Local Transport Plan 2011 – 2026

Challenges & Options Consultation

June 2010







Nottingham City Council

Local Transport Plan Challenges and Options Consultation

Have your say about the future of local transport in Nottingham

1. Introduction

Welcome to our Local Transport Plan (LTP) Challenges and Options consultation paper. The LTP forms the strategy and investment programme for delivering transport improvements across Nottingham City Council's administrative area. This document has been developed to share our current thinking on the direction and content of the LTP beyond April 2011. We want to give you an understanding of how we are proposing to develop the strategy for Nottingham up to 2026 and are interested in receiving your views.

Nottingham has built up a high quality integrated and efficient transport system. The transport we use is integral to helping many wide ranging activities to take place by giving people choice, flexibility and opportunities to travel to work, education, access to healthcare and other services, allowing them to lead better quality lives. If we do not continue to invest in our transport networks then we will face major consequences where people are restricted by poor travel opportunities and lowered aspirations. More specifically:

- Carbon emissions from transport will continue to rise, contributing to climate change
- Our roads will become busier and more congested, with longer and less reliable travel times
- The condition of our roads will deteriorate and we will face an increased lack of safety
- People will be unable to access employment and training opportunities and other essential services
- There will be less support to encourage more walking and cycling resulting in greater health inequalities and lowered life expectancy
- More people will be affected by transport related noise and poor air quality.

Over the coming years it is clear that there is going to be less public finance available, at least in the short term and we know the circumstances we are currently in are very different to those of previous years. Whilst there are very challenging times ahead, producing an LTP remains a legal requirement and transport will play an instrumental role in leading the City to recovery following the effects of the recession. Maximising value for money and getting the most out of our transport assets will be implicit requirements in preparing this new Plan.

This consultation document describes the:

- National and local context
- Key challenges we are seeking to address
- Our emerging local transport vision and desired outcomes
- Options under consideration which will help us achieve our vision.

A short online questionnaire has been included with this e-book and the closing date to give us your feedback is **before 5.00pm Monday 12th July 2010**. This information is available electronically on our website at: http://www.mynottingham.gov.uk/ltp3 and you can also respond via email.

Later in the summer we will be producing a more detailed draft Plan, which we will also be consulting on. The final Plan will need to be approved by the Council in time for it to be adopted by 1st April 2011.

2. Background

Transport Achievements

Nottingham has significantly benefited from a decade of substantial transport investment. Partnership working has also been an essential element of delivering an effective transport system with valuable contributions having been made through the public, private and voluntary sectors working together. This success has earned Nottingham an enviable reputation as a national leader and Centre of Excellence for local transport delivery and more recently national recognition for Public Transport improvements.

Key achievements include:

- Nottingham Express Transit Line One tram route carrying up to 10 million passengers per year
- A comprehensive integrated bus network carrying 65 million passengers per year
- Traffic dominance reduced in the city centre and creation of new high quality public spaces including the award winning Turning Point bus priority scheme and Market Square transformation
- Traffic growth and congestion levels contained across the conurbation since 2005
- 50% reduction in numbers of killed or seriously injured casualties over the last 10 years
- 65% of pupils walking to school (one of the highest levels in the country)
- New cycling measures including the Big Track traffic-free 10 mile route, commuter corridors, RideWise cycle training and national demonstration project to promote cycling to further education sites
- £40 million community based neighbourhood public realm and local transport improvement programme established
- “Big Wheel” marketing supporting transport investment and encouraging changes in travel behaviour







3. Approach to delivering the next LTP

Nottingham City Council's LTP will take advantage of the new flexibilities introduced through the Local Transport Act 2008 with the development of an ambitious strategy and associated priorities for future investment. It will consist of two parts:

LTP Strategy 2011 - 2026 will outline a long-term transport strategy covering 15 years, aligned with the Local Development Framework (LDF) Aligned Planning Core Strategies and housing delivery targets.

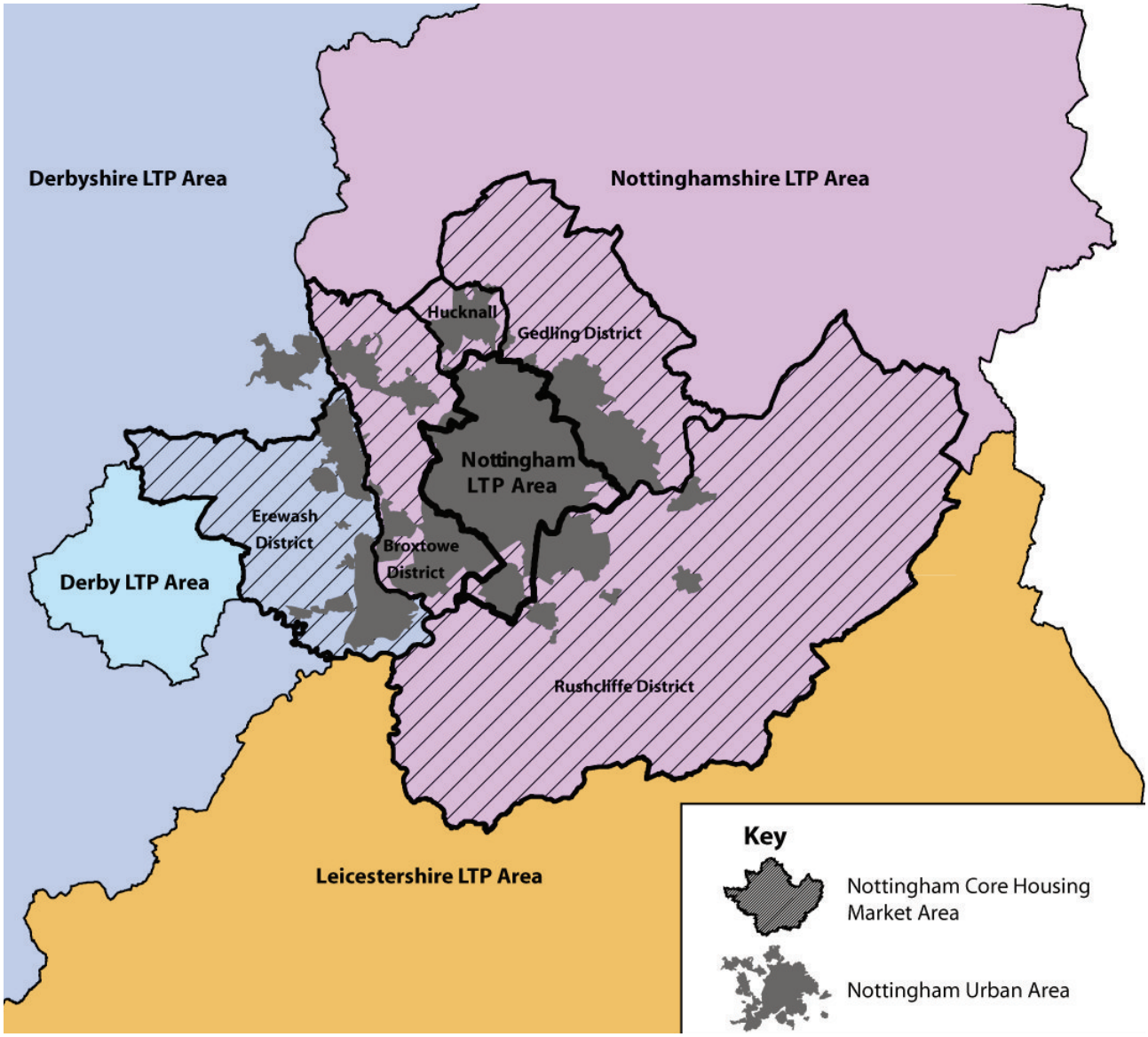
LTP Implementation Plan rolling 3-5 years detailing the programme of transport schemes and initiatives to be delivered over the short to medium term.

Cross boundary and partnership working

Transport transcends administrative boundaries and so it is essential we work closely with the surrounding local transport authorities. It is also vital to work with national transport agencies, private transport operators, service providers, businesses and interest groups to deliver an effective transport system. We will continue to work with the Greater Nottingham Transport Partnership to develop the transport strategy for Nottingham.

A crucial aspect to transforming Nottingham and delivering sustainable regeneration and growth is the joining up of land use and transport planning, including across administrative boundaries. In 2005, the Nottingham Core Housing Market Area (HMA), covering the administrative areas of Nottingham City, the Boroughs of Broxtowe, Gedling, and Rushcliffe within Nottinghamshire and Erewash in Derbyshire, was identified as a Growth Point area by the Government. Whilst previously published housing and employment figures are now going to be the subject of review and local determination, it is likely there will continue to be substantial pressure for new development over the life of the Plan.

The Aligned Planning Core Strategies, setting the overall spatial vision, is being developed in partnership with the authorities in the Nottingham HMA. This new framework presents an opportunity to look across the broader geographical area to better reflect current and future travel patterns in each of the Nottingham City, Nottinghamshire and Derbyshire County Councils LTPs. To realise this opportunity the three local transport authorities have entered into a voluntary agreement for joint working over the next Plan period allowing the Councils' to align strategies, some targets and infrastructure proposals in a consistent manner. Further information on the Aligned Planning Core Strategies can be found online at www.mynottingham.gov.uk/corestrategy.



Nottingham LTP area within Nottingham Core Housing Market Area

4. Policy context

Transport helps the efficient movement of people and goods allowing key activities to take place. This means it is important that our transport strategy is in line with our wider policies for: economic development, the environment, education, health, planning, equality and social inclusion. Through combining investment including European funding, Government sources, regional development funding, developer contributions and other sources far greater outcomes can be obtained and better value for money achieved.

Alignment of national, regional and local objectives
The LTP sits within a framework of national, regional and local policies.

National transport policy is set out in the Department for Transport's "**Delivering a Sustainable Transport System**" (DaSTS) document, November 2008. It includes five overarching goals for transport, which the Plan must address. Through early awareness raising and engagement during Summer/Autumn 2009, our stakeholders and key delivery partners were asked to rank the local significance of the national DaSTS goals. The goals of **supporting economic growth** and **reducing carbon emissions from transport** were jointly ranked as the highest priorities.

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At the regional level the **Regional Transport Strategy** sits within the wider Regional Spatial Strategy (RSS). The current RSS was adopted in 2009 but is currently the subject of a further review or may now be deleted.

The overall strategic direction and long term vision for the economic, social and environmental wellbeing of Nottingham is set out in the **Sustainable Community Strategy Nottingham Plan**. This was developed by the One Nottingham Local Strategic Partnership, which brings together the public, private, voluntary, community and faith sectors and was adopted in September 2009.

The following table illustrates how national, regional and local objectives, which set the strategic direction for the Nottingham LTP, align with each other.

<table>
<tr><td>National Goals:

Delivering a Sustainable Transport System</td><td>Support Economic Growth</td><td>Reduce Carbon Emissions from Transport</td><td>Improve Quality of Life and a Healthy Natural Environment</td><td>Promote Equality of Opportunity</td><td>Contribute to Better Security, Safety and Health</td></tr>
<tr><td>Regional Objectives:

Regional Transport Strategy</td><td>Support sustainable development and regeneration

Promote inter-regional and international linkages

Reduce congestion and traffic growth</td><td colspan="2">Improve air quality and reduce carbon emissions from transport, particularly reducing the need to travel and promoting modal shift</td><td>Promote accessibility</td><td>Improve safety across the Region</td></tr>
<tr><td rowspan="2">Local Priorities:

One Nottingham Sustainable Community Strategy</td><td>ASPIRING</td><td colspan="2">GREEN</td><td colspan="2">FAIR</td></tr>
<tr><td>World Class Nottingham for science, innovation, sports and culture</td><td>Be environmentally sustainable</td><td>Transform Nottingham’s Neighbourhoods</td><td>Ensure all children and young people thrive and achieve

Tackle poverty and deprivation</td><td>Reduce crime, fear of crime and anti-social behaviour

Improve health and wellbeing</td></tr>
</table>

5. Key challenges the Plan needs to address

We have identified a number of key problems and challenges based on the current evidence available which the next LTP needs to address. These have emerged through document reviews, analysis of past and forecast future trends, findings from perception and satisfaction surveys, transport computer modelling and direct feedback from partners, businesses and the public.

Key challenges include:

- Backlog of local transport assets in need of **maintenance**
- **Congestion** on main routes into and out of the City, and around the Ring Road during peak times that increase business costs and is the main cause of unreliability to bus services
- Inadequate rail and road **connections to national networks** that mean journeys to London, other core cities, and airports take longer than they should do. This puts Nottingham at an economic disadvantage relative to our competitors
- Insufficient **capacity** of the local transport network to accommodate planned growth associated with new housing and employment developments
- Contributing to the very challenging national targets for **carbon reduction**
- Need to develop a more **resilient** local transport system to cope with the impacts of a changing climate and more extreme weather events
- Uncertainty over future supplies of **oil** and potentially much higher prices for fuel
- Need to **regenerate** the physical environment of many of Nottingham's more deprived neighbourhoods
- Ongoing need to reduce the number of **road casualties** particularly vulnerable road users
- Addressing the large scale **health inequalities** that exist between people living in different parts of the City. This includes contributing to reducing obesity amongst young people and reducing the number of adults affected by cardio vascular diseases
- Reducing adverse impacts of transport on our citizens particularly in terms of poor air quality and noise which can affect health and wellbeing
- **Improving the coverage, physical accessibility and affordability of transport** to improve access to essential services, supporting choice and more independent living particularly for people on the lowest incomes
- **Creating more opportunities for training and local employment** within the transport sector to improve skills and reduce worklessness of Nottingham residents
- **Lowering crime and the fear of crime** that limits people's mobility.







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6. New transport vision

Taking account of the national, regional and local objectives, we have drafted a new Nottingham local transport vision:

Nottingham 2026: contributing to a safe, clean, ambitious, proud city
Transport provision, in all its various forms, is an issue for everyone affecting everyday lives. We want transport in Nottingham to set the foundation for a dynamic international city of significance where people want to live, work, study and visit.

Our overarching strategic priorities for transport are to:

- **Deliver a world-class sustainable transport system which supports a thriving economy and enables growth**
- **Create a low carbon transport system and a resilient transport network**
- **Minimise adverse impacts of transport and improve the quality of citizens' lives within neighbourhoods**
- **Improve access to key services, employment and training including creation of local employment and training opportunities**
- **Support citizens to live safe, independent and active healthy lifestyles**

7. Strategy development

The LTP will form the blueprint for shaping the future of transport provision and infrastructure over the next 15 years. We intend to build on our existing strengths to continue to deliver improvements over the next Plan period.

The Plan will adopt the following approach that stipulates considering measures in the following order:

1. **Asset management** consisting of measures directed at managing and maintaining our existing transport assets to support existing transport services, preventing deterioration and long term damage.
2. **Demand management** measures including integration of land use and transport planning to reduce the need to travel and trip lengths, implementing smarter choices measures to promote the use of more sustainable forms of transport and where necessary implementing parking policies and fiscal measures to lower the demand for travel by car.
3. **Encouraging alternatives** consisting of providing sustainable alternatives through improvements to walking, cycling and public transport networks and facilities as well as making it easier to interchange between different transport modes.
4. **Efficiency improvements** including making the most efficient use of our existing networks through prioritising roadspace for sustainable transport modes, smarter use of technology to smooth the flow of traffic, better management practices and promoting the take up of cleaner vehicles.
5. **Capacity improvements** meaning new construction of highway infrastructure as a last resort.

Integrated Impact Assessment
Three mandatory assessments are required to be carried out against the Plan to help inform its ongoing development:

- Strategic Environmental Assessment
- Equality Impact Assessment
- Health Impact Assessment.

The process and requirements for each of these assessments will be considered as part of one Integrated Impact Assessment (IIA) to ensure environmental, equality and health implications are simultaneously captured and appropriately mitigated. We are consulting on the IIA Scoping Report alongside this LTP Challenges and Options consultation. There will be an opportunity to comment on the Final IIA Report which will be published in parallel with the consultation of our draft Plan. Both will be available online at: http://www.mynottingham.gov.uk/ltp3.

8. Options for the Plan

We are investigating options which are based on what we have learnt through the implementation of the previous two LTPs, what our stakeholders and our citizens have told us and from examples of best practice seen across the UK and Europe.

Potential new Plan policies and measures
We have included here a list of potential new policies and measures likely to be included in our Plan:

Reduce travel demand through smarter choices measures to encourage and support changes in travel behaviour to sustainable modes including:

- Encourage mixed use development located on existing transport corridors
- Promote increased use of communications technology
- Work with service providers to avoid unnecessary journeys
- More support for organisations to promote sustainable travel mode alternatives
- Provide improved journey planning information across different modes and integrated ticketing
- Progress a car club scheme for Nottingham.

Promote more walking and cycling including**:**

- Upgrade core walking and cycling routes including Rights of Way
- New Green Infrastructure links such as River Leen Corridor, Embankment and Broxtowe Country Park
- Promotion and Training e.g. continuance of innovative Lifecycle, Ridewise initiatives and Big Wheel
- Continued support for Cycling for Health and higher education national cycling demonstration projects.

Deliver an integrated high quality public transport system this includes progressing with the introduction of the UK's first Workplace Parking Levy which will both help to manage travel demand and provide critical funding for major public transport investment specifically for:

- Lines 2 and 3 of NET which will extend tram routes out to the south west (Clifton) and west (Chilwell) of the City Centre and allow the case for future phases of the tram to be explored
- Nottingham Station Hub which will provide a modern interchange between the Tram, Rail, local bus services and improved walking and cycling connections
- Improvements to the existing Linkbus network through vehicle replacements and contributions to running costs.

Other public transport improvement measures will include:

- Rollout of real-time displays and upgrades to bus shelters including provision of CCTV
- Smart card ticketing
- Investigation of cross city bus transit routes linked to major development proposals.

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Support neighbourhood regeneration and transformation to promote a sense of place and liveable communities including:

- Deliver on community-led local transport priorities to address local issues including footway improvements, parking and traffic management schemes and local accessibility schemes
- Public realm improvements
- Schemes to support regeneration of district centres
- Re-introduction of traditional street layouts such as being planned in the Meadows.

Green the transport fleet through working with fleet operators to:

- Make use of location technology to maximise efficient use of vehicles
- Promote the use of cleaner fuels and engine technologies
- Promote the take up of electric vehicles and support provision of electric charging points
- Provision of greener infrastructure e.g. more use of recycled materials and low voltage technology.

Adapt to a changing climate and ensuring our transport network is resilient enough to cope with extreme weather patterns including:

- Greater use of permeable surfacing to help reduce water run-off and better drainage to reduce flood risk
- Development of multi-user paths linked to flood defence schemes.

Create a safer city through:

- Targeted engineering and education measures related to accident hot spots
- “20 mph City” with 20mph zones in residential areas and the City Centre
- Bringing all street lighting up to modern standards.

Draw the most out of our highway network through efficient use of road space, use of technology to smooth the flow of traffic and selective capacity improvements through:

- Introduction of a roadworks permit scheme to better coordinate and manage roadworks to minimise disruption
- Further development of our Traffic Control Centre and building on the recently introduced “Parksmart” electronic car park management system
- Improvements to the Ring Road and in the City Centre Eastside and Southside regeneration zones.

The plan will also identify the need for:

Better inter-urban connections increasing capacity, improving journey time reliability and improving commercial links to regional and national networks yielding additional economic benefits, in particular delivery of the:

- Highway’s Agency A453 road widening scheme from M1 Junction 24 to Nottingham
- Midland Mainline line speed improvements, signal upgrading and electrification
- High Speed Rail 2 proposals to link London to the north via the East Midlands.

9. Outcomes

There are a range of benefits and outcomes this Plan aims to deliver. The table below indicates the desired outcomes we are seeking to achieve:

Strategic Priority	Desired Outcomes
Deliver a world-class sustainable transport system which supports a thriving economy and enables growth	• Increased levels of walking, cycling and public transport use • Less congestion and improved journey reliability • Improved connectivity to national and international networks • High levels of satisfaction with the local transport system • Improved accessibility to employment sites • Increased transport network capacity
Create a low carbon transport system and a resilient transport network	• Reduced carbon emissions from transport • Less disruption to the local transport system from poor weather • Reduced volumes of drive-alone trips and short journeys by car • The adoption of green technologies
Minimise adverse impacts of transport and improve the quality of citizens' lives in neighbourhoods	• Improved local neighbourhoods and the public realm • Empowered communities to influence decisions on transport • Increased satisfaction with transport and local neighbourhoods (residents) • Reduced severance • Improved Green Infrastructure links

Improve access to key services, employment and training including creation of local employment and training opportunities	• Reduced levels of social exclusion amongst disadvantaged groups
	• Improved access to:
	  ◦ Employment and training
	  ◦ Learning
	  ◦ Healthcare and social services
	  ◦ Healthy living
	• Children and young people supported to achieve
	• Greater employment and training opportunities in the transport sector for local people

Support citizens to live safe, independent and active healthy lifestyles	• Reduced levels of road traffic casualties • Improved air quality • Reduced the amount of anti-social behaviour and build a culture of respect for transport • Increased users perceived and real levels of safety when travelling • Less transport generated noise • More children and adults utilising active travel modes (walking and cycling) • Transport services developed that support more independent living

Performance Measures

We will track progress against the Plan objectives through monitoring key transport performance indicators. These will include the following National Indicators for Transport:

- Reducing congestion
- Increasing the use of sustainable transport
- Reducing carbon emissions from transport and adapting to climate change
- Reducing the total number of road casualties
- Improving accessibility to key services and employment
- Improving road condition for principal and non-principal roads
- Reducing the proportion of children travelling to school by car.

We will also measure a number of indicators of local relevance for example traffic flow changes, public transport mode share, cycling levels and satisfaction with public transport. In addition, certain cross-cutting indicators included in the Nottingham Plan which transport have a direct bearing on, such as: overall employment rates, provision of housing stock, improving community involvement in local decision making, carbon emissions, reducing obesity amongst children and cardiovascular disease amongst adults will also be regularly reviewed.

10. Next steps

This consultation stage seeks the views of our key stakeholders and partners to the emerging vision, key challenges and options for Nottingham's LTP. We will use your views to inform the development of the draft LTP Strategy and Implementation Plan and ultimately the final Plan.

The closing date to give us your feedback is **before 5.00pm Monday 12th July 2010**.

Comments can be made via the online questionnaire link you will have received by email.

If you have not received it and would like to respond please contact us at: transport.strategy@nottinghamcity.gov.uk.

For more information:

Telephone: 0115 915 50821

Email: transport.strategy@nottinghamcity.gov.uk

Visit our website at: www.nottinghamcity.gov.uk/ltp3 or www.thebigwheel.org.uk

If you require this information in an alternative language, large font, Braille, audio tape or text only version, please call the Transport Strategy Team on (0115) 915 55082.