers confirmed funding for costs relating to Phase 2 development in April 2003 following a successful joint bid from the two authorities. This funding assisted in funding the preparatory costs of developing the scheme.

Included in the 2004/05 LTP settlement was a specific allocation for the implementation of small scale local pedestrian, cycle and bus infrastructure and to influence travel behaviour change through travel plans within Clifton and Silverdale in response to a supplementary bid relating to measures recommended through the A453 Multi-Modal Study. These were identified as 'quick wins' capable of delivering positive early results. The first phase of works have been implemented providing accessibility improvements for local trips and journeys to schools by means other than the car and thus reducing the amount of local traffic using the trunk road. A further bid was submitted in July 2004 to further expand these local improvements, but regrettably this bid was not supported.

The views of the Secretary of State on the West to East Midlands and A52 studies are still awaited. It is intended that the recommendations will be incorporated into the Regional Transport Strategy review.

Included in the recommendations for the A52 Multi-Modal Study was the inclusion of a new Trent Crossing. Since the publication of the study findings, linked to development plan progression and further detailed environmental and highway junction arrangement investigations by the County Council, the authorities have abandoned the safeguarding of the original route for a new Trent Crossing at Gamston and replaced it with a safeguarded corridor at Radcliffe on Trent which accords with the A52 Multi-Modal Study recommendation. This has been incorporated into the Joint Structure Plan. This scheme is however identified as a longer term proposal with implementation well beyond the timescale of this LTP.

3.10.2 Trunk Roads

In the preparation of this Plan the authorities have consulted with the Highways Agency both to consider the impact of Highways Agency proposals on the Plan area and to enable the Highways Agency to consider the impact of LTP proposals for trunk road users. The key issues arising from the consultation impacting on the plan are as follows.

Transport Regional Report

In addition to the Multi-Modal Studies the Highways Agency has undertaken a series of Route Management Strategies to guide the Agency's actions and expenditure for key routes. Of relevance to the plan area has been the work undertaken on the A46 Route Management Strategy. The Highways Agency is however replacing the Route Management Strategies produced in the past with a Transport Regional Report (the East Midlands is the pilot for this). This will highlight where on the trunk road network the main congestion problems and safety issues are and assist in forming a framework for developing a programme of measures. The authorities will take account of the outcomes from these reports in the implementation of this plan.

Schemes in the Targeted Programme of Improvements

On 1st December 2004 the DfT announced that the Highways Agency's Targeted Programme of Improvements was being split into national and regional schemes. One scheme in the programme is designated as being of national importance falls partly within the Plan area, the M1 widening, between junctions 21 and 30.

This scheme is being taken forward in two phases. Phase 1 comprises improvements on the most congested sections of the motorway within the existing highway boundary enabling early congestion relief. Implementation is due to commence in 2006 for completion by 2010. Phase 2 will involve works requiring additional land. This will need to be taken through a Statutory Orders process. Implementation is unlikely to commence until 2010 for completion by 2015.

Two further schemes have been designated as regional schemes and have been the subject of regional prioritisation (see Section 3.2.2):

- A453 widening M1 J24 to A52 Nottingham, and
- A46 Newark to Widmerpool improvement.

The business sector in particular identifies these schemes as being of high importance to business competitiveness and both authorities will continue to work closely with the Highways Agency to ensure their expedient delivery.

It is of concern to the authorities that as a consequence of the Regional Funding Allocations process the A46 Newark to Widmerpool Improvement scheme, although still included within the preferred funding package, has been split into two sections with commencement pushed back to beyond 2012. The authorities along with other regional partners have engaged with Central Government to attempt to seek appropriate alternative funding sources outside the Regional Funding Allocation process.

It remains the case that the highway improvements form only part of the solution within these corridors and supporting measures including public transport improvements, restraint measures, behaviour change and small scale local measures, (particularly in relation to the M1 and A453 Multi-Modal Study recommendations), must be progressed in tandem with the highway capacity improvements in order to fully capture the benefits of the trunk road investment and avoid the additional capacity simply being filled up again by induced traffic.

Detrunking

Responsibility for the A6514 Nottingham Ring Road between the A52 Derby Road and A60 Mansfield Road was transferred to the City Council in January 2006. This was the last remaining section of non-core trunk road within the Plan area.

Roads Information Framework

The Roads Information Framework is a joint initiative involving the Highways Agency, DfT and local authorities. It is intended to improve the data that is collected on the highway network and how this information is used. The aims of the project are to:

- Utilise existing information to improve efficiency of operational management and improve performance,
- Improve the quality and availability of data relating to congestion and safety, and
- Provide better means of analysing data to inform strategic decision making.

The Councils are participating in the project by sharing information that is currently collected. This includes both the provision of traffic data and the survey methods that are used to collect and record it. The project will also identify any improvements that can be made in data collection that will help to raise the operational performance of the network. The framework opens up greater opportunities for sharing information between different agencies, thereby facilitating intelligence based network management across the whole East Midlands region.

At the local level the better co-ordination and sharing of information relating to the traffic management for special events has been identified by the Highways Agency as an area where improvement is required. This is an area of work which falls under the responsibilities of the newly appointed local authority Traffic Managers. Over the period of the Plan the authorities will co-operate with the Highways Agency in improving local information co-ordination with the specific intention of managing the network more efficiently. This will be one of the key factors used to reduce congestion (see section 5.4.3).

3.10.3 Passenger Rail

The Strategic Rail Authority's 'Everyone's Railway: The Wider Case for Rail'¹⁸, sets out the important role of rail services in supporting the economies of city centres, through providing access to and from commuter and visitor catchments and for business travel. The value of rail links to city competitiveness is also recognised in the 'Future of Rail White Paper'¹⁹. The local authorities share this view and have built strong links with the local business community, particularly through the Greater Nottingham Transport Partnership, to help identify opportunities for where the conurbation's rail connections can be improved.

Despite a general growth in rail passengers the levels of railway use in Nottingham remains low, particularly for commuting where only 1% of commuters use rail. Inter-regional connectivity is also poor. Nottingham has the lowest level of inter-regional rail connectivity of any core city in England, and is only connected to four of the other seven core cities by a direct through train service.

Rail links between Nottingham and London continue to be a cause of concern to both the local authorities and the business community. Whilst new trains have been introduced on the Midland Main Line (MML) services between Nottingham and London and record levels of punctuality

18 'Everyone's Railway: The Wider Case for Rail', SRA, September 2003

19 'Future of Rail White Paper'; DfT, July 2004

achieved, this has been at the expense of journey times which have increased over the past ten years.

In addition, relative journey times between Nottingham and London compare unfavourably with those between other core cities and the capital. This is important as rail accessibility to and from London is the most important external link for the business community, and hence for economic activity. The completion of the Channel Tunnel Rail Link in 2007, which includes a new international Station at London St Pancras which will accommodate MML trains, increases the need to ensure that rail journeys between Nottingham and London are improved.

During the first LTP period, the authorities worked proactively with rail industry partners to improve rail services and infrastructure within the Plan area. A Rail Quality Partnership delivered some important local service and infrastructure improvements. For example:

- Integration of NET Line One at Nottingham, Bulwell and Hucknall,
- Upgrading of the booking hall at Nottingham Station including installation of electronic train information boards and improvements to signing and provision of public transport information,
- Provision of 20 secure cycle lockers within the car park at Nottingham Station,
- Upgrading of Bulwell station including a state of the art audio announcement system,
- Construction of a staircase to platform 6 from the concourse at Nottingham Station, and the refurbishment of Beeston Station, and
- Revenue support for a peak frequency enhancement on the Robin Hood Line service between Nottingham and Mansfield.

As is recognised in the railways White Paper, railways have suffered from historic under-investment but the requirement for rail to control its costs and live within the amount of public funding available has never been greater. The local authorities recognise the period of transition the rail industry is undergoing and the need for their rail aspirations to be realistic and deliverable.

Lobbying

The authorities are working in the widest possible partnership, in particular with the business community, the train operators and other local authorities to lobby for rail improvements concentrating on the Midland Main Line corridor and between Nottingham and other core cities. A coordinated voice will help to ensure that growth demands in the south do not absorb any available spare route capacity to the detriment of Greater Nottingham and the East Midlands. Rail lobbying is identified as a particular area for collaborative working within the Three Cities Action Plan (see section 3.3.1).

The authorities identify the following as key Plan area rail issues in need of progression:

Midland Main Line Route Improvement Prospectus

In 2005 Midland Mainline Ltd published a Route Improvement Prospectus. This identified 43 locations where possible improvements could be made to the infrastructure, which would improve journey times, reliability and/or capacity along the entire route. They ranged in their

nature, scale, practicality and cost, and they would produce differing levels of benefit, so the case for doing each of them varied greatly. As a first step, MML and Network Rail (NR) identified a small number with the very strongest case for further, more detailed preparatory work.

The authorities strongly welcome this initiative, which shows the large potential for incremental, relatively cheap improvements along the MML. Such improvements would begin to address the long-standing disadvantage of slow journey times between Nottingham and London, which is such an important factor in economic development. The authorities will press for the inclusion of all cost-effective measures from the prospectus to be included as requirements in the new franchise, and for the progressive reduction in journey times to London. It may be that some of these improvements would be most cost-effectively undertaken in conjunction with future maintenance work, when track or signalling is being renewed anyway and the incremental cost of an enhancement is relatively modest.

Midland Main Line Route Utilisation Strategy (RUS)

The RUS examined how train services could be improved along the MML corridor without additional expenditure, simply through making best use of available capacity and timetabling adjustments. The RUS made two proposals, both of which were supported by the authorities:

- More evenly spaced services between Nottingham and Leicester and between Nottingham and Derby. These changes would provide a significantly improved service for passengers but at no extra cost. More even service spacing would also improve the services from Beeston to Nottingham, Derby and Loughborough, and from Nottingham to Long Eaton and Loughborough, improving access for these key commuter flows for which rail's journey times make it the best alternative to the car and hence the most effective means of reducing traffic flows and congestion.
- Introduction of a new hourly Nottingham to Sheffield and Leeds service. This was a key proposal identified in the RUS, and strongly supported by the authorities. The new service was to be an addition to the current hourly Nottingham to Sheffield service. The RUS acknowledged that the new service had a good business case since Nottingham to Leeds is a key inter-regional corridor, paralleling the M1, and provides links to the whole Yorkshire region.

Little progress has been made in implementing these RUS ideas so far. Indeed during 2005 timetable changes were made that withdrew the service between Nottingham and Stoke/Crewe, and reduced the frequencies from Nottingham and Beeston to Loughborough, Leicester, Long Eaton and Derby. The authorities will press for the reversal of these detrimental changes, and for fulfilment of the proposals from the RUS.

Rail Services to Birmingham

The authorities will press for a reduction in 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, thereby improving Nottingham's connectivity with the other core cities of Birmingham and Bristol, and with the whole of the West Midlands and South-West regions. Both the M1 and West to East Midlands Multi-Modal Studies supported improving rail services between Nottingham and Birmingham, and Railtrack confirmed that utilisation of the existing Castle

Donington freight line has the ability to achieve Nottingham to Birmingham journey times of under 60 minutes with relatively low levels of investment. It is important that this service should be operated to the same standards and average speeds as the rest of the new Cross-Country franchise.

Nottingham Station Masterplan

The Station Masterplan sets out plans for the comprehensive improvement and development of the station to transform facilities for passengers, which are currently the poorest of any major city in the country. The Master Plan provides a state of the art train, tram, bus and taxi transport hub, and increases the overall passenger capacity of the Station. The scheme complements work being undertaken by Network Rail for improved track layout and resignalling as part of the Trent re-signalling project, and safeguards provision for an additional platform to enable all currently envisaged future capacity requirements to be accommodated.

The Masterplan is being developed through a stakeholder partnership which includes the local authorities, rail industry and development agencies. Current design work is leading towards the submission of a planning application in Spring 2006.

This work on the station sits within the City's extensive plans to regenerate the adjacent Southside and Eastside Regeneration Zones. More detailed information on how it is intended the scheme will be progressed is included in section 9.4.

Beeston Station Upgrade

The County Council will also press for the new franchise specification to include substantial improvements to infrastructure at Beeston station. The complete package may include a refurbished building, cctv, new car park, environmental improvements, better walking and cycling links to and from the town centre, better information including bus information at the station and train information at the bus station, as well as improved local information at the station.

Trent Re-Signalling

The current signalling system is life expired and Network Rail are contractually committed to replace it. Under current arrangements any enhancements over and above "like for like" will require external funding. A unique opportunity to resolve Nottingham station and western approach route capacity issues, Trent junction capacity enhancement and Trowell junction speed restriction removal, all of which constrain rail service development to and from Nottingham will be lost if the appropriate funding cannot be secured. The authorities have been and will continue to be proactive in raising Trowell and Trent junction through the East Midlands Rail Forum and directly with Network Rail, and have been engaged from the start with the Network Rail's stakeholder process for the third phase covering the Nottingham station area.

East Midland Parkway Station

This was an original Midland Main Line franchise commitment but, primarily due to a land dispute, the scheme's implementation has been delayed. All planning approvals are now in

place. The proposal has been supported by the authorities and is seen as a high priority by Nottingham East Midlands Airport and emda. Work on site is expected to commence within the next 12 months with the station operational in 2008.

South Nottinghamshire Rail Network Development

The comprehensive South Nottinghamshire rail network proposals as included in the first LTP are no longer considered to be economically viable in the new railway regime. The A52 Multi-Modal Study did however consider that extending Robin Hood Line Services, incorporating a Parkway type facility in the vicinity of the A52/A46 intersection at Bingham, to be desirable despite its relatively weak economic case. The local authorities will continue to explore how a station could be provided to serve an extended Robin Hood Line service. Discussions with the SRA have led to this not being included within the timescales of LTP2.

Although new stations are not currently a rail industry priority, the authorities will also seek future opportunities to press for consideration of a Lenton station to serve the University and Queens Medical Centre, which would enhance both the existing Robin Hood Line services and their extension to Bingham. Other local proposals still worthy of further consideration are development of a station at Ilkeston, another medium distance commuter flow for which rail is the most attractive alternative to the car, and upgrading of the line to Lincoln.

Other Infrastructure Works

The East Midlands is currently omitted from planned rail industry infrastructure investment. The authorities will seek opportunities to include investment in routes to and from Nottingham in the future. In the short-term the authorities will, as opportunities arise, press for consideration of low-cost improvements such as the Incremental Output Statement schemes on the route to Derby and Crewe, and the possibility of higher line speeds for the current lightweight trains used on the Robin Hood Line and on routes to Lincoln, Sheffield, and Skegness.

Franchise Renewal

In October 2005 the Secretary of State announced new franchise arrangements for services previously operated by Midland Main Line and Central Trains from autumn 2007. The key feature of this is the creation of a new East Midlands franchise, which will operate services to and from London St Pancras, together with local services in the East Midlands and some regional services. Services between Nottingham, Birmingham and Cardiff will be transferred to a new Cross-Country franchise. The future operator of the Nottingham - Sheffield - Manchester - Liverpool service is still to be determined. The new franchise arrangements offer the best opportunity to take forward many of the authorities' rail aspirations.

3.10.4 Coach Services

Nottingham is accessed by express coach services and tour, holiday and day trip operators. Over 50 destinations are available from Nottingham by Express coach. These include London, major cities in the North and Midlands, airports and holiday centres.

National Express coach services operating into Nottingham make use of facilities provided within Broad Marsh bus station. This provides an interchange point with local bus services including those to Nottingham East Midlands Airport, rail services at Nottingham Station, private cars and taxis. Megabus operate from Nottingham terminating on Station Street.

Generally, tour coaches serve two markets. These are operators picking up those travelling out from Nottingham on day trips or package holidays and those operators bringing visitors into Nottingham as tourists. Particular demands include pre-Christmas shopping trips, theatre trips and visitors to major attractions such as the Ice Centre and other sports venues.

Provision for tour coaches has traditionally been on-street, sometimes in conflict with local bus operations, particularly in the Broad Marsh area. This problem has largely been alleviated with most departures now taking place from Mount Street, to the west of Maid Marian Way.

To assist both coach operators and passengers, coach pick up points will be made identifiable through the provision of appropriate bus stop infrastructure including bus stop flags and information cases.

3.10.5 Air Transport

Nottingham East Midlands Airport (NEMA) is an important asset to the region and plays an increasingly important role in the conurbation's economic development strategy. Passenger numbers totalled 4.5 million in 2004 and are anticipated to rise to around 12-14 million per annum by 2030. Considerable further expansion of the freight distribution facilities, already the second largest in the UK, is also anticipated.

The Government's White Paper on the Future Development of Air Transport in the UK²⁰ supports proposals for the expansion of passenger operations to help meet this increase in demand. In accordance with the requirements of the White Paper the airport company published a consultative draft Master Plan in February 2006. This provides a blueprint for the proposed expansion of airport facilities. As part of the Master Plan process the authorities are working with the airport company and other local partners to develop a surface access delivery plan, which is a vital element in assisting the continued growth of the passenger and freight sectors.

The improvements to the A453, the implementation of the East Midlands Parkway station and development of a fixed public transport link from Nottingham to the airport via the Parkway are all initiatives being supported that will benefit the needs of long distance travellers in the medium to long term.

In the shorter term a direct bus service supported by the East Midlands Development Agency (emda), NEMA and the City Council will continue to be provided between the City Centre and the airport. The service began operation in May 2004, with funding guaranteed until summer 2009. Patronage levels continue to rise and the service has recently been extended to 24-hour operation for a trial period (see Figure 3.1) following a successful 'Kickstart' funding bid to the Government.

²⁰ The Future Development of Air Transport in the UK; DfT, December 2003

3.10.6 Freight

The findings of the Regional Freight Strategy Study and supporting State of Freight report have helped to inform the Regional Freight Strategy²¹. This comprehensively analysed the pattern of freight movement within the East Midlands, issues facing each mode and potential for modal shift from road to rail and waterways.

The recommendations of the strategy are broadly supported and proposed key measures which will assist in its implementation are:

- Work with the Regional Assembly and Regional Freight Officer to develop the Greater Nottingham Freight Quality Partnership which was established in 1999 with the involvement of the Freight Transport Association, the Nottinghamshire Chamber of Commerce and distribution sector representatives.
- Development of a Highway Network Management Plan to include a review of strategic lorry routes, direction signing, and local access to main freight destinations. This will help inform any future multi-modal Regional Freight Atlas.
- Consider the requirements of freight movements particularly in relation to access to city and district centres, ensure adequate consultation takes place prior to implementing Traffic Regulation Orders relating to the control of deliveries and designation of lorry routes, and consider any future opportunities to promote consolidation of deliveries.
- Support for the modal shift of freight from road to rail where economically viable and development of a rail freight terminal in the East Midlands Region. The authorities are keen for a decision at regional level to be taken on the best location for such a facility, be it either at Toton within the Plan area or Castle Donington in the vicinity of Nottingham East Midlands Airport, to give greater certainty in planning terms.
- As part of the Felixstowe / Harwich Bathside Bay expansion plans, the developers have agreed a section 106 condition to pay for clearance works for the new larger containers on the rail route from Harwich/Felixstowe as far as Peterborough. The authorities will look for opportunities to press for similar works on the remainder of this route from Peterborough to Toton / Castle Donington, so that any East Midlands rail freight terminal can be accessed by these larger containers to which international shipping is switching.
- Encourage greater usage of inland waterways for the movement of freight. The River Trent is an arterial waterway that provides access to and from the Humber Ports. Although it is recognised the total proportion of goods that can be economically carried remains small it does provide a potential alternative for some freight journeys and thereby capable of making a contribution to reducing heavy goods vehicle movements. The authorities welcome the development of wharves and transshipment facilities where such facilities are not in conflict with wider regeneration or local amenity objectives. Included as a recommendation of the A52 Multi-Modal Study is a proposal to develop a small inland port facility in Nottingham. British Waterways have identified a site at Colwick on the north bank of the Trent but have yet to publish any detailed market analysis concerning the viability or costs and benefits of such a facility.
- Expansion of the freight activities at NEMA to maintain the regional advantage are key priorities at the regional level. The authorities will continue to work closely with the Highways Agency and other partners to improve the surface access to the airport particularly with regards pressing for the early implementation of the A453 and M1 junction 24 improvement

²¹ Regional Freight Strategy; July 2005, East Midlands Regional Assembly

schemes.

- Ensure, through development plan processes, new developments associated with the distribution industry make best use of existing transport infrastructure. Transport operators will be encouraged to develop and implement travel plans to increase sustainable travel to and from work. The movement and needs of freight will also be considered in the pursuit of air quality and noise objectives.

Update on Potential Toton Intermodal Freight Facility

The Toton site is mentioned in the Joint Structure Plan and crucially the Inspector of the Broxtowe Local Plan Review (2003) supported the designation of the Toton Sidings as a 'Major Developed Site' in the Green Belt, and alluded to such development being acceptable despite the Green Belt designation.

Interest in a site to the west of Nottingham at Toton Sidings as the location of an intermodal rail freight terminal to serve the Three Cities' 'core' area of the East Midlands dates back to the late 1980s. It is strategically well located, on the Erewash Valley Railway line near its junction with the Midland Main Line, and proximate to the A52 and Junction 25 on the M1.

A study was commissioned by Nottinghamshire County and Broxtowe Borough Councils to examine potential access options into the Sidings area, following concerns from DfT about possible provision of direct access into the site from the A52 on safety grounds. The study concluded that accesses from both the A52 and Toton Lane were technically feasible, but later British Rail took the view that insufficient traffic would be generated.

In 1994 a planning application was submitted for a freight terminal and associated development, with access into the site by a new road from Toton Lane. Planning permission was refused due to intrusion into a prominent and sensitive area of the Green Belt with a loss of amenity to local residents, unacceptable levels of traffic generation, access through Green Belt land, and the lack of clear linkages between the terminal and associated development. A similar application in 1997 was subsequently withdrawn when it became clear that planning permission was unlikely to be granted for the same reasons.

The County and Broxtowe Councils recognised that the key to unlocking the site's potential lay in the provision of a satisfactory access into the site which would minimise Green Belt impacts, probably by a direct access from the A52. The Highways Agency commissioned a highway access study in 2001 to determine a preferred access strategy to serve any future development at Toton Sidings and the immediately adjacent land to the west.

The study concluded in late 2002 that access via Toton Lane was considered to be the most appropriate access to the site, with access from the A52 technically possible but not in accordance with national standards. It also advised that a more detailed second study should be carried out to identify more precisely the highway implications of the two options, together with scheme costings. However, the interested parties first decided to address the critical issue of whether there is a viable business case for a freight terminal at Toton, with or without associated development.

The partnership of Broxtowe Borough Council, emda, East Midlands Regional Assembly, English Welsh and Scottish Railway, Highways Agency and the Strategic Rail Authority, led by the County Council, commissioned the study in late 2004. Its scope was to investigate the potential economic and commercial feasibility of an inter-modal rail freight terminal at Toton Sidings, taking account of the likely demand for such a facility; the potential of other candidate sites; relevant Multi-Modal Study findings; planning and environmental constraints; the likely costs of road access into the site; the possible need for associated development to ensure its viability; and likely development costs and benefits including revenue generation prospects.

This recent study concluded that:

- The East Midlands is the centre of gravity for the UK distribution industry, and the businesses that depend on it – a unique selling proposition for the region, but constraints on development sites and labour in the region are forcing economic activity further north,
- The rail freight industry continues to grow, with new interchanges causing little abstraction from other sites, and support given to additional regional facilities by potential users, but that there is a lack of suitable sites at strategic transport intersections,
- The study's analysis emphasises that demand, as confirmed by discussions with the rail freight industry, is such that two rail freight terminals are required in the East Midlands, and
- Toton has a number of strengths (locations, connectivity, existing railway uses and policy support), but also significant challenges (planning, highways access, and previous local opposition). Other potential regional sites also face a range of challenges and the results of the study are to be taken forward to inform regional priorities. The study advises that there would be merit in maintaining the Major Developed Site status of the Sidings area to protect the site for future use.

The report also makes a series of recommendations for policy measures that could be applied to support and accelerate the growth of rail freight in the East Midlands.

Now the study has established the need for a terminal, the Councils will seek to establish how it could be done without encroachment on Greenfield Green Belt land. Further discussions are being initiated with the Highways Agency about the question of direct access from the site onto A52, and whether this could be done without breaching the required national safety standards, as direct access would minimise any encroachment onto Green Belt land.

3.10.7 Transport Direct

The authorities contribute towards the national Transport Direct multi-modal travel information and ticketing service, with the provision of bus and tram timetable information, Naptan and address data to the Traveline East Midlands Travel Planner, which interfaces with the Transport Direct portal. The City Council has only recently taken direct responsibility for the upload of City data to Traveline and in a recent survey has been commended for data accuracy and therefore enhancing Traveline and Transport Direct enquiry outputs.

3.10.8 TravelWise

The City and County Councils support the national travel awareness campaign known as TravelWise. This includes operating the TravelWise Centre that opened in 1999. Its purpose is to provide extensive traffic and travel information for all Nottinghamshire road users via the radio and the Internet. The TravelWise Centre is a partnership project between the two authorities, the Highways Agency and BBC Radio Nottingham.

Both councils are members of the National TravelWise Association that involves attending regional and national meetings and collaborating on the development of regional policies such as the guidance note on travel plans for developers.

