

Chapter 9: Regeneration and Neighbourhood Renewal



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This chapter sets out the role of local transport provision in addressing the local priority of regeneration and neighbourhood renewal across Greater Nottingham. It highlights general regeneration issues, specific local factors and problems, and draws out the key areas for intervention and actions through which the LTP may contribute towards securing change.

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9.1 Background

The role of transport provision in the physical regeneration process is multi – faceted. It is essential for a successful economy and society ¹, can ensure that development supports existing communities, contributes to the creation of safe, sustainable, liveable and mixed neighbourhoods and supports good access to jobs and key services ².

The main areas the LTP will address are:

- a. Opening up areas for development,
- b. Creating an environment for investment, and
- c. Neighbourhood Renewal.

Transport provision also contributes towards improving accessibility, particularly with regard to linking people to employment, a major factor for social regeneration, set out in Chapter 6: Delivering Accessibility, and the creation of safer communities in deprived areas, in terms of both reducing incidents of road traffic casualties, and crime and fear of crime. These aspects are covered in detail within Chapter 7: Safer Roads, and Chapter 10: Quality of Life.

9.2 Greater Nottingham Issues

The City of Nottingham is the 7th most deprived authority ³ in England but also benefits from one of the highest GDPs (see Chapter 4: Problems and Opportunities). Whilst the City Centre is an economic success - with 60,000 jobs, it is the main focus for growth in Greater Nottingham - problems remain particularly in the inner City and outer estates where many communities remain disconnected from the opportunities that have been created.

People living outside the City and wider conurbation have taken many of the new jobs created and this has exacerbated the imbalance in some communities and created additional travel pressures across the conurbation.

To help address some of these problems the Eastside, Southside and Waterside Regeneration zones have been established as priority areas for investment (see Figure 9.1). These zones are under performing, located between the prosperous City Centre and more disadvantaged inner City areas. By maximising the potential of previously used employment sites and employment premises, they provide the opportunity to take advantage of their location.

The zones can feed off the economic growth of the expanding City Centre, provide homes and jobs in sustainable locations particularly accessible to residents of the adjacent inner City areas, and maximise the attractive water frontages alongside the River Trent and Nottingham canal.

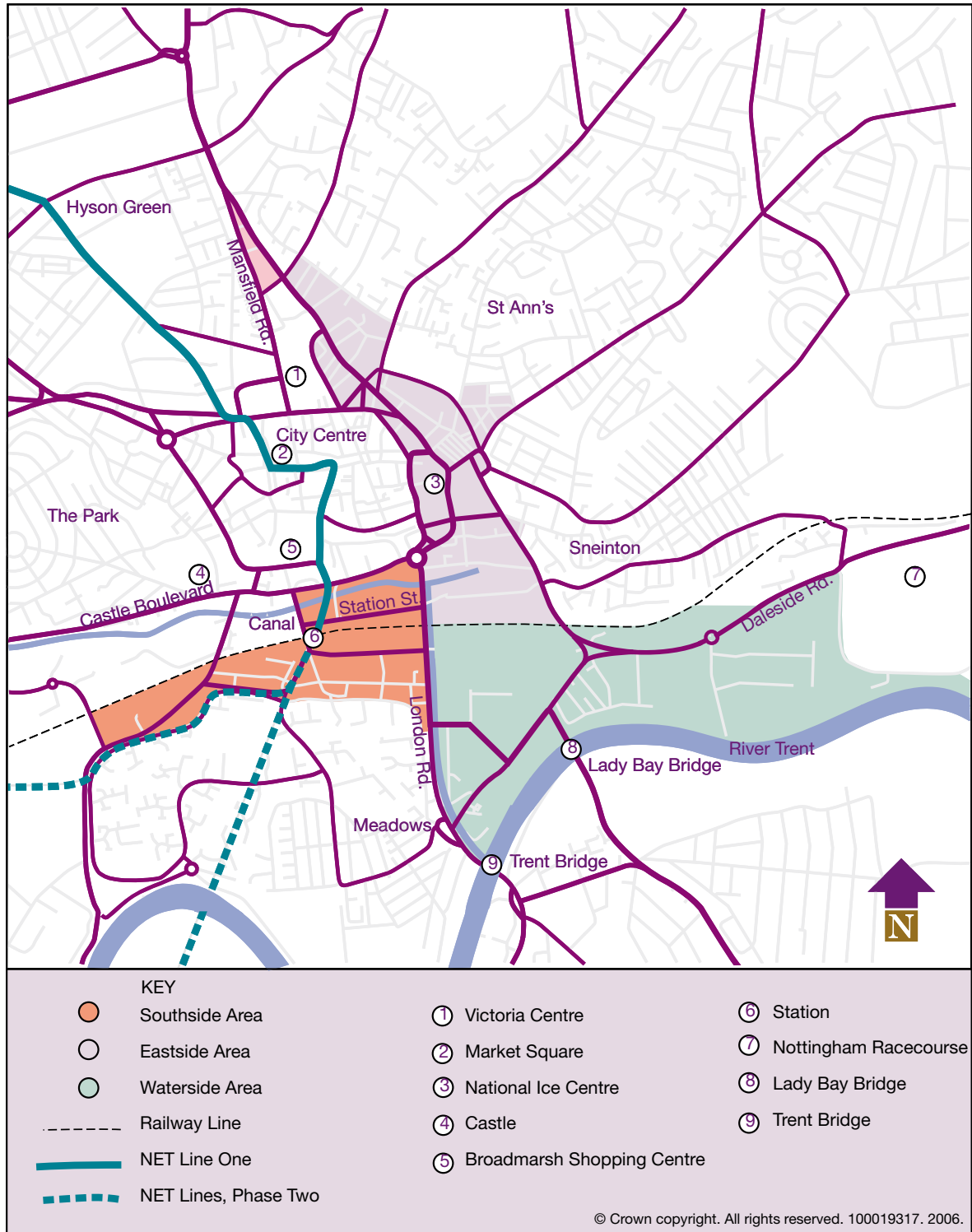
At present these areas are physically and perceptually disconnected from both the City Centre and surrounding communities. To achieve their effective regeneration the traffic dominated environments and deficiencies in terms of public transport, walking and cycling links need to be addressed as part of a comprehensive package of planning and transport interventions.

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

² The Importance of Transport in Business' Location Decisions; Napier University for DfT, 2004

³ English Indices of Deprivation; ODP, 2004

Figure 9.1: Regeneration Areas



There is also a need to continue to support the vitality of town centres located around the conurbation. The economic success of the City needs to be complemented by economic success in Arnold, Beeston, Carlton, Hucknall, West Bridgford and the other district centres.

The creation of attractive and accessible town centres, providing a range of good quality services, will promote sustainable communities and will help reduce transport demand into the City Centre.

The introduction of NET Line One from Hucknall to the City has already had a major positive impact on retail and housing development in Hucknall town centre. The approval of two major housing developments will see further pressures on local services and infrastructure, and unless improvements are made, will hasten the displacement of retail and business activity to the City or rival local centres. In partnership with Ashfield District Council, the County Council has developed major proposals to deal with the increased pressures on the town centre. The proposals will stimulate economic regeneration and provide an attractive 'car free' shopping environment that encourages walking, cycling, bus use and links to the tram network. The new developments will be carefully linked through sustainable modes of transport to the Hucknall town centre transport hub, with funding accessed through Section 106 contributions. The scheme constitutes the Greater Nottingham LTP2's top priority major scheme (see Section 12.6.1).

9.2.1 Eastside Regeneration Area

The Eastside Regeneration Area covers an area of 56 hectares (139 acres) to the east of the City Centre. It is a fragmented area with a mix of uses although it has benefited from the development of the 'Bio City' project and the £40 million redevelopment of the National Ice Centre in recent years.

Redevelopment in the area aims to attract new businesses, improve the gateways into the City Centre and reconnect Sneinton and St Anns to the central core. At present the area suffers from poor pedestrian and cycle links, lacks penetration by public transport services and has few bus priority measures.

The Island site, which forms the southern section of the regeneration zone, has been granted outline planning consent (subject to conditions) for a £900 million redevelopment comprising over 269,000m² of offices, housing, commercial and leisure uses set around a new water feature and park area. This flagship development site, which covers 13.7 hectares, is the largest city regeneration project of its kind in the UK.

Due to the scale of the development the City Council will negotiate Section 106 Developer Contributions to help assist in the implementation of complimentary transport schemes.

9.2.2 Southside Regeneration Area

The Southside Regeneration Area, embracing the Midland Station, covers an area of 39 hectares to the south of the City Centre. The area has the potential to become a vibrant extension to the City Centre and a gateway into the City from the south. It will assist in the revitalisation of the Meadows estate and incorporate the development of a state of the art

public transport hub around the Station, which will include provision for NET Phase 2 that will pass through the area. The approved £400 million redevelopment of the Broadmarsh Shopping Centre to the north of the area will encourage further investment in the Southside.

Development in the Southside will focus on mixed uses comprising commercial activity with opportunities for residential, hotels and business uses. Recent schemes include the creation of 300 new homes in the Hicking Pentecost building to the west of London Road, new offices for Capital One, and a new mixed use office and residential scheme including a Jury's Inn hotel on London Road.

Proposals to create a new public transport interchange at Midland Station will dramatically improve passenger facilities and provide a new NET stop as part of the extension of the tram system through the Southside to serve both Clifton and Chilwell.

Studies show that the employment created in construction and operation of major transport schemes can be significant. Nearly 2,000 jobs are expected to be created as a result of the NET Phase 2 and interchange proposals for the Station⁴, and re-emphasises the importance of early approval of NET Phase 2, to make early progress and build on the success of Line 1.

9.2.3 Waterside Regeneration Area

The Waterside Regeneration area covers 100 hectares (250 acres) of land to the south-east of the City Centre. It is predominantly an industrial area that is not realising its full development potential despite its proximity to the River Trent and Nottingham Canal. Proposals for the area involve making more of its waterside location with the development of around 2,000 new homes with associated commercial, employment, community and leisure uses in the next ten years. The comprehensive redevelopment of the area also paves the way to reconnect the Meadows and Sneinton areas to the City Centre.

The area possesses significant opportunities to develop walking and cycling links alongside the river and canal, linking in with the Trent River Park proposals set out below. There is also a need to improve east-west public transport links through the area helping to reconnect Sneinton and the Meadows with the City Centre.

9.2.4 Trent River Park

The concept of the Trent River Park (TRP) regeneration corridor stems from the belief that the Nottingham conurbation has failed to maximise the regeneration potential of the River Trent in Greater Nottingham. The initiative is an attempt by the local authorities and other stakeholders to tackle accessibility and regeneration issues in areas adjacent to the river and promote leisure, tourism, heritage and nature conservation.

There is poor access to, along and across parts of the river, a poor quality public realm and run-down semi-derelict areas, some of which have significant scope for new leisure, commercial

⁴ Nottingham Railway Station – Southside Economic Impact Study; Roger Tym & Partners for the City Council, 2002

and residential development. Enormous potential exists to create a high quality urban river 'park' at the heart of the City, which can become a vehicle for physical regeneration, leisure, tourism, sport, recreation and environmental improvements.

The authorities are producing an Action Plan for the TRP and the proposals are included in emda's Urban Action Plan ⁵. The concept will help realise plans to create an inland port at Colwick, pedestrian and cycle bridges at Clifton and Colwick, together with improvements to Lady Bay Bridge, links between an upgraded embankment and canal and routes alongside the 13km of water frontage.

9.2.5 Area Action Plans

Area Action Plans have been introduced under the new Local Development Framework. Such plans are intended to help guide development and shape the built environment in those areas where significant change is anticipated. The plans are subject to Sustainability Appraisals and Strategic Environmental Assessments. Analysing the impacts of transportation is an important requirement in such appraisals. Funding from the LTP, as well as other sources, will be used to help address identified areas of deficiency.

The City Council is producing an Area Action Plan for the Meadows and Southside. The plan will directly address poor connectivity into and out of the Meadows and in doing so help ensure that the local community benefits from planned new developments within the Regeneration Zones and City Centre.

Other Area Action Plans and informal planning guidance will be produced during the lifetime of the LTP where appropriate and where the need exists. These plans will be co-ordinated with the corporate and the area based asset management planning processes. The Action Areas may be developed in conjunction with LATS as part of our partnership working with the District Councils.

9.2.6 Rural Areas

In the more rural parts of the Plan area the effects of colliery closures continue to be felt. Declining towns, the loss of younger people and higher unemployment are all characteristics of the economic difficulties faced by former colliery villages. The closure of many local facilities, such as general stores, post offices and surgeries also contributes to the decline of village life, making many settlements little more than commuter dormitories.

⁵ East Midlands Urban Action Plan 2005 – 2011; Urban Partnership Group, 2005

9.3 Key Areas of Intervention

This section details the issues connected to the key elements that make up regeneration and neighbourhood renewal as highlighted in 9.1 and assesses how existing and proposed developments influence the requirements for transport provision.

9.3.1 Opening up Areas for Development

To encourage the development of brownfield sites as opposed to edge of town greenfield development, new or improved transport links have to be provided to make such previously used sites more attractive for investment, and sustainable. In opening up these areas for investment, transport provision is often necessary in the form of new infrastructure and public transport service provision.

The construction of a link to Gala Way in Bestwood in 2005 highlighted how the provision of a new road can pave the way for the development of a site, which may otherwise not have occurred. The Glade Business Park development now provides over 2,500 sq.m of business space and has proved very successful with the majority let.

The realignment of Cattle Market Road in the Waterside Regeneration Area is an example of how the LTP will fund the provision of new transport schemes to 'pump-prime' an area for redevelopment. Other opportunities may also present themselves. For example realising emerging development opportunities at the Boots Beeston campus, which involves an area equivalent in size to the regeneration areas, will be assisted by improved connections and accessibility.

Accessibility will be key in achieving the goals of the Science City initiative, and as such links between the universities and the BioCity healthcare and bioscience innovation and incubation centre, which provides high quality accommodation and business support in the Eastside regeneration area.

The development of the Primary Pedestrian Route network seeks to open up areas adjacent to the City Centre to allow its natural expansion into the surrounding regeneration areas. In terms of public transport provision, the regeneration of an area can make previously uneconomic services commercially viable. This in turn has the knock-on effect of making an area more accessible by public transport and so attractive to further investment.

9.3.2 Creating an Environment for Investment

The creation of a high quality public realm together with attractive access points and gateways into the City and district centres are important to their overall impression and appeal. This affects vitality and viability and the extent of social and economic exchange⁶ and is significantly influenced by investment in transport infrastructure.

The importance of the 'quality of place' in providing the climate for private sector investment

6 Going to Town: improving town centre access; DTLR, May 2002

is increasingly being recognised. Inward investors are attracted to locations that offer well-designed, well-maintained public places⁷, whilst research suggests that property values increase around good quality parks and open spaces. The local authorities will continue to work in partnership with the private sector and other agencies to secure an improved public realm particularly where such collaboration will help unlock further private sector investment.

Creating attractive gateways into the City at transport hubs and other important points of arrival add to the sense of place and overall character of the City and will be applied in the Southside Regeneration Zone in relation to the redevelopment of Midland Station. The legibility of the surrounding pedestrian accesses will be addressed as an integral part of the proposals. Improving the public realm is also important in the Eastside Regeneration Zone where at present there is no clear road hierarchy and the environment is traffic dominated.

The quality of public space and streetscape is discussed in more detail in Chapter 10: Quality of Life, section 10.1.

9.3.3 Neighbourhood Renewal

To support the economic development and large-scale investment programmes in the areas surrounding the City Centre, it is important to ensure that local communities benefit and a neighbourhood focus is maintained. Close liaison and co-operation with the One City Partnership LSP and the Community Strategy will assist this process.

The process of neighbourhood renewal will involve a transformation programme that improves homes and the environment of estates. A robust asset management assessment regime and development plan is in place to ensure this is undertaken in a joined-up manner. The implementation of small-scale transport improvements such as local traffic management schemes and footway maintenance are an important element of this and go a long way towards creating the required conditions for community cohesion and supporting the priorities contained in the City Council's housing strategy⁸, and other programmes such as Building Schools for the Future. Corporate co-ordination of capital spend programmes will ensure value for money investment and minimise construction disruption.

Neighbourhood renewal also encompasses areas of investment highlighted in other parts of the Plan. The Respect for Nottingham initiative, which includes Respect for Transport, will continue to play an important role in reducing anti-social behaviour on public transport, the development of the Primary Pedestrian Route network will improve safety and design out crime, while improvements to the public realm will increase civic pride and create opportunities for investment and positive social interaction (see Chapter 10: Quality of Life).

⁷ The Value of Public Space; cabc space

⁸ Nottingham City Council Housing Strategy 2005-2006

9.4 Actions

There are a number of core areas of investment within the LTP programme that contribute towards meeting the various elements of the regeneration agenda. These are set out below together with the potential impact of schemes not funded directly through the LTP but which are an integral part of the local transport strategy, notably the proposed extension to NET and the redevelopment of the Station. Table 9.1 highlights how the specific scheme programme will address regeneration and neighbourhood renewal. Allocations relating to the actions are set out in the LTP programme (see Chapter 12: Implementation Programme).

9.4.1 Bus Strategy Measures

The measures put forward as part of the Bus Strategy⁹ will improve the accessibility requirements for each of the regeneration areas and the socially excluded sections of society. The strategy will also contribute towards reducing congestion through the provision of bus priority measures and thus increase the overall competitiveness of the conurbation.

In terms of the Eastside Regeneration Area, the authorities will work closely with the bus operators to review the City Centre 'loop' – the circulatory route for buses – to ensure it provides a greater degree of penetration into the Eastside area. This will support the physical provision to be made as part of the Eastside Transport Strategy (see section 9.4.3) and increase the accessibility of the development opportunities on offer.

The 'Link' bus network has been developed over the past five years and consists of subsidised routes that feed into the core network and increase the accessibility of key areas of employment including the universities and the hospitals. The 'WorkLink' services, established in September 2004, involved the extension of the existing bus based Park and Ride services to major industrial estates. These provide frequent and direct access to the employment areas within and adjoining the Southside and Waterside Regeneration Areas and will be further supported over the course of LTP2.

The LTP will allocate funding for the purchase of new buses to operate on the Link network to assist in its role of connecting deprived communities to employment opportunities. This network is to be expanded during the course of the Plan and will include the provision of a 'Medilink' service between the two hospitals. It will operate through the inner City areas of Radford and Hyson Green connecting these areas to major employers.

Within the Southside, bus priority measures will also be developed where possible and a review undertaken of potential improvements to services operating through the Meadows.

9 Greater Nottingham Bus Strategy 2006/7 – 2010/11

9.4.2 NET Phase 2

The development of NET is seen by emda as one of the critical factors for 'creating a climate for investment' and the high quality tram service will maintain or enhance sustainable economic activity.

Line One has demonstrated that light rail systems act as a positive catalyst for regeneration and development with significant activity adjoining the route since the construction commenced in 2000, particularly in the Lace Market area and at the Hucknall terminus.

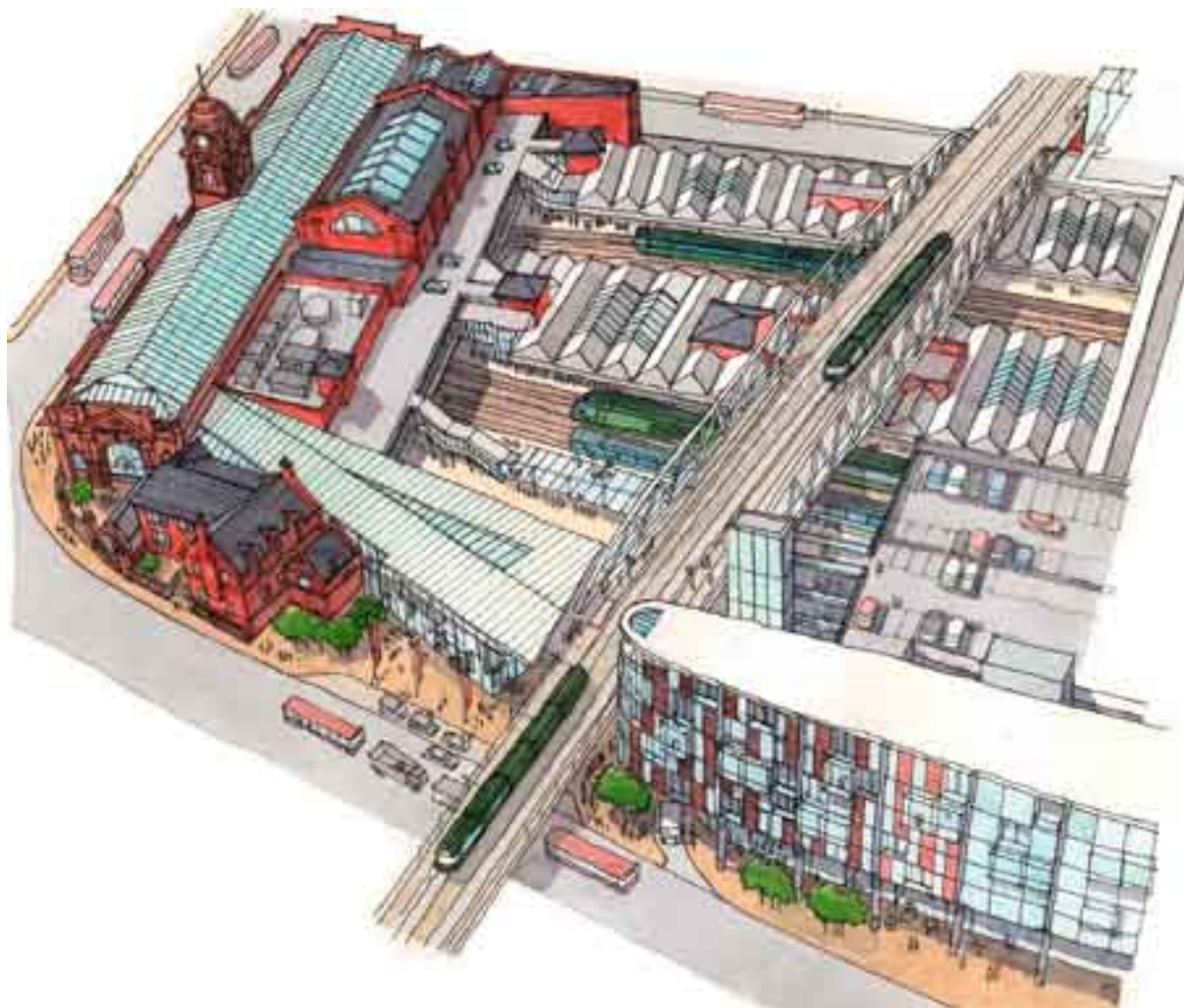
NET Phase 2 will assist in ensuring the economic vitality of the City Centre, enhancing its competitive position. Fixed infrastructure is a major advantage for new commercial and residential development and the project will influence future land use policies by providing for high quality public transport at the planning stage. Provision for the tram has been accommodated within the major NG2 development on the route of the Chilwell extension.

A major redevelopment of Beeston town centre is proposed and potential developers have recognised the key role of the tram in formulating and implementing their proposals. On Chilwell Road, sustained benefits will be brought to the area through integrating the system with environmental improvements and new stops to serve the retail area and adjacent college. In Clifton centre, a tramstop with associated environmental improvements are essential elements of a wider plan to improve its quality as a local centre.

9.4.3 Station Masterplan and the Southside

Nottingham Station is one of the principal gateways into the City. Over five million passengers use the Station each year and this figure is expected to increase significantly over the next ten years with its redevelopment as a multi-modal transport interchange (see Figure 9.2). The multi-million pound Station Masterplan proposals will provide a gateway to the City, conurbation and region and be the catalyst for the regeneration of the Southside area, producing positive benefits for transport integration, economic development, safety, accessibility, and the environment. The proposals will significantly widen the appeal of rail travel, encourage an increase in the number of services available and widen travel opportunities to Europe, as interchange with the new Channel Tunnel rail link at London St Pancras becomes possible. From 2007 Nottingham will be only four hours by train from Paris.

Figure 9.2: Station Masterplan Proposals



The Masterplan involves the provision of additional passenger capacity and will radically improve waiting facilities, provide direct access for bus and NET passengers to the platforms, improve access and safety for pedestrians, cyclists and taxis, and create additional car parking provision and drop off points. The creation of a new high-level NET interchange stop directly linked to the concourse of the Station will maximise the opportunities available for transport interchange. Scheme design has been undertaken to an advanced stage under the supervision of a partnership grouping of Station stakeholders, and planning approvals will be sought in 2006. The business case for the scheme is well advanced and shows that the proposals have significant social user benefits and good financial benefits. Components of the scheme can be delivered incrementally over the Plan period. The scheme should be complete by 2011.

To complement the development of the interchange itself, highway works to address pedestrian safety and access issues at the Station will reduce the impact of a traffic dominated environment, create more direct interchange with buses and taxis, and improve linkages between the Southside regeneration area, the Station and City Centre beyond. The highway strategy for the Southside is shown in Figure 9.3.

Overall, the Masterplan will maximise the opportunities available for transport interchange and improvements to the public realm. Consequently it should contribute towards the vitality and vibrancy of the area by encouraging mixed use commercial development on already identified development opportunity sites in the vicinity, ensure a co-ordinated approach to the future development of the area and act as a catalyst for regeneration in the Southside, helping to re-connect the City Centre to The Meadows and Trent Bridge.

9.4.4 Eastside Transport Strategy

The Eastside Transport Strategy has been devised to facilitate the redevelopment of the regeneration area. The strategy contains a number of key elements which will focus north/south through traffic movements onto a single route to improve legibility and reduce the severance effect of through traffic, facilitate the introduction of Primary Pedestrian Routes and improve conditions for cycling, accommodate bus services on an eastern loop to create a more effective bus network and enhance bus priority, and create a network of local access/circulatory loops to serve on-street/off-street parking and deliveries.

North/South Traffic Through Route

The A60 Huntingdon Street is the principal route through the Eastside serving cross-city traffic movements and is particularly important given the absence of the eastern section of the Ring Road. The existing arrangement accommodates these movements using separate northbound and southbound routes which do not provide a simple or legible route and bring traffic further into the City Centre than is desirable, creating conflict with pedestrians and bus operations.

It is proposed that a single two-way alignment should be introduced as indicated in Figure 9.4. This would focus north/south through traffic onto a single route and open up opportunities for more creative use of the residual network to provide overall improvements to the public realm and pedestrian, cycle and public transport priority.

Whilst the two-way north/south route is primarily aimed at accommodating through traffic movements, it will play an important role in stimulating and serving the regeneration of the Eastside area. The redevelopment opportunities at the Eastside Extended Island Site, Sneinton Market and NCT / Trent Barton Bus Depot sites are in the planning stage and the local access arrangements of these developments will be integrated into the strategy.

Bus Priority

Public transport provision in the Eastside is limited at present and this will be addressed through the extension of the existing City Centre 'loop' services to penetrate the regeneration zone. These extended services will be supplemented through the introduction of a new contra-flow bus lane on Cranbrook Street / Bellar Gate section of the inner ring road, as highlighted in Figure 9.4, and the opening up of Great Northern Close as an east/west bus only route through the Island Site redevelopment area. General east/west traffic movements will be concentrated on the Southern Relief Route.

Figure 9.3: Proposed Southside Highway Network

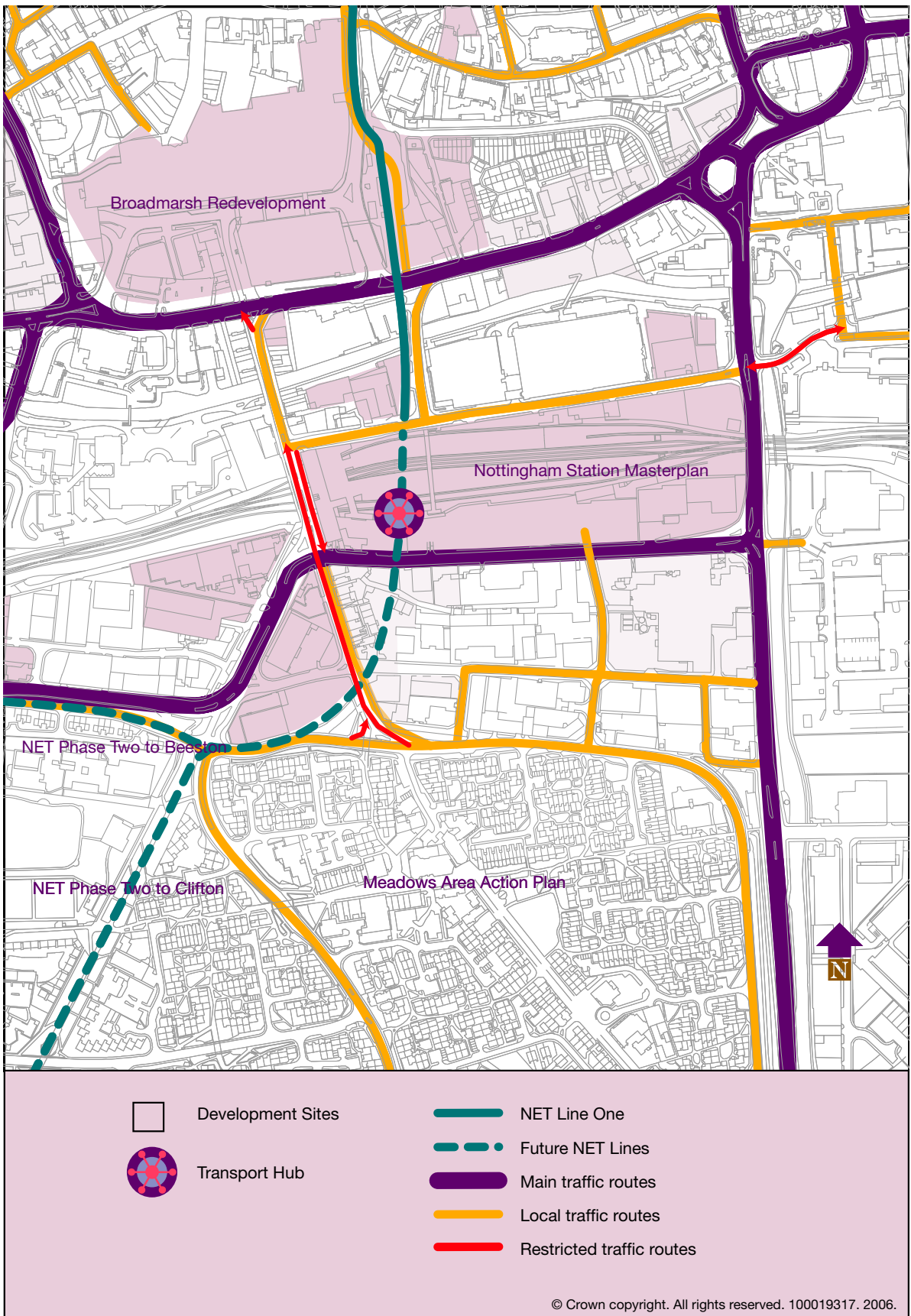
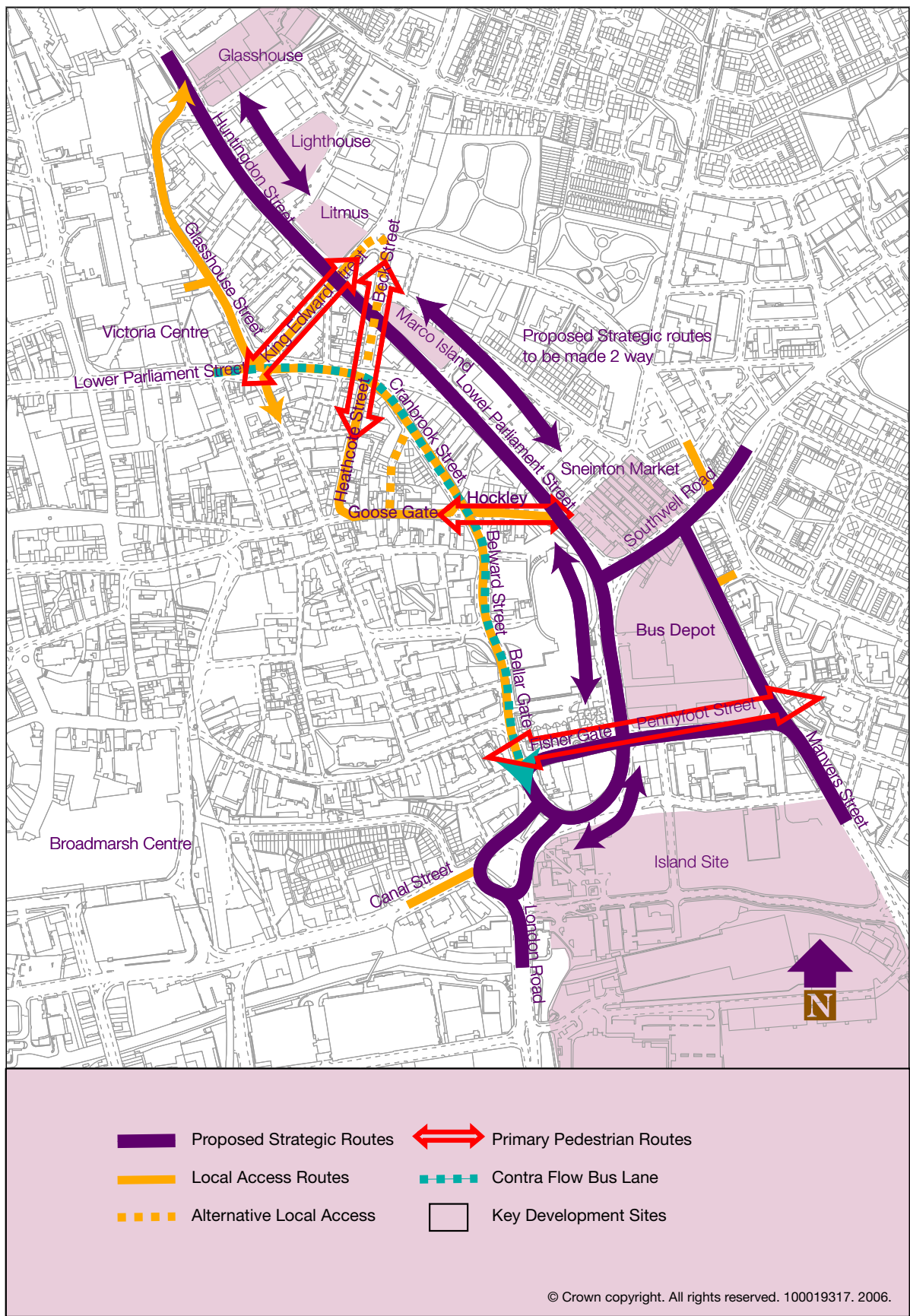


Figure 9.4: Proposed Eastside Highway Network



9.4.5 Waterside Transport Strategy

The focus of transport works in the Waterside Regeneration area will be upon the realignment of Cattle Market Road and the development of new pedestrian and cycle links along the canal and river.

The realignment of Cattle Market Road and associated improvement to the junction with Lady Bay Bridge will create a more direct link through the area and open up the Cattle Market for redevelopment (see Figure 9.6). New pedestrian and cycle links include a riverside shared use path linking into the Trent River Park proposals and improvements to the Lady Bay Bridge facilities.

To support the regeneration of the Meadow Lane Area and help open up the riverside areas it is also intended to improve the cycle and pedestrian link between the canal towpath and riverside path at Trent Lock as shown in Figure 9.5 and Figure 9.6 below.

The 7km length of canal towpath, which runs east/west via the City Centre and serves a number of employment sites, has been upgraded to a high standard. The riverside path is being developed to provide a cycle and pedestrian route along the north side of the river between Beeston and Attenborough Nature Reserve to the west of the City and Colwick Park to the east. Upgrading the link between the canal towpath and the riverside path will provide a quality pedestrian and cycle route between the Southside, Waterside and Eastside Regeneration Areas and the City Centre.

Figure 9.5: Possible Link between the Canal Towpath and Riverside Path

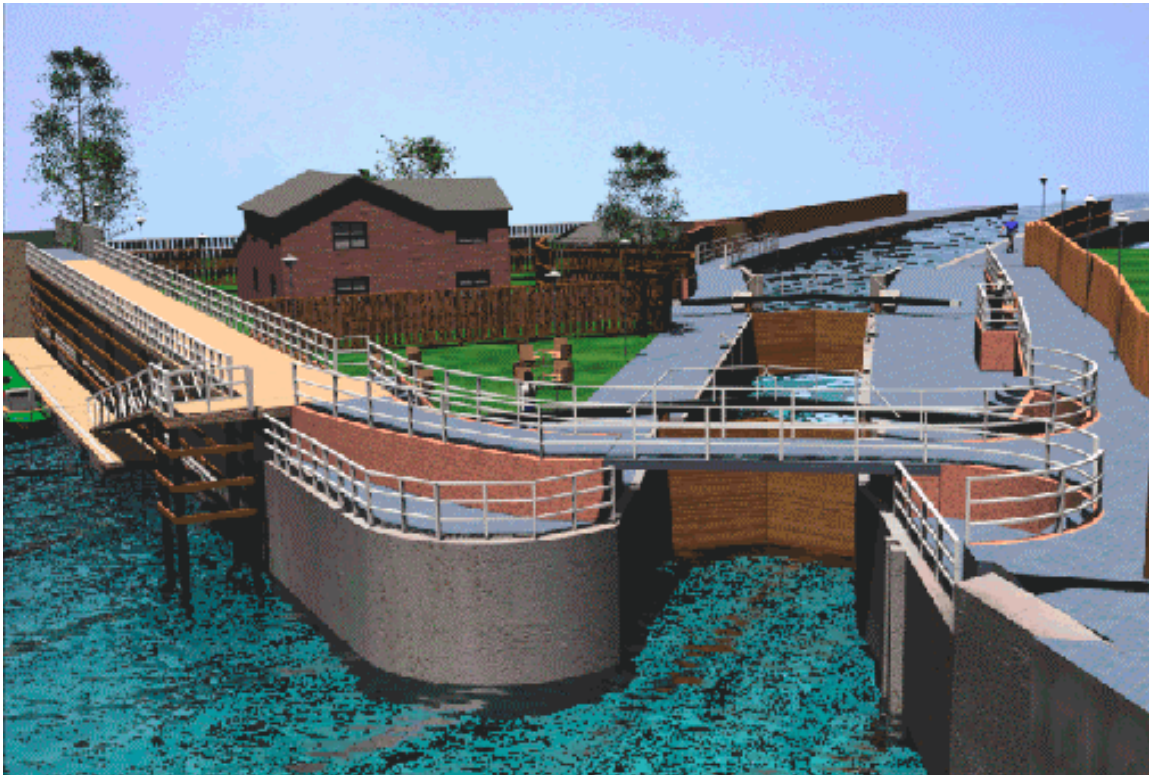
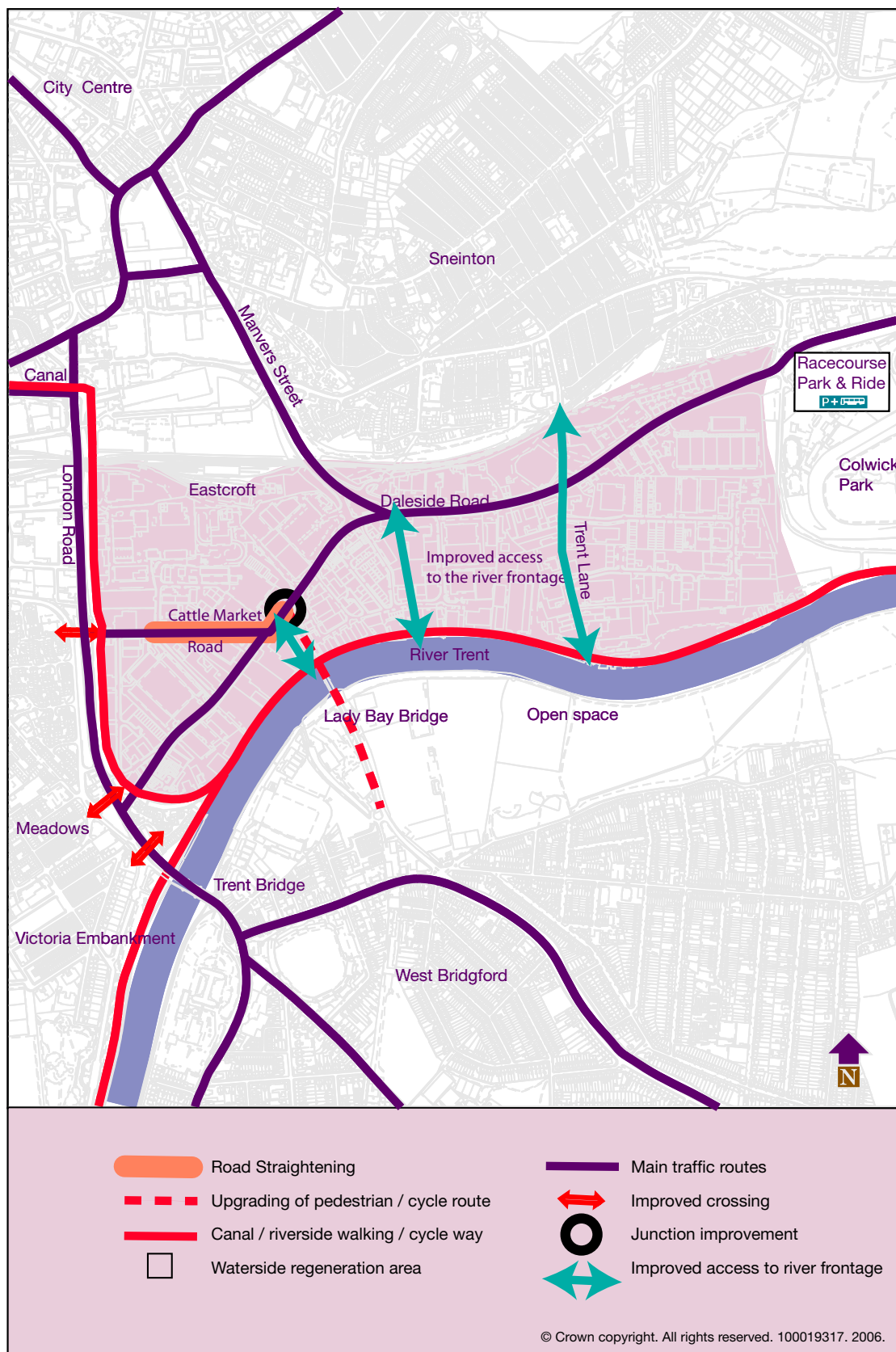


Figure 9.6: Waterside Highway Network



9.4.6 District Centres

The County Council aims to revitalise and review the district centres in order to maintain their competitiveness and economic viability. Already a number of economic 'health checks' have been undertaken in collaboration with local business groups and their results have been fed into the Local Accessibility and Transport Studies (LATS). This integrated approach allows environmental improvements, publicity and transport improvements to work together to revitalise the district centres by making them more pleasant places to shop and work, encouraging civic pride and making them easier to access. The LATSs place a great deal of emphasis on regeneration issues in district centres and rural areas, including:

- Promoting their role as shopping / service centres,
- Promoting leisure and tourism,
- Encouraging sustainable access,
- Adding to the attractiveness of the centres, and
- Promoting a local partnership approach.

There is clearly a strong link between regeneration issues and those highlighted through the different themes of Accessibility Planning, as detailed in Chapter 6. Both this and the economic 'health check' are fundamental elements of the new LATS process.

Existing studies will continue during the Plan period together with a programme of new studies. Work is already underway on regenerating part of Beeston town centre following months of extensive consultation in conjunction with a major pedestrian and cycle improvement scheme, and plans for Hucknall Town Centre Improvement Scheme continue to be developed, using an Inner Relief Road to enhance the town's retail economy, not only by enabling a major pedestrianisation / environmental improvement, but also by improving access to the town centre for businesses.

9.4.7 Rural Areas

In the rural areas of the Plan the LATS can promote market towns as foci for economic growth, particularly as service centres and transport hubs for their hinterlands. Continued investment in creating high quality public transport interchanges and improving access to these centres will aid this process.

Promoting tourism can also assist rural regeneration, bringing employment opportunities and income to rural areas. The Building Better Communities (BBC) initiative aims to provide better leisure by promoting tourism, recreation and leisure, including corridors to tourist attractions and places of interest. The County Councils' Rights of Way Improvement Plans will also offer the chance to exploit the economic potential of these and other rural areas by promoting tourism in the countryside and improving access to it.

The accessibility planning process will concentrate on the development of better access to both local and district centres from the rural areas to ensure that all sections of the community have the ability to access local services, jobs, education, training, health and recreational facilities.

9.4.8 Integrated Transport Measures

Primary Pedestrian Routes

The Primary Pedestrian Routes (PPR) initiative involves investing in a network of links between the City Centre, regeneration areas and the surrounding inner city communities that are currently awkward and unattractive for pedestrians. Works will be focused upon key pedestrian desire lines to enable high quality routes to be developed.

The project consists of improving the links through provision of new and direct signalled crossing points, and new paving, lighting, signing, and street furniture, whilst ensuring greater pedestrian priority throughout the network.

The routes will provide key access through the regeneration areas by improving their permeability and humanising what at present are traffic-dominated areas of the City. Linking these areas to the City Centre is vital to their successful redevelopment. They will provide a framework for development and improve the public realm to encourage further investment in the area (See Figure 9.7).

The routes will be developed along the principles of being connected, convenient, comfortable, convivial and conspicuous¹⁰. Consequently the routes will be direct, link to public transport nodes, be of a high quality without clutter, and be safe, straightforward and clear.

The new provision will include consistent high quality paving to produce a durable and attractive finish¹¹. The footways will be widened where possible and surface level pedestrian crossings that are conveniently located will be provided. In a number of cases such as at the junction of London Road and Victoria Embankment, the crossings will be on a plateau to further increase pedestrian prominence and safety.

Street furniture and planting will be provided to encourage pedestrians to linger in the public realm with consistent and clear signing to allow for ease of navigation between distinct areas.

The routes that will be subject to investment over the course of LTP2 are:

- **Arkwright Street** – incorporating the Southside regeneration zone and the Meadows residential area, parts of which are ranked amongst the 5% most deprived areas in England. The key theme in addressing the route is to tackle social exclusion,
- **Canning Circus** – an important gateway into the City Centre from the north-west. The area is in need of regeneration to improve the retail environment. Beyond Canning Circus, most of the areas bordering Alfreton Road are ranked within the 10% most deprived nationally,
- **Hockley** – links the deprived inner city area of St Anns in the east, to the City Centre. The Sneinton Market and bus depot sites are important regeneration sites within the Eastside area that are directly accessed via this corridor, and
- **Station Street** – key link between Nottingham Station and the Eastside regeneration area. With the redevelopment of Nottingham Station as the transport hub for the City, the prominence of the route as a link to employment opportunities will increase.

¹⁰ Going to Town: Improving Town Centre Access; DTLR, 2002

¹¹ Nottingham Streetscape Design Manual; Nottingham City Council, 2002

Town and District Centre Improvement Schemes

The development of small-scale integrated town and district centre improvement schemes will contribute towards improving the whole image and feel of the area, creating an environment for future investment. Such works can open up previously under utilised sites for development to further assist in the regeneration and increase the vitality and viability of an area. The authorities are committed to enabling a wide range of services to be provided in town and district centres which are accessible to all. It is anticipated to undertake works on town and district centre improvements schemes on Broxtowe Lane and in the Bridgeway Centre in the Meadows.

Figure 9.7: Primary Pedestrian Route Network

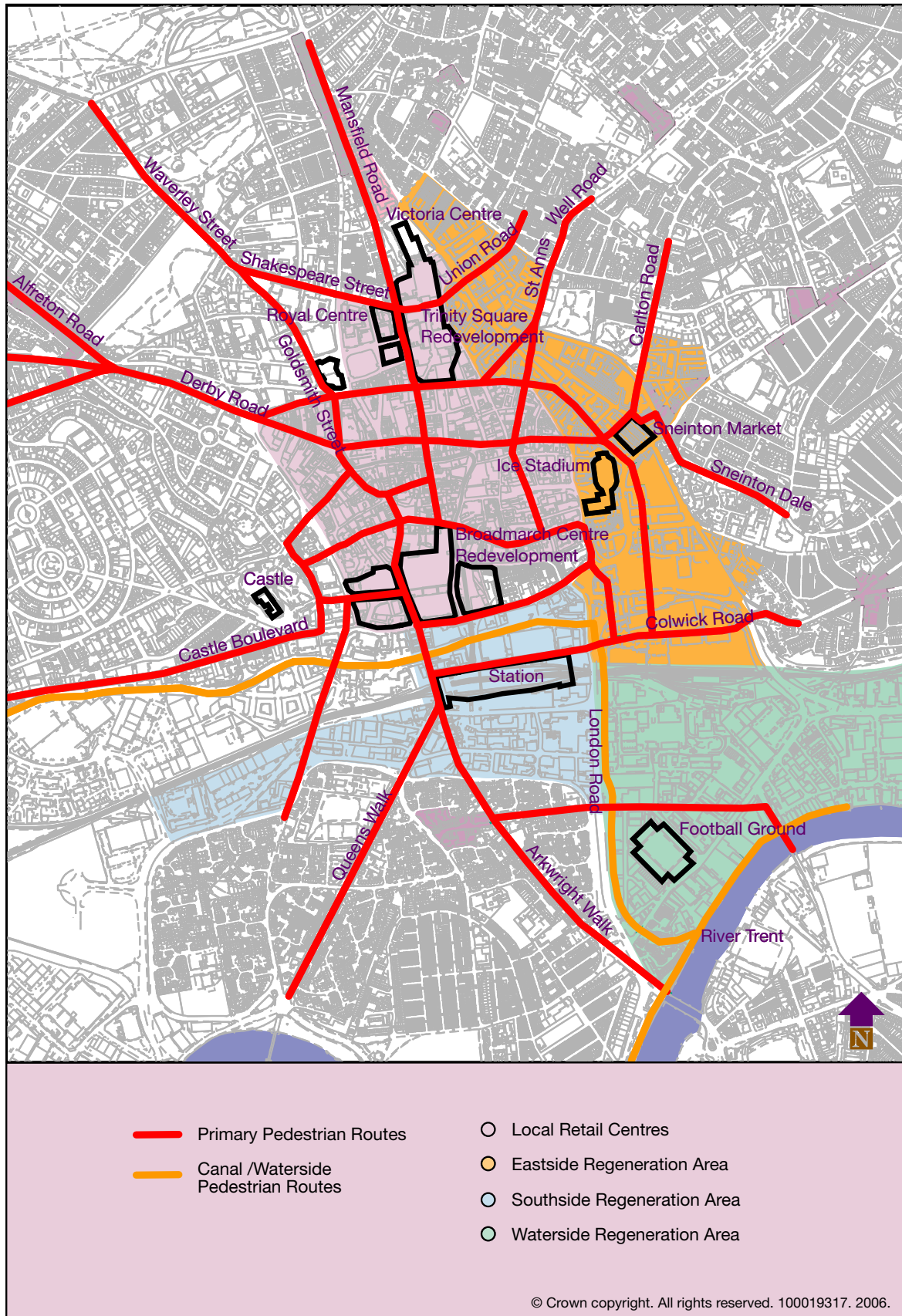


Table 9.1: Areas of Investment and Links with Regeneration Priorities

	Opening up areas for development	Creating an environment for investment	Neighbourhood Renewal
Bus priority schemes:			
Eastside bus loop	√	√	
Pedestrian and cycling schemes:			
Pedestrian routes	√	√	√
Shared pedestrian / cycle network	√	√	
Cycle network	√	√	
Traffic management:			
Highway directional signing		√	√
Neighbourhood traffic management		√	√
Local roads:			
Regeneration schemes	√	√	√
Other:			
Integrated town centre improvement schemes	√	√	√