

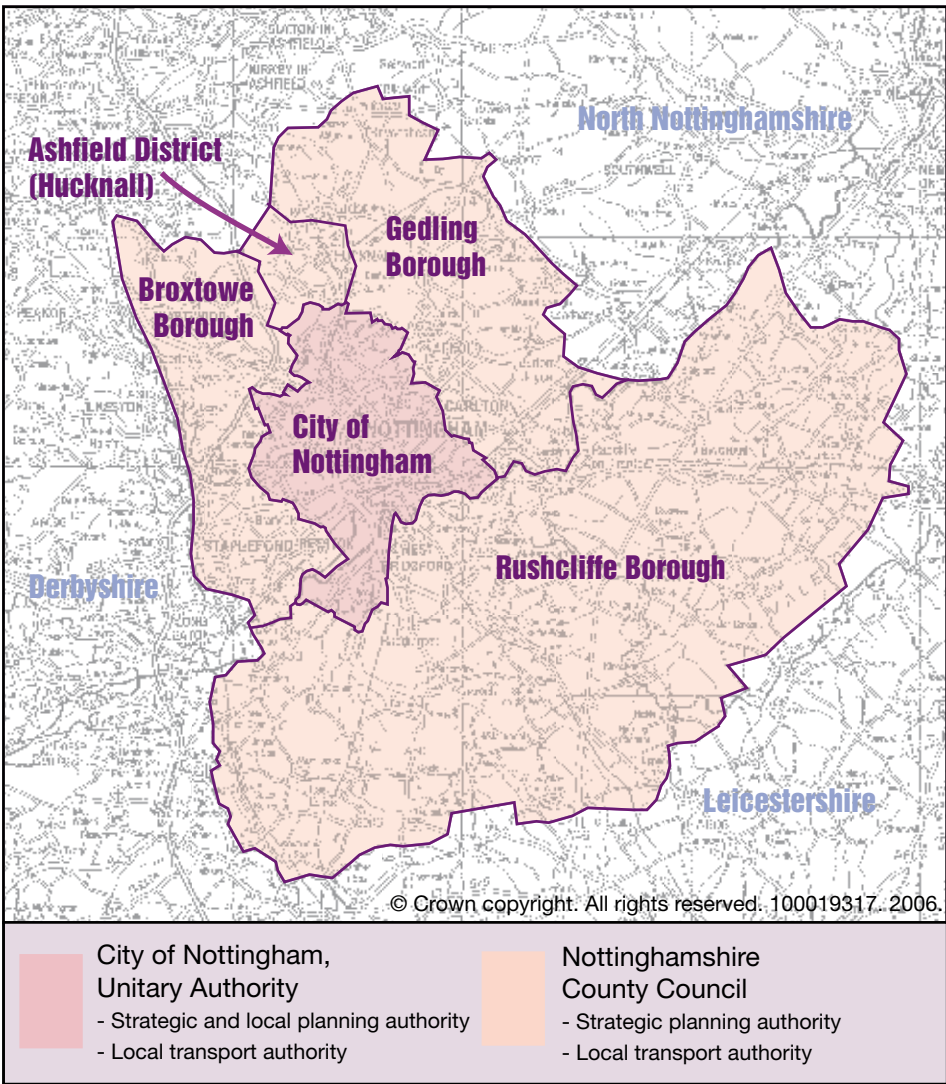
Executive Summary



Introduction

- 1. The Greater Nottingham Local Transport Plan (the Plan) is the second to have been produced jointly between Nottingham City Council and Nottinghamshire County Council (the authorities). It covers the five-year period from April 2006 to March 2011 and replaces the first Local Transport Plan for Greater Nottingham produced in July 2000, which expired at the end of March 2006.
- 2. The main function of the Plan is to set out the local transport strategy and priority areas for investment over the next five years.
- 3. The Plan area includes the City of Nottingham, the boroughs of Broxtowe, Gedling, Rushcliffe and the Hucknall part of Ashfield.

Greater Nottingham Plan Area



4. The objectives of the Plan are formed around the Government's 'Shared Priority for Transport' which is based upon the themes of improving access to jobs and services, improving public transport, tackling congestion, reducing air pollution and improving road safety. In addition, three locally important objectives are included relating to supporting regeneration, improving quality of life and the need for efficient maintenance.

Plan Objectives

| Objective | Interpretation |
|--|--|
| A: Better manage and where possible reduce the problems of congestion | This means maximising the efficiency of existing transport networks, reducing traffic growth and encouraging the use of alternatives to the car particularly for journeys to work, school and higher education. Also helping to maintain a strong economy by improving business competitiveness. |
| B: Improve accessibility and social inclusion | This means achieving sustainable access to work, learning, healthcare, food shops and other essential services with the greatest focus being given to those most in need. Improving access to leisure and tourism is also of growing local economic importance. It also means planning the location and delivery of services to make best use of existing transport provision. |
| C: Improve road safety | This means improving road safety, particularly for children, other vulnerable road users and those living in areas of disadvantage. |
| D: Better air quality and protection of the environment | Central to this objective is improving air quality through reducing vehicle emissions and addressing air pollution hotspots but also reducing global warming and conserving the environment. |
| E: Support regeneration and neighbourhood renewal | This means supporting development in identified Regeneration Zones, improving the public realm and rejuvenating run-down neighbourhoods. |
| F: Enhance people's quality of life | This includes relieving communities of the adverse effects of transport such as noise, severance and visual intrusion. It also includes addressing community safety and reducing the threat of crime. |
| G: More efficient and effective maintenance | This means maintaining existing transport assets in a cost effective and efficient manner. |

The Wider Context

5. The Government's White Paper 'The Future of Transport: a network for 2030' sets the context for the Plan at the national level. The Plan has also been informed by the relevant regional and sub-regional strategies. At the local level, linkages are made with Development Plans and Development Frameworks, particularly relating to housing requirements, employment opportunities, the vision for the City Centre, regeneration zones, maintaining vibrant district centres, and protecting the character of rural areas, whilst ensuring access to them. The Councils have looked very carefully at how the Plan can help support the Community Strategies in Greater Nottingham and its effects on planning, housing, economic development, education, the environment, community, health and social services, leisure and tourism.

Strategy Development

6. The transport strategy for Greater Nottingham is well established, with the main thrust on improving access to the City Centre and surrounding district centres through providing greater transport choice, in particular by public transport supported by demand management techniques, to contain traffic growth. Maintaining the momentum on reducing road casualty numbers and supporting regeneration are also being carried forward into the new Plan. The main elements of the strategy being strengthened relate to utilising accessibility planning to improve access to essential services, particularly for those most in need, and increasing the role of communities in determining local transport priorities.
7. During the first Plan period the were awarded Centre of Excellence status for their work on Integrated Transport Planning and have now been re-designated as Centres of Excellence for Transport Delivery.

Key Proposals

| | Policy Issues | Measures |
|-------------------|--|---|
| Congestion | <p>The Government has determined that levels of congestion should be measured in terms of ‘person’ delay not just ‘vehicle’ delay. Accordingly this requires that attention is given to both the reliability and speed of public transport services as well as reducing delays to traffic.</p> <p>The strategy also considers:</p> <ul style="list-style-type: none"> • Improving transport choices, • Making better use of the existing network, • Parking controls, • Land use planning, and • Promoting public transport growth through demand management and integration. | <ul style="list-style-type: none"> • NET Phase 2, • Partnership to deliver high quality bus services with a particular focus on reducing bus journey times, • Integration of services, ticketing and information with consideration of intervention mechanisms, • Upgrading of the Ring Road, • Gamston park and ride, • Smarter travel choices measures including work and school travel plans and building on the ‘Big Wheel’ marketing campaign, • Comprehensive parking strategy including possible Workplace Parking Levy within the City boundary, • Decriminalised parking enforcement for whole Plan area, • Local authority bus lane and other moving traffic offence enforcement, • Traffic Managers to oversee network management including traffic control, incident response and road works coordination, • Highway direction signing and car park electronic signing, • Upgrading of walking and cycling networks, • Working with regional partners to deliver key strategic projects, particularly A453 and rail links. |

| | Policy Issues | Measures |
|----------------------|---|---|
| Accessibility | <p>Accessibility Planning is a new analytical technique. All local transport authorities have been required to use it and produce an Accessibility Strategy and Local Accessibility Action Plans. It combines the study of existing transport links between geographical areas, or groups of people and essential services (jobs, training, education, health, food and leisure) based on existing information on transport services. It involves close partnership working with service providers to identify and prioritise particular access needs. In many cases this may be through non-transport solutions such as the location of services and use of electronic access to services and information. The results could have a major impact on how the Councils plan the delivery of their own services.</p> <p>Priorities for action identified include:</p> <ul style="list-style-type: none"> • Improving the coverage of transport provision across the Plan area, • Tackling physical accessibility, • Increasing the affordability of transport, • Improving access to information, and • Addressing safety and perceived safety issues which may impede an individual's access to services. | <ul style="list-style-type: none"> • Working with service providers to improve the provision of services in accessible locations, • Integrated transport and land use planning utilising accessibility mapping and planning agreements to secure transport improvements, • Development of a fully low floor public transport network (bus and tram), • Continued support for socially necessary bus services (within available budgets) and development of more demand responsive services, • Further development of the 'Link' bus network including a high frequency Ring Road service serving the two main hospitals, with university services and local feeders, • Reduce financial barriers through multi-operator and smartcard travelcards, rebranding and increasing the availability of concessionary fares, and other discount tickets targeted at those on the lowest incomes, • Coordinated printed and electronic information including real time, • Community transport and taxis, • Upgrading of walking and cycling networks, • Safer routes to schools and other facilities, • Rights of Way Improvement Plan programme measures. |

| | Policy Issues | Measures |
|------------------------------------|---|---|
| Safety | <p>The most recent trends in road accidents and casualties in some parts of the Plan area imply that there may need to be greater emphasis on speed management and the need to address the higher incidence of accidents within areas of high deprivation within the urban area if the ambitious targets set are to be met.</p> <p>Other key areas include:</p> <ul style="list-style-type: none"> • Meeting child casualty reduction targets, • Improving the safety of road users in rural areas, • Tackling work related accidents, • Reversing the trend in motorcycle related accidents, and • Addressing the safety of vulnerable road users on school journeys. | <ul style="list-style-type: none"> • Camera Safety Partnership, • Physical speed management measures including route treatments and traffic calming, • Neighbourhood Road Safety Initiative, • Safer routes to schools linked to travel plans, • 20 mph zones outside schools and in residential areas, • Working with developers to include home zone type features in new developments, • Safety audits, • Safety education and awareness, • Driver improvement programmes • Development of ‘Shiny Side Up’ and ‘Bare Bones’ partnerships targeted at reducing motorcycle casualties. |
| Air Quality and Environment | <p>There are two existing declared traffic related Air Quality Management Areas within the City boundary in the City Centre and in the vicinity of the QMC where pollution levels are anticipated to exceed national standards. Rushcliffe Borough Council have declared Air Quality Management Areas in the West Bridgford area on the southern approaches to Trent Bridge and between the A60 junction and the City boundary on the Ring Road. Broxtowe Borough Council have also recently identified an area close to the M1 motorway.</p> <p>Through seeking to reduce the rate of growth in traffic, this will also help to reduce the growth in carbon dioxide levels generated in the Plan area helping to address climate change impacts.</p> | <ul style="list-style-type: none"> • Reducing the need to travel through coordinated land use and transport planning, • Promotion of cleaner alternatives to the car i.e. walking, cycling and public transport, • Promoting ‘Smarter Travel Choices’, • Education and awareness raising measures including ‘Big Wheel’, • Active traffic management to prevent high pollution levels in sensitive areas, • Promote procurement and use of cleaner vehicles, • Enforcing emission standards, • Local authority enforcement of Clear Zone and other traffic restricted areas. |

| | Policy Issues | Measures |
|------------------------|--|---|
| Regeneration | <p>The role of transport provision in the physical regeneration process is multi – faceted but can be summarised as contributing towards opening up areas for development, creating an environment for investment, and neighbourhood renewal.</p> <p>Areas subject to regeneration proposals over the Plan period include the Regeneration Zones adjacent to the City Centre, the Trent River Park corridor, isolated rural areas and in former coal mining communities.</p> <p>The County has also set up a five year capital programme to provide funding for its ‘Building Better Communities’ initiative which concentrates on physical improvements, with a particular focus on areas of deprivation, to create desirable, attractive places to live - many of them are to be linked to transport improvements.</p> | <ul style="list-style-type: none"> • Eastside transport proposals including reconfiguration of the north-south City Centre traffic route and extension of bus loop, • Waterside transport proposals including straightening Cattle Market Road, Lady Bay Bridge and approaches upgrading of pedestrian and cycle routes, and upgrading of riverside and canal links, • Southside transport measures centered around the Station Masterplan and associated ‘Linking up the Meadows’ transport proposals, • Network of Primary Pedestrian Routes through areas of regeneration, • Local and district centre improvement schemes including Hucknall and Arnold, • Neighbourhood improvement schemes targeted at most deprived areas. |
| Quality of Life | <p>Quality of life is influenced in many ways but lack of transport options and over dependency on motorised transport can be a contributory factor. Some key quality of life problems identified of particular relevance to the Plan area are:</p> <ul style="list-style-type: none"> • Poor streetscape quality and the quality of public spaces are not up to the public’s expectations, and do not engender pride, often leading to anti-social behaviour, • Illness and insufficient levels of physical activity are resulting in poor levels of public health, and • Transport can be a source of severance and generates unwelcome noise which can have severe adverse impacts on communities. | <ul style="list-style-type: none"> • Integration of planning and transport to reduce the need to travel, • Neighbourhood focus to improve the quality of streets including residential road and footway maintenance, • Street lighting improvements, • Upgrading of walking and cycling networks, • Rights of Way and access to the countryside improvements, • Marketing and promotion of more active lifestyles through the Big Wheel and other campaigns, • Respect for Transport initiative to reduce fear of crime on public transport, • Implementation of new road crossings to reduce severance and the filling in of subways to reduce fear of crime, • Implementation of mitigation measures that minimise the adverse effects of transport. |

| | Policy Issues | Measures |
|--------------------|--|--|
| Maintenance | <p>The LTP recognises that well-maintained transport assets – including roads, footways, footpaths, byways, bridleways and cycle paths – are essential to the delivery of better transport outcomes. They encourage walking and cycling, and contribute to road safety improvements. They also address the quality and comfort of bus services, improve journey ambience, minimise wear and tear to vehicles, and promote better environmental outcomes including emissions and noise. Well-maintained roads, footways, footpaths, streetlights and street furniture make a vitally important contribution to the quality and liveability of public spaces, and the quality of rural landscapes. The Councils are actively developing Highway Asset Management Plans to be extended to Transport Asset Management Plans (TAMPs) to help to understand the value and liability of their existing asset base and make the right strategic decisions.</p> | <ul style="list-style-type: none"> • Integration of maintenance programmes with integrated transport schemes, • Coordination with other corporate programmes such as housing and education, • Joint working to secure cost effective procurement and economies of scale, • Innovative contractual and procurement arrangements, • Better coordination of road works to minimise disruption through Traffic Network Management approach. |

Integrated Delivery

8. Many local neighbourhood based initiatives that are being taken forward by the authorities are derived from Local Strategic Partnerships, Area Committees, Local Area Fora and other community working groups. Within the County part of the Plan area the introduction of Mobility Management Action Areas (MMAA) represented a new, holistic and inclusive approach to local transport planning, where schemes covering the whole range of transport modes were developed together as a complementary package through widespread consultation with local communities.
9. In the second Plan this work is being expanded to embrace a wider economic, social and environmental context, as well as being linked to new accessibility planning techniques. The programme is being taken forward (under the title of Local Accessibility and Transport Studies) as they have been the catalyst for much high-quality work and have achieved success in engaging local stakeholders and members of the public in the transport planning process.

Implementation Programme

10. As shown in the following table the proposed spending and delivery programme of schemes for the five-year period of the Plan has been assembled based upon indicative funding allocations set out by the Government. These 'planning guideline' spending budgets provide the parameters for the authorities capital investment in the provision of integrated transport measures and for maintenance.
11. The authorities will utilise revenue resources to support the programme of capital works. Opportunities will also be taken to lever in external funding through the Greater Nottingham Transport Partnership, (the Sub Regional Strategic Partnership), emda, Europe, developers, local businesses, and other sources.

Greater Nottingham Resource Allocations

| All figures £000s | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | Total |
|-----------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Bus priority schemes | 787 | 800 | 700 | 950 | 1,350 | 4,587 |
| Public Transport interchanges | 110 | 80 | 90 | 100 | 100 | 480 |
| Park and Ride schemes | 50 | 70 | 1,150 | 1,150 | 60 | 2,480 |
| Bus infrastructure schemes | 1,741 | 1,185 | 1,250 | 1,090 | 1,200 | 6,466 |
| Cycling schemes | 870 | 500 | 550 | 700 | 885 | 3,505 |
| Light rail schemes | 450 | 400 | 400 | 400 | 500 | 2,150 |
| Walking schemes | 2,306 | 1,175 | 891 | 900 | 1,020 | 6,292 |
| Travel plans | 280 | 325 | 275 | 275 | 445 | 1,600 |
| Safer routes to school | 800 | 760 | 725 | 790 | 850 | 3,925 |
| Local safety schemes | 1,350 | 1,260 | 1,175 | 1,240 | 1,475 | 6,500 |
| Traffic management schemes | 1,455 | 1,030 | 975 | 1,025 | 1,185 | 5,670 |
| Road crossings | 255 | 235 | 190 | 224 | 270 | 1,174 |
| New roads and local road schemes | 170 | 728 | 850 | 1,080 | 1,110 | 3,938 |
| Maintenance- roads & footways | 6,813 | 6,685 | 7,102 | 7,545 | 8,020 | 36,165 |
| Maintenance- Bridge strengthening | 632 | 570 | 580 | 590 | 600 | 2,972 |
| Structural maintenance | 674 | 570 | 580 | 590 | 600 | 3,014 |
| Other maintenance schemes | 200 | 220 | 220 | 215 | 210 | 1,065 |
| Other schemes | 1,168 | 938 | 825 | 718 | 815 | 4,464 |
| TOTALS | 20,111 | 17,531 | 18,528 | 19,582 | 20,695 | 96,447 |

Major Schemes

12. Schemes costing more than £5 million are defined as major schemes and as such are subject to separate funding.
13. The Turning Point and Gedling Transport Improvement Scheme were approved through the first Plan process and their construction will continue into the second Plan period.
14. The Hucknall Town Centre Improvements Scheme consists of an integrated package of proposals to provide benefits across a wide range of transport objectives including relief of traffic from the town centre, improved bus priority, improved pedestrian and cycling accessibility and promote greater integration with the tram.
15. The Ring Road Major Scheme will provide junction improvements at a number of locations and support the introduction of a high frequency orbital bus service with improved interchange facilities to link with radial services, and improved conditions for cyclists and pedestrians.
16. Nottingham Express Transit (NET) Phase 2 comprises two additional routes, one to Chilwell via Beeston, the other to Clifton. The two lines offer substantial transport, congestion, regeneration, accessibility and air quality benefits. The project is currently awaiting Government approval.
17. The Station Masterplan is seeking to expand the capacity of Nottingham Station, improve interchange facilities, including a new tram stop over the Station associated with NET Phase 2, and act as a catalyst for development within the Southside Regeneration Zone.

Major Schemes Projected Spend Profile

| All figures £000s | Gross Cost | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 |
|---|---|---------|---------|---------|---------|---------|
| Turning Point – City Centre Major | 11,770 | 2,770 | | | | |
| A612 Gedling Transport Improvement Scheme | 11,664 | 5,990 | | | | |
| Hucknall Town Centre Improvements | 8,320 | 0 | 104 | 156 | 156 | 6,760 |
| Ring Road Major | 22,700 | 200 | 500 | 5,100 | 9,600 | 7,300 |
| NET Phase 2 | Procurement subject to Private Finance Initiative scheme negotiations | | | | | |
| Station Masterplan | 18,000 | 250 | 250 | 250 | 5,000 | 5,000 |

Transport Innovation Fund

18. In October 2005, the authorities jointly submitted a pump-priming bid for Transport Innovation Funding to support the development of a Workplace Parking Levy - and associated smartcard, monitoring and scoping work - to form a package of innovative measures to tackle congestion in Greater Nottingham. The bid proved unsuccessful following an announcement from the DfT in November 2005. Dialogue is taking place with the DfT as to a potential way forward with a view to resubmitting a bid based on new Guidance published in January 2006.

Performance Indicators and Targets

19. The Department for Transport has set **17** key national indicators against which the authorities must show progress over the course of the Plan period. These mandatory indicators, together with **17** local indicators set by the authorities, are the measures against which the success of the LTP will be assessed.

Mandatory Indicators and Targets

| Mandatory Indicators | Source of Data | Baseline Position (year) | Target for 2010/11 |
|---|--------------------------|--|-----------------------------------|
| BV223: Condition of principal roads - % where structural maintenance should be considered | SCANNER surveys | City = 61% County = 27% (2004/5) | City = 45% County = 25% |
| BV224a: Condition of non-principal roads - % where structural maintenance should be considered | SCANNER surveys | Not required for final submission | Not required for final submission |
| BV224b: Condition of unclassified roads - % where structural maintenance should be considered | Coarse visual inspection | City = 16% County = 18% (2004/5) | City = 13% County = 15% |
| BV187: Condition of footways - % where structural maintenance should be considered | Coarse visual inspection | City = 26% County = 27% (2003/4) | City = 16% County = 17% |
| BV99x: Total number killed or seriously injured (all ages) | Police STATS 19 returns | 664 (1994/98 average) | 317 (52% reduction) |
| BV99y: Number of children killed or seriously injured | Police STATS 19 returns | 118 (1994/98 average) | 46 (61% reduction) |
| BV99z: Number of slight casualties | Police STATS 19 returns | 2,805 (1994/98) | 2,524 (10% reduction) |

| Mandatory Indicators | Source of Data | Baseline Position (year) | Target for 2010/11 |
|---|------------------------------|--|--|
| BV102: Public transport passenger journeys (Bus and Tram) | Operators' returns | 68.5 million (2003/4) | 73.9 million (8% increase) |
| BV104: Satisfaction with bus services | Citizens' Panel | City = 64% County = 64% (2003/04) | City = 75% County = 75% (2009/10) |
| LTP1: % of households within 30 minutes travel time of a town centre by bus, train or tram with no more than a 400 metre walk to a stop | Accession software | 93% (2006) | 93% |
| LTP2: Change in area wide road traffic mileage | Council monitoring | 2,933 million vehicle kilometres per annum (2004) | 3,109 million vehicle kilometres per annum (6% increase) |
| LTP3: Cycling trips (annualised index at selected sites) | Council monitoring | 100 (2003) | 107 |
| LTP4: % journeys to school by car | Council monitoring | 29% (2004/5) | 25% |
| LTP5: Bus punctuality a. Buses starting the route on time, b. Arriving at intermediate timing points on time, and c. Excessive waiting time for frequent services | Council monitoring | a. 92% b. 77% c. 0.71 mins (2005/6) | a. 95% b. 82% c. 0.66 mins |
| LTP6: Changes in peak period traffic flows to the urban centre | Council monitoring | 34,590 (2003) | 34,590 |
| LTP7: Congestion: Average journey time per person per mile, related to person throughput | DfT / Council monitoring | Not required for final submission | Not required for final submission |
| LTP8: Concentrations of nitrogen dioxide in Air Quality Management Areas | Local air quality monitoring | City Centre = 43 $\mu\text{g}/\text{m}^3$ Ring Road = 42 $\mu\text{g}/\text{m}^3$ | City Centre = 38 $\mu\text{g}/\text{m}^3$ Ring Road = 38 $\mu\text{g}/\text{m}^3$ |

Local Indicators and Targets

| Local Indicators | Source of Data | Baseline Position (year) | Target for 2010/11 |
|--|---|---|---|
| L1: % of single occupant car journeys to work for employers with travel plans | Employers' surveys | 69% (2005) | 69% |
| L2: % of new non-residential development complying with RSS car-parking standards | Council monitoring | 100% (2004/5) | >90% |
| L3: % of employees covered by commuter travel plans | Employers' surveys / Councils' employment predictions | 15% (2005) | 20% |
| L4: % of schools with an approved travel plan | Councils' monitoring | 15% (2004/05) | 80% |
| L5: Number of services with a reduction in bus journey times | Bus operators' timetables | 0 (2005/06) | 5 |
| L6: % of scheduled bus services operating | Council monitoring | 99.6% (2005/06) | Maintain above 99.5% |
| L7: % of households within 45 minutes of hospital by bus or tram | Accession software | 87% (2006) | 90% |
| L8: % of eligible population taking up concessionary fares entitlements | Council monitoring | 62% (2004/05) | 70% |
| L9: (BVPI 103) % of users satisfied with public transport information | Citizens Panel | City = 72% County = 52% (2003/04) | City = 78% County = 60% (2009/10) |
| L10: (BV178a) Percentage of footpaths and other rights of way which are easy to use by the public | Council monitoring | 61% (2003/04) | 67% |
| L11: Number of fully accessible bus services | Councils' monitoring | 2 (2005/06) | 7 |
| L12: (BV165) Percentage of crossings with facilities for disabled people | Councils' monitoring | 80% (2003/04) | 90% |
| L13: Number of services where buses are Real Time enabled | City Council monitoring | 4 (2005/06) | 9 |

| Local Indicators | Source of Data | Baseline Position (year) | Target for 2010/11 |
|---|---|--------------------------|-----------------------|
| L14: Volume of carbon dioxide emitted by vehicles in Greater Nottingham | Traffic volume, and DfT emission factors | 248,000 tonnes (2004) | 269,000 |
| L15: (BV106) % of residential development on brownfield land | Council monitoring | 89% (2003/04) | Maintain at above 85% |
| L16: Perception of safety when using the bus at night (journey, waiting and accessing stops – after 7pm) | Quarterly surveys of 600 people at the main travel centre | 65% (2005/6) | 67% |
| L17: Pedestrian flow on primary pedestrian network (annualised index at selected sites) | Council monitoring (2003/04) | 100 | 110 |

Supporting Documents

20. In addition to the main Plan the following supporting documents have been prepared and are available from the:

- Greater Nottingham Strategic Environmental Assessment (SEA)
- Greater Nottingham Accessibility Strategy
- Greater Nottingham Bus Strategy
- Road Safety Strategies (Separate strategies for each authority)

21. Highway Asset Management Plans and Rights of Way Improvement Plans are also under preparation by the two authorities and progress reports are included within the Plan.

22. Further information on the LTP including a full version of the Plan and supporting documents are available on the Councils' web sites:

 www.nottinghamcity.gov.uk

 www.nottinghamshire.gov.uk