

1. Local Transport Plans

The County Council has developed two Local Transport Plans, one for North Nottinghamshire and one for Greater Nottingham. The North Nottinghamshire Local Transport Plan covers the districts of Bassetlaw, Mansfield and Newark and Sherwood as well as Ashfield district except for Hucknall. The Greater Nottingham Local Transport Plan covers the boroughs of Broxtowe, Gedling and Rushcliffe as well as Hucknall. The Plans are the second to be produced and cover the period 1 April 2006 to 31 March 2011.

2. The wider context

The Local Transport Plan (LTP) has strong links to national, regional and local strategies and has a major role in meeting the aims of these strategies. For example:

- **Nationally**, the LTP helps to achieve sustainable communities and helps to meet the requirements of Government's Future of Transport White Paper (2004) and Planning Policy Statements
- **Regionally**, the LTP helps to achieve integrated regional strategies such as the Regional Spatial Strategy and the Regional Transport Strategy contained within it
- **Locally**, the LTP helps to achieve the Council's community strategy 'All Together Better', as well as the Joint Structure Plan. The LTP also feeds into the local development frameworks drawn up by district councils.

The LTP also integrates with various local policies and strategies such as:

- The County Council's strategic plan
- Local Area Agreement
- Statutory development plans
- Highways Agency programmes/strategies
- Neighbouring authorities' local transport plans
- Strategies relating to housing, economic development, education, health, social inclusion, crime and disorder, environment and social services.

More detail about how the local transport plan fits into the wider context is detailed within Chapter 2 of the North Nottinghamshire LTP and Chapter 3 of the Greater Nottingham LTP.

3. Local Transport Plan objectives

The aims and objectives of the LTP have been developed both nationally and locally. Nationally four objectives were developed through the Department for Transport and Local Government Association. These four objectives, which all local authorities in the country must address within their Plans, are:

- Improved **accessibility**
- Improved **air quality**
- Reduced **congestion**
- Improved **road safety**.

As a result of consultation, the County Council has also adopted three local objectives which the public and stakeholders felt were important:

- Improved **quality of life**
- **Regeneration**
- **Making best use** of existing assets.

More detail about how consultation undertaken with the public and stakeholders is detailed within Chapter 2 of the North Nottinghamshire LTP and Chapter 1 of the Greater Nottingham LTP.

4. Transport strategy

The LTP identifies the problems and opportunities within each of the above seven objectives, as well as the transport strategy to help achieve each of them.

4.1 Accessibility

The LTP contains a summary of the County Council's Accessibility Strategy. The Accessibility Strategy is a 200 page document in its own right and focuses on improving access to five key destinations. Local Accessibility Action Plans have been developed and are included within the Accessibility Strategy. These action plans detail how the County Council and its partners will improve access to each of the destinations. Certain measures, such as improved bus services and concessionary fare schemes improve access to all destinations, but examples of how the County Council aims to improve access to the five key destinations include:

- Improving access to **education and training** through measures such as school and college travel plans and transport to education
- Improving access to **employment** through measures such as workplace travel plans, development control and working with JobCentre Plus, enabling their staff to give travel advice
- Improving access to **health** through measures such as the pilot Bassetlaw integrated transport scheme which offers a single point of contact to advise on methods of travel to health services
- Improving access to **food and essential services** through measures such as improved bus stations and the food accessibility study in Ashfield
- Improving access to **leisure and culture** through measures such as the Rights of Way Improvement Plan.

More detail about accessibility is detailed within Chapters 3 and 5 of the North Nottinghamshire LTP and Chapters 4 and 6 of the Greater Nottingham LTP, as well as within the North Nottinghamshire and Greater Nottingham Accessibility Strategies.

4.2 Safer roads

Road safety programmes which are developed and delivered in the county will be casualty led through analysis of where accidents occur, who is involved in the accidents and what factors caused the accident. Four key areas of concern regarding road safety are identified in the LTP:

- **Motorcycles** due to the high number of casualties compared to the number of them on the roads
- **Children** as the number of casualties fluctuates (possibly due to the small numbers involved)
- **Speeds** on rural roads
- **Work related journeys**, although this requires more monitoring in Nottinghamshire.

The LTP details the mix of **education** for all ages, **enforcement** such as safety cameras, **engineering** such as local safety schemes and **encouragement** measures to address the numbers of casualties in the county.

More detail about road safety is detailed within Chapters 3 and 6 of the North Nottinghamshire LTP and Chapters 4 and 7 of the Greater Nottingham LTP.

4.3 Air quality

The Nottinghamshire Air Quality Strategy has been drawn up in partnership with agencies and organisations involved in **assessing and monitoring** air quality in Nottinghamshire, such as the borough and district councils. The Strategy helps to ensure that air quality is assessed and monitored in a consistent way across the county. Due to exceedences in nitrous oxide levels (NO_x) Air Quality Management Areas have been declared in Broxtowe

and Rushcliffe boroughs. The County Council is **working in partnership** with the borough councils to develop action plans to address these.

Other key factors in ensuring air quality in the county are promoting the use of **cleaner vehicles** (both buses and private vehicles) and the **Strategic Environmental Assessment (SEA)**. An SEA was carried out on each of the LTPs. The SEA looks at the effects the LTP will have on sustainability issues such as noise, air pollution, wildlife and climate change and the findings of the SEA were considered when finalising the LTP.

More detail about air quality is detailed within Chapters 3 and 9 of the North Nottinghamshire LTP and Chapters 4 and 8 of the Greater Nottingham LTP, as well as within the North Nottinghamshire and Greater Nottingham Strategic Environmental Assessments .

4.4 Congestion

The strategy to manage congestion consists of continued monitoring and a mix of demand and supply side solutions. Demand side solutions include measures such as:

- Putting developments in the right place through **development control**
- An **integrated parking strategy** as parking has a major influence on the way people choose to travel
- **'Smarter Choices'** measures such as travel plans, car share clubs etc.
- **Promotion** of alternatives to the car.

Supply side solutions include:

- **Intelligent transport solutions** such as traffic signals and CCTV linked to control rooms
- **Public transport** (promotion, provision, punctuality, quality of services and ticketing)
- **Cycling and walking facilities**
- **Effective signing** to help ensure people don't get lost and avoid circling traffic

More detail about congestion is detailed within Chapters 3 and 8 of the North Nottinghamshire LTP and Chapters 4 and 5 of the Greater Nottingham LTP.

4.5 Quality of life

A range of factors concerning social, economic, and environmental concerns influence the perception of 'quality of life'. Transport elements that can impact on these factors include:

- Determining **social needs** through transport studies and accessibility planning
- Tailoring services such as crossing facilities and bus services to meet the **needs of disabled and vulnerable road users**
- Enabling access to **education and training** through measures such as accessibility planning and concessionary fares
- Improving **health** through improved road safety, encouraging physical activity through the provision of walking and cycling networks and aiding access to healthy activities
- Improving the **physical environment** through programmes such as 'Building Better Communities' (which delivers schemes to improve local environments) as well as maintenance, landscape and waste management
- Improving **community and personal safety** through measures such as addressing the fear of crime and traffic violations
- Reducing traffic **noise**.

More detail about quality of life is detailed within Chapters 3 and 7 of the North Nottinghamshire LTP and Chapters 4 and 10 of the Greater Nottingham LTP.

4.6 Regeneration

The County Council aims to identify opportunities to develop modern, efficient communications infrastructure through measures such as maximising available funding and through the development control process. Transport strategy will support regeneration in three main areas:

- Provide access to **education, training and employment zones** through accessibility planning
- Create employment sites and **economically active towns/villages** through local transport studies and involvement in town centre partnerships
- Support local partnerships to create **integrated 'action plans'**.

Local empowerment will also be supported by giving ownership of local transport strategies through local accessibility and transport studies.

More detail about regeneration is detailed within Chapters 3 and 10 of the North Nottinghamshire LTP and Chapters 4 and 9 of the Greater Nottingham LTP.

4.7 Making best use of existing assets

The County Council's strategy to make best use of its existing highway assets focuses on four main areas:

- **Maintenance** of roads, footways, bridges, lighting and all other assets to provide safe and efficient movement of people and goods whilst enhancing the environment
- Undertaking its **Network Management Duty** to ensure that traffic keeps moving on the network, including the management of streetworks and incidents, as well as developing information strategies and road hierarchy
- The development of a **highway asset management plan** to better manage all of the Council's highway assets
- Introducing **civil parking enforcement** where local councils take over the role of enforcing parking violations.

More detail about making best use of existing highway assets is detailed within Chapters 3 and 11 of the North Nottinghamshire LTP and Chapters 4 and 11 of the Greater Nottingham LTP.

5. Five year programme

The five year programme of integrated transport schemes that will be implemented are prioritised so that they help the County Council meet the LTP objectives (national, regional and local). Some of the factors considered when prioritising schemes include:

- Ability to **deliver multiple benefits** across a range of objectives
- Ability to help **meet targets**
- **Value for money** in terms of out-turn/outcome, joint working to secure added value and their **ability to lever in external funding**
- Phasing of schemes over LTP period to **ensure funding is maximised** and to match the planned scheme delivery programme
- **Consultation** with residents/stakeholders
- The **exposure to risk** in delivering the scheme and mitigation required
- Future **maintenance implications**.

The programme of integrated transport schemes is developed each year based on the above priorities.

More detail about the five year programme is detailed within Chapter 12 of the North Nottinghamshire and Greater Nottingham LTPs.

6. Delivery of targets

A range of targets have been developed to help monitor the success in delivering the strategy in each of the LTPs' objectives. The targets include mandatory Best Value Performance Indicators as well as locally determined targets. Some of the targets include:

- Condition of roads and footways
- The numbers injured in road accidents, particularly all road users, children, motorcyclists and those injured on rural roads
- Public transport patronage, punctuality, and satisfaction with services and information
- Accessibility to work destinations, hospitals and town/district centres based on journey times by public transport
- Area wide traffic mileage to assess efforts to minimise congestion
- Carbon dioxide (CO₂) emissions across the county
- 'Smarter Choices' targets such as the numbers of workplace and school travel plans as well as the numbers travelling to work and school by car.

More detail about the targets is detailed within Chapter 13 and Appendix B of the North Nottinghamshire LTP and Chapter 13 of the Greater Nottingham LTP.