1. INTRODUCTION

This North Nottinghamshire Local Transport Plan (LTP2) is the second to have been produced by Nottinghamshire County Council. The Plan covers the five-year period from April 2006 to March 2011 and replaces the provisional second Local Transport Plan that was produced in July 2005. This full Plan has been amended following detailed feedback on the provisional plan from the Department for Transport (DfT), but also to take account of further comments received through consultation (particularly the Strategic Environmental Assessment) and more detailed analysis of targets. These targets have been set so as to be stretching yet realistic based on levels of funding available to the Authority. Further work has also been carried out on the detail and priorities of the programme to deliver these targets over the five year plan period. (More details of these changes are given in the relevant chapters 12 and 13.)

This document has been based on the final planning guidelines, as provided by the DfT, in addition to the actual settlement for 2006/07. It makes no assumption of funding for anything other than currently committed major schemes, in addition to the funding detailed in the planning guidelines.

The main functions of the Plan are to:

- Draw links with wider land use planning, economic, social, health and sustainability agendas
- Set out how the Government's Shared Priorities for transport will be delivered in the North Nottinghamshire area
- Detail local objectives, indicators and trajectories that will form the basis of the Local Authority's investment in transport over the five year period, and
- Demonstrate best value solutions in meeting local targets.

The structure and content of the Plan is thus formed around the 'Shared Priority for Transport' that has been developed by the Government in collaboration with the Local Government Association. This is based around the themes of:

- Improving access to jobs and services, particularly those most in need
- Improving public transport
- Reducing the levels of congestion, and
- Tackling air pollution and increasing road safety.

Setting out how these and the supporting local priorities (as identified by the County Council, and supported through the consultation process) will be delivered in North Nottinghamshire is the main focus of the document.

1.1 THE PLAN AREA

The plan area covers the whole of the districts of Bassetlaw, Mansfield, Newark & Sherwood and most of Ashfield (Hucknall, also in Ashfield, is included in the Greater Nottingham LTP produced jointly with the City Council). Following consultation with stakeholders no changes to the area covered by the Plan since the first LTP have been made, but consultation has led to a change in the internal boundaries within the Plan.

1.2 STRUCTURE OF THE DOCUMENT

The document has been structured to reflect the requirements of the guidance as provided by the DfT. Chapter 2 contains an analysis of the characteristics of the plan area and details the Authority's wider long-term vision, including a comprehensive set of objectives for transport, and the national, regional and local corporate links. The following chapter, Chapter 3, examines the local problems across the plan area and identifies some of the opportunities for the Authority. These opportunities are then detailed further in the following chapters. Chapter 4 provides a comprehensive strategy to enable the objectives of the plan to be met. The following seven chapters provide the individual shared priority and local priority strategies for delivering the

plan's vision and objectives. Chapter 12 provides a prioritised programme to deliver the strategy based on planning guideline allocations and also details some of the more significant schemes in the programme and the three potential major schemes to complement this programme. Finally, Chapter 13 discusses the Authority's position with regards to targets for the second LTP including target levels and year on year trajectories for the indicators, with comprehensive details of methodology, rationale and risk included in Appendix B. Further detail on the structure is provided in the table below.

Chapter	Content
Chapter 1: Introduction	Outlines the LTP process and sets out the structure and content of the document. It also assesses how this Plan relates to the first LTP.
Chapter 2: Wider Context	Assesses the context within which the LTP has been produced. The chapter starts by analysing the characteristics of the area before setting out the Authority's vision and how this is consistent not only locally but also nationally and within the region. Full details are then provided of how the plan was developed through consultation with key stakeholders, partners and members of the public.
Chapter 3: Problems and Opportunities	Assesses the background trends influencing both actual travel and the need to travel. It is structured so as to investigate the individual issues under the seven shared and local transport objectives.
Chapter 4: Overall Transport Strategy	Provides an overarching strategy to deliver 'sustainable communities' and explains how the elements of the programme link to the seven shared and local transport objectives. A brief summary of each is also provided.
Chapter 5: Accessibility	Sets out the North Nottinghamshire response to addressing the Government's Accessibility Shared Priority. It highlights the general areas of accessibility to be considered within the Plan and summarises the key elements of the Accessibility Strategy, the Bus Strategy, and the Vulnerable Road User Strategy.
Chapter 6: Safer Roads	Sets out the North Nottinghamshire response to addressing the Government's Road Safety Shared Priority. It highlights the general issues concerning road safety, provides a summary of the local strategies, and looks at the key areas of intervention and actions through which the road safety targets will be reached.
Chapter 7: Quality of Life	Outlines additional areas through which transport can impact upon the quality of life of residents across the plan area, in addition to the transport priorities previously established. It highlights how the Plan complements other initiatives and its contribution towards improving the quality of public spaces and streetscapes, addressing community safety issues, and developing healthy communities, including the Rights of Way Improvement Plan.
Chapter 8: Congestion Management	Sets out the North Nottinghamshire response to addressing the Government's Tackling Congestion Shared Priority. It highlights the general issues concerning congestion and looks at the key areas of intervention and actions through which congestion can be managed.
Chapter 9: Better Air Quality and Environment	Sets out the North Nottinghamshire approach to tackling transport related environmental issues including the response to the Government's Shared Priority for Achieving Better Air Quality. It also includes how the Authority is addressing climate change and the authority's approach to Strategic Environmental Assessment.
Chapter 10: Regeneration and Neighbourhood Renewal	Sets out the role of local transport provision in addressing the local priority of regeneration and neighbourhood renewal across North Nottinghamshire. 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 regeneration and neighbourhood renewal.
Chapter 11: Making Best Use	Sets out the North Nottinghamshire strategy with respect to demonstrating efficiencies in highway maintenance investment and the relationship with the Transport Asset Management Plan requirements. It highlights the general issues concerning highway maintenance and looks at how maintenance resources are prioritised to maximise benefits in pursuit of performance indicator targets and making best use of the infrastructure.

Chapter	Content
Chapter 12: Implementation Programme	Outlines the planning guidelines, resources and scheme delivery programme for the Plan and details the major schemes, integrated transport measures and maintenance schemes which will be implemented. Project management and risk assessment are detailed to ensure value for money from all funding sources.
Chapter 13: Targets and Monitoring	Sets out targets and trajectories for the mandatory and other local indicators and briefly describes how all the indicators will be monitored.
Appendix A: Finance forms	Copies of required LTP F11 and F12 finance proformas as required by the Department for Transport.
Appendix B: Indicator methodology and rationale	This appendix details indicator definitions and risk, monitoring methodology and rationale.

Table 1.1 Structure of document

1.3 REVIEW OF THE FIRST LOCAL TRANSPORT PLAN

During the period of the first LTP for North Nottinghamshire the Authority received over £95 million for local transport improvements.

The following section highlights some of the key achievements during the first LTP plan period (with further detail provided in section 3.8). A comprehensive assessment of achievements over the whole five year period from April 2001 to end of March 2006 is required by the Department for Transport in July 2006 in place of the Annual Progress Report.

1.3.1 Schemes delivered

Over the course of the first LTP period the County Council has delivered many hundreds of schemes with varying levels of complexity. Every year to date the Authority has managed its budgets with great care to deliver full spend in an attempt to maximise the benefits to the residents of Nottinghamshire and to contribute to the Government's transport agenda. This process has been helped by the internal arrangements within the organisation to secure an external partner. The County Council has been able to deliver a vast number of schemes to help travellers by all modes of transport and to help people across all sectors of society. Highlighted below are but a few examples of the types of scheme that the Authority has been able to deliver:

- Mansfield Ashfield Regeneration Route
- Catergate pedestrianisation scheme
- A60 bus lane
- A611 bus priority measures
- Rainworth complementary measures
- Southwell Town Centre improvements
- Improvements to Chesterfield Canal
- Coddington cycle links
- Village gateway treatments
- Safety camera initiative, and
- Meden Valley environmental improvements.

Further details on lessons learnt during LTP1 are detailed as part of the LTP1 analysis in section 3.8 of problems and opportunities.

1.3.2 Outcomes and achievements

Over the Plan period the Council has consistently been highly rated for its achievements against its targets (as reported in the APRs) and has been awarded Centre of Excellence and Beacon Status for its work in the fields of Access and Mobility, Integrated Transport Planning and Local Transport Delivery. As a result of its involvement in these initiatives and its exposure to the work of other highly-rated authorities, the Council has been able to take on board best practice advice from other local authorities including programme management and Transport Asset Management Planning to name but a few. Work continues in order to refine and develop our programme management processes in order to achieve ever higher levels of scheme completion and value for money.

The successful implementation of a comprehensive programme of schemes from the first LTP led to:

- Significant moves towards achieving the national road safety targets
- Over three quarters of the population in rural villages within ten minutes of an hourly or better bus service
- Significant numbers of both employers and schools introducing travel plans
- An actual reduction in car use to school during 2004/05
- Limiting traffic growth across the plan area
- Public transport journeys continuing to rise
- No worsening of air quality with no Air Quality Management Areas declared, and
- Good progress made with more than a 50% reduction in the backlog of network needing repair.

1.4 SUPPORTING DOCUMENTS

This plan draws on a number of other comprehensive County Council documents. Clearly they could not all be included in full within this plan, but are summarised to show the key links and consistency of approach. Further details can be found in the full published documents. These include:

- Strategic Environmental Assessment
- Accessibility Strategy
- Strategic Plan
- Community Strategy
- Bus Strategy
- Rail Strategy, and
- Road Safety Plan.

These documents are all available from the County Council or via the County Council's website at www.nottinghamshire.gov.uk

Work is still ongoing on a number of other documents and for these, progress to date has been summarised. These include:

- Vulnerable road user strategy
- Transport Asset Management Plan, and
- Rights of Way Improvement Plan.

2. WIDER CONTEXT

This chapter provides detail on the wider context. It starts by analysing the characteristics of the Plan area before setting out the Authority's vision and how this is consistent not only locally but both nationally and within the region. Full details are provided of how the Plan was developed through consultation with key stakeholders, partners and members of the public.

2.1 CHARACTERISTICS OF THE AREA

The area covered by the North Nottinghamshire Plan is shown in Figure 2.1. This represents an area of 147,496 hectares and includes the districts of Bassetlaw, Mansfield, Newark and Sherwood and the majority of Ashfield. The remainder of the Ashfield District, Hucknall, along with the other three districts of Nottinghamshire; Broxtowe, Gedling and Rushcliffe are all included in the Greater Nottingham Local Transport Plan, a separate document prepared jointly by the City and County Councils. The Plan area is bordered by four separate authorities: South Yorkshire, North Lincolnshire, Lincolnshire and Derbyshire, as well as the Greater Nottingham Plan. The requirements of these areas and the interactions between authorities have been considered within this plan.

North Nottinghamshire is a diverse area, but in strategic planning terms has two central and important themes which shape the format of the Plan - the need for social, economic and environmental REGENERATION and the RURAL nature of much of the area. While both of these themes overlap in many ways, they also have their own uniquely associated problems which are, to a large degree, area-based. Accordingly the Plan focuses on the individual urban areas and their surrounding hinterlands which rely heavily on the urban areas for their jobs, services and other facilities. In transport planning terms, each of the four urban areas (Mansfield/Ashfield, Newark, Retford and Worksop) is a separate unit with its own individual set of unique problems and priorities. Throughout the consultation process there has been strong support for looking at each of these urban areas separately by both stakeholders and the general public rather than dealing with all the market towns together as in the first LTP.

The Plan area has a population of almost 400,000 with the largest concentration around the towns of Mansfield, Sutton-in-Ashfield and Kirkby-in-Ashfield. The population density of these districts is more than six times the equivalent densities in the other two districts. The remainder of the area is dominated by the market towns of Newark, Retford and Worksop and their surrounding rural hinterlands.

Mansfield/Ashfield, as opposed to the other market towns, is largely urban as reflected by its higher population density (by a factor of 8) and with nearly 80% of its total population residing within its major settlements (over 143,000 people). By comparison the remainder of the Plan area's population density is less than 2 persons per hectare with less than 50% of its total population based in the major settlements (i.e. Newark, Retford and Worksop).

Area	Population (2001 census)	Households (hh)	Population density	% hh with 0 car	% hh with 2+ car
Mansfield	98,181	41,601	12.8	29	26
Ashfield (part)	81,325	34,173	8.7	28	25
Newark and Sherwood	106,273	44,465	1.6	22	33
Bassetlaw	107,713	44,690	1.7	24	31
North Nottinghamshire	393,492	164,929	2.7	26	29
Nottinghamshire	1,015,498	430,139	6.5	24	31
East Midlands	4,172,174	1,732,482	2.7	24	31
England and Wales	52,041,916	21,660,475	3.4	27	29

Table 2.1 Characteristics of the area

Figure 2.1 Nottinghamshire plan areas

2.1.1 Car ownership

In Nottinghamshire car ownership has increased significantly, from 49% of households in 1971 to 59% in 1981, 66% in 1991 and 76% of households by 2001. The large increase partly reflects the changing nature of household formation, with the growth in single person households. In North Nottinghamshire the figure is marginally lower at 74%. Unfortunately there is no comprehensive local information since 2001, but information collected as part of a survey of 1200 residents indicates that the Plan area's latest household car ownership figures are relatively unchanged at between 73 and 75%.

These figures disguise some very wide variations, see Table 2.2, between some inner urban areas (up to 50% of households without a car) and some of the more rural areas (up to 94% of households with a car). Generally, car ownership in the urban areas is lower than that in the district as a whole, reflecting the lack of real alternatives to the car outside of the main urban areas. For the North Nottinghamshire Plan area, as at 2001, approximately 70% of households in the urban areas had access to a car compared to almost 80% in their hinterlands (see also Figure 2.2).

Car ownership by ward	Low	High
Ashfield	Underwood (16%)	Sutton-in -Ashfield (37%)
Mansfield	Berry Hill (12%)	Ravensdale (51%)
Bassetlaw	Rampton (9%)	Worksop South East (45%)
Newark and Sherwood	Trent (6%)	Devon (43%)

Table 2.2 Percentage of households with no access to a car

The impact of this pattern of car ownership can be seen in Table 2.3, which illustrates the proportion of journeys by each mode. Car use is by far the most popular form of transport in the urban areas, comprising between 63% and 71% of all journeys. Walking accounts for around 12% of all journeys and public transport between 3% and 7%. Given that roughly 70% of households have access to a car, that roughly the same percentage of journeys are by car, and that households with access to a car will also undertake journeys by other modes, it is clear that those without access to a car make fewer trips than those with a car. Regardless of this, the fact that many goods and services can only be accessed by car and that 30% of trips are by non-car modes, concern must be raised about social exclusion caused by a lack of accessibility.

	Bus & Rail %	Walk %	Cycle %	Motorcycle %	Car %	Taxi %	Other %
Urban Area							
Mansfield & Ashfield	7	12	3	1	68	1	8
Rural Nottinghamshire							
Retford	3	13	6	1	69	0.4	8
Newark	5	12	10	1	63	0.3	9
Worksop	4	12	4	1	71	0.3	8

Table 2.3 Journeys by mode

2.1.2 Travel to Work Area

Table 2.4 below gives the modal share (in percentages) of each main mode of transport for journeys to work in 1991 and 2001. The figures reflect the increased dominance of the car as the preferred travel mode; in the North Nottinghamshire Plan area its share is higher than the county average. (It should be noted that the increase in car use in Newark and Sherwood was lower than in the other districts, such that car use now forms a much lower proportion than the Plan area average).

The increase in car use has mainly been at the expense of public transport, which has seen a large reduction in its share (despite a slight increase in Bassetlaw). Walking has also become less popular, although cycling levels have remained constant (falling in the rural districts but increasing in the urban ones).
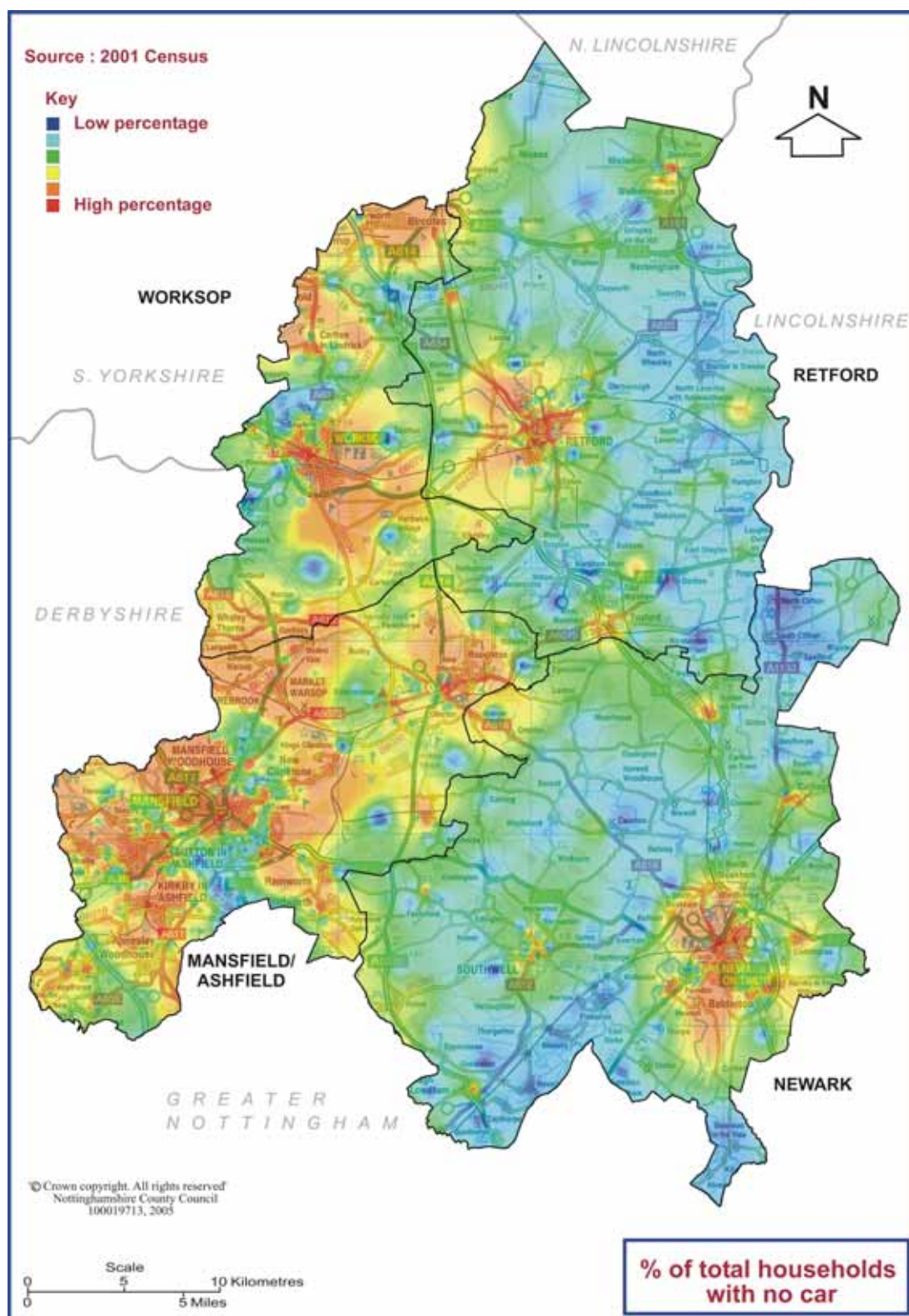
Figure 2.2 Percentage of total households with no car

Bus and rail patronage remains much higher in Mansfield/Ashfield than in the more rural districts, where cycling remains more predominant.

Area	Bus & rail %		Walk %		Cycle %		Motorcycle %		Car %	
Year	1991	2001	1991	2001	1991	2001	1991	2001	1991	2001
Mansfield	11	8	13	11	1	2	2	1	68	69
Ashfield	10	6	16	12	2	3	2	2	65	69
Newark & Sherwood	7	3	11	11	7	6	2	2	64	65
Bassetlaw	3	4	15	11	5	4	3	2	65	71
North Nottinghamshire	8	5	14	11	4	4	2	1	66	69
Nottinghamshire	14	6	12	11	3	3	2	1	62	66
East Midlands	10	8	13	10	4	3	-	1	65	67
England & Wales	15	11	12	10	3	3	-	1	61	62

Table 2.4 Usual method of travel to work (by district)

The increase in car use for journeys to work is particularly disappointing given that 25% of these trips are of less than 2 km (50% of which are by car) (see table 2.5). Over two fifths (45%) of journeys to work are under 5 km (and again, a large portion, 62%, travel by car). This does, however, continue to provide great scope for reducing congestion and its effects in the North Nottinghamshire Plan area. This opportunity to switch mode includes not only to public transport but also to either foot or bike, with a third of all adults in the plan area having access to a bike.

Area	Under 2 km %	2-4 km %	5-9 km %	over 10 km %
Mansfield	23	27	18	20
Ashfield	25	21	20	22
Newark and Sherwood	25	16	12	29
Bassetlaw	25	15	16	31
North Nottinghamshire	25	20	16	26
Nottinghamshire	24	19	17	24
East Midlands	25	23	20	32
England and Wales	20	20	18	28

Table 2.5 Distance travelled to work

2.1.3 Sub area interaction

The sub-division of the Plan area into sub-areas is supported by trip origin and destination analysis. Each of the four sub-areas have between 57% and 63% of all journeys to work starting and finishing entirely within its own area. Worksop is most independent whilst Retford is the least. The interaction between sub-areas is surprisingly limited: for example, only 5% of Worksop residents travel to Retford (although 12% of Retford residents make the return journey) and only 3% travel to Mansfield/Ashfield.

In fact, there is greater interaction between North Nottinghamshire and surrounding counties than between sub-areas within the Plan area. Eighteen percent of trips originating in Worksop and 14% originating in Retford are to Yorkshire; 13% of trips originating in Mansfield/Ashfield are to Derbyshire, whilst 8% of trips from Newark are to Lincolnshire (the same as the number of trips to the Greater Nottingham Plan area).

2.1.4 Transport co-ordination

BUSES

Buses are already the major provider of the public transport network in North Nottinghamshire, and provision in the area is good compared to many other areas of the UK, which have seen a decline of up to 7% in use. There has been considerable investment by the County Council into bus infrastructure over recent years, which has created a positive climate for commercial operator investment. Moreover the County Council has significantly increased its revenue support for conventional bus services, voluntary car schemes and community transport schemes particularly in rural areas against a tide of rising costs above inflation in this sector (ATCO Price and Expenditure Survey 2005). This has enabled the wider network to be sustained and enhanced.

The most recent survey of public satisfaction with local bus services in Nottinghamshire identified a satisfaction level of 61%. Although this could be improved, it places the County Council in the top quartile within England. The linked Best Value Performance Indicator BV102, which measures overall bus patronage, shows year on year increases in bus patronage across the county as a whole, a trend not generally seen outside London.

However, despite this positive picture, there are a number of important issues which must be understood when planning the future of the bus network and maximising the contribution it can make to delivering LTP objectives. Actions to address these challenges can be viewed in the North Nottinghamshire Bus Strategy and Accessibility Strategy 2006/07-2010/11, which accompany this document.

Network coverage

Nottinghamshire starts from a relatively good base in relation to bus network coverage. Table 2.6 below compares access to bus services with national statistics as given in the DfT Personal Travel Survey and also includes a column showing the effects of withdrawing support for County-supported services.

	% of households within 800m walk of a bus stop with at least an hourly bus service on weekdays		
	England	North Nottinghamshire	North Nottinghamshire with no supported services
Area category			
Other Urban (large-small/medium)	95%	99%	98%
Small urban	86%	100%	98%
Rural	55%	77%	51%

Table 2.6 Access to bus services

Notes:

- Weekdays for Nottinghamshire data includes Monday to Saturday 0600-1800 hrs
- Hourly bus service for Nottinghamshire includes 10 or more calls at each bus stop on weekdays Monday to Saturday 0600-1800 hrs
- Population definitions : Rural = settlements with<3,000 population; Small Urban = settlements >3,000 but less than 10,000 population; Other Urban = settlements >10,000 population
- Walking distances to bus stops in Nottinghamshire are based on a straight line distance from each household to its nearest bus stop with an hourly or better service adjusted to allow for curvature in the road network, and the average distance for each household to its nearest bus stop is output for the settlement (County Parish or Lower Super Output Area (LSOA))

Table 2.6 shows that the extent and frequency of bus service provision in rural areas puts the County well above the national average for the Rural White Paper rural accessibility target, and for the national average as given by DfT in Transport Statistics. 77% of rural households in North Nottinghamshire are within a 10 minute walk of an hourly or better bus service. Comparisons for urban accessibility are also given in the table, and it can be seen that North Nottinghamshire is again above the national average figures as calculated by DfT. The level of network coverage is considered also to be relatively good in the urban areas of North Nottinghamshire. The table also shows the hypothetical effects of withdrawing funding for County supported services in rural areas of North Nottinghamshire. The provision of commercial services alone in these areas would still ensure that rural accessibility targets as proposed in the 2000 Rural White Paper are met. The 'top-up' effect of the funding provided by the County to support socially necessary services in these small communities can clearly be seen, as it raises accessibility to a level considerably above the national average.

It is estimated that 80% of the bus network is operated commercially, although the extent of commercial bus service provision across the county varies both by area and time. Figure 2.3 shows the extent of commercial bus service provision on weekdays, and it shows that outside of the main urban areas and on inter-urban routes linking major settlements, the commercial network largely meets an hourly or better service frequency standard. In rural areas, overall service frequencies are largely maintained through services supported by the County Council marketed under the 'NottsBus' banner. Indeed the map shows significant areas of the county where all the services are provided by the supported bus network, indicating that without County support these communities would be without a bus service. Figure 3.3 relates this to access to the public transport network in terms of walking distances to bus stops with a minimum service frequency.

The extent of commercial bus service operation also varies by time and day. Outside of the main urban areas on weekdays and Sundays the majority of services are supported by the County under the 'NottsBus' banner, and a large number of communities have no services at all during these time periods. The urban bus networks on Sundays in Newark, Retford and Worksop largely consist of services supported by the County. The annual revenue expenditure for supported bus services is estimated at £5 million for the 2006/07 financial year; over £830,000 is received for Rural Bus Subsidy Grant. However the ratio between commercial and supported operations has changed over time, with a significant number of commercial routes being abandoned by operators over recent years. The County Council has stepped in and rescued many of these routes with a corresponding increase in the revenue budget for supported bus services.

This trend has been exacerbated by the significant like-for-like increases in the costs of supported bus services secured through tendering within the open market. Various factors within the industry such as driver and insurance costs have led to annual real-cost increases averaging 9% in recent years - well beyond the general rate of inflation. This along with withdrawal of commercial services has applied great pressure on the revenue budgets available for bus service support. The effects of withdrawing funding for County-supported services can be seen in Figure 3.4. Again this reiterates the point made in table 2.6 that funding provided by the County for local bus services ensures that rural accessibility targets for the Plan area are above the national average, and would decline considerably should all this funding be withdrawn.
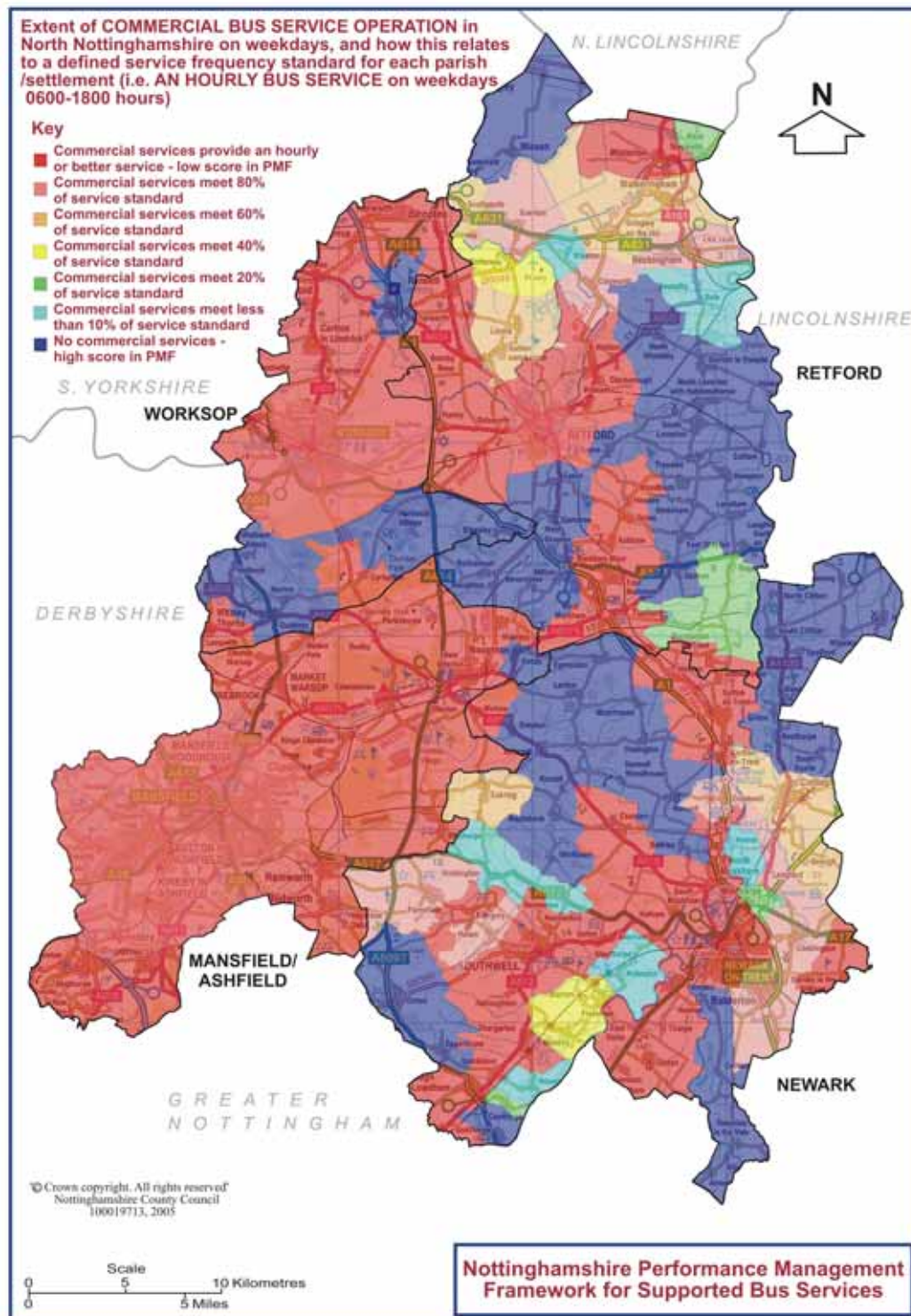
Figure 2.3 Nottinghamshire Performance Management Framework for Supported Bus Services

Although the County Council provides a high level of revenue funding compared to many local authorities in the UK, it is not possible to continuously increase the local bus budget in this way in the future due to other competing demands. The County has therefore been highly innovative in trying to meet the additional demand in other ways, for example by:

- Introducing a Performance Management Framework (PMF) for bus services, designed to ensure that the funding available for public transport support can be used in the most cost effective way possible to achieve the greatest benefit

- Trialling more flexible demand responsive transport services such as the Access Lynx, and Boughton Boomerang services
- Increasing investment in the community transport sector, both financially and in terms of advice and support. The Authority currently supports 10 community minibus and 13 voluntary car schemes with a total subsidy of around £190,000 a year, from a total budget of around £230,000. This initiative has been supplemented by the work of the Rural Transport Partnership which has enabled a joined up approach with the enablers and providers
- Setting up in April 2005 the Nottinghamshire Integrated Transport Centre (NITC), an integrated booking and journey planning system for social services dial-a-ride, special needs and demand responsive transport services. The Centre uses the latest route planning software and provides a single point of contact for the users
- Co-ordinating and integrating local bus and school transport to ensure that the best use of resources is achieved
- Working with the North West Centre of Excellence project on Procurement and Transport Integration
- Working with the commercial operators to introduce 'quality networks', as has been trialled in the Greater Nottingham area with the 'Bridgford Bus' network.

The County Council also has a specific role in providing transport to schools and colleges. Many of the pupils using these services have a statutory entitlement to free transport due to the distance between their homes and their school, and others receive subsidised transport. In total 10,000 pupils are transported daily. The provision of school buses has been subject to the same cost trends as have local bus services, and this has meant pressure on those services which are provided for 'non-statutory' pupils.

Continuing to stabilise and improve the bus network in North Nottinghamshire within existing revenue funding constraints represents perhaps the major challenge in this LTP. LTP funding can do little to assist directly, as it provides capital rather than revenue funding, although the purchase of buses may assist in driving upwards the standard of vehicles.

Service quality

Of equal importance to the extent of the network is the quality of the services themselves. This includes their reliability and punctuality, the speed of the journey, the standards of the vehicles and the customer care provided by the drivers.

Of all the components of bus quality, research and consultation show that perhaps the main factors which influence people's decision to use the bus are its reliability (how often a scheduled service fails to operate) and punctuality (to what extent services keep to their published timetable). Target indicators for punctuality and reliability of registered local bus services are set by the Traffic Commission as follows:

- Reliability: More than 99.5% of scheduled trips operate
- Punctuality: More than 95% of journeys are between 1 minute early and 5 minutes late at their timing points. For routes with frequency of every 10 mins or better: 'average wait time' is 6.25 mins or better in over 95% of observations.

Survey work undertaken recently with bus operators has shown that punctuality in North Nottinghamshire is 90% for vehicles starting their journey, but drops to 67% for stops en route. It has been agreed that these figures should be improved to 95% and 75% respectively over the period of the plan. To achieve this, a Nottinghamshire Punctuality Improvement Partnership (PIP) has been established, in accordance with Government guidance.

Vehicle standards are also an important component of bus quality. The County Council has undertaken a survey of operators to determine the percentage of the vehicle fleet that is accessible (either to 'DipTAC' or full Disability Discrimination Act (DDA) standards). This shows that only 29% are fully compliant with the DDA, 39% meet the lower DipTAC standard, and 32% meet neither. The County Council has no direct control over the vehicles used for

commercial services, but a significant proportion of the older vehicles are in use on contracted services. Whilst contracts could specify modern vehicles, a balance needs to be struck between the quality of the vehicles and the cost of provision. Exclusive adoption of the highest of vehicle standards would require current operators active in the tender market to invest in new vehicles, which would greatly increase the cost of tenders – and consequently reduce network coverage.

Quality of bus infrastructure

The quality of bus infrastructure – bus stops, interchanges, and bus stations, also plays an important role in making the bus network more attractive and accessible. Unfortunately there is a backlog of investment in basic bus-related infrastructure in North Nottinghamshire. A comprehensive audit of bus stops was carried out in 2005 to underpin investment programmes in bus quality corridors and the wider network. This identified that of the 2529 bus stops in North Nottinghamshire, only 36% have the basic standards of a bus stop flag and timetable case, 35% have bus shelters, and 26% have raised kerbs which comply with Disability Discrimination Act requirements. Equally the main bus stations in the LTP area (Mansfield, Retford, Newark, Worksop and Sutton) are all below the standard that would be expected of a modern, efficient and attractive public transport network.

LTP2 seeks to address this backlog in a structured way, drawing a strategic balance between investment in high quality high demand corridors, and investment in the wider, less intensively used network. To this end, a Capital Investment Plan for improving bus infrastructure has been developed and is discussed in the North Nottinghamshire Bus Strategy.

Ticketing and fares

The accessibility planning process has provided evidence to suggest that fare levels within North Nottinghamshire are a significant constraint on accessibility for some people on lower incomes. Conversely the Nottinghamshire Concessionary Travel scheme helps address this problem for people over 60 and the disabled. This scheme will be improved further from April 2006 to offer free off-peak bus travel across the county on buses and trams, and half fare travel on trains, community transport, and on buses during the morning peak. This sustains the historic arrangement to provide a scheme in excess of the statutory minimum, which only requires concessionary travel benefits to be provided within district boundaries.

Benefits are currently provided across the county area for 90,000 elderly and 4,000 disabled people. The scheme is jointly funded by the District and County Councils and currently costs £2.5m per year – significantly in excess of the resources provided by Government for the statutory minimum scheme. The new county-wide free scheme will cost in excess of £7m per annum, through statutory and additional discretionary funding. The County Council will undertake work to see how schemes for other groups, e.g. 14-19 year olds and unemployed people, could be introduced.

There is evidence to suggest that as well as overall fare levels, there are also barriers to accessibility caused by a lack of integrated ticketing in North Nottinghamshire. Although commercial networks are relatively self-contained, with little competition between operators, there are nevertheless barriers to interchange both between commercial operators, and between the commercial and supported networks, which need to be addressed through the schemes discussed in the Bus Strategy.

Information and marketing

The Nottinghamshire Local Bus Information Strategy was published in 2003, as part of the wider Bus Strategy, and this set out standards and aspirations for improving local bus information with key targets. This placed at the centre the need to ensure high quality printed information is available to bus users, both in the form of service leaflets and at bus stops. The provision of electronic information is seen also as being very important, particularly support of the Traveline telephone information service, and internet based journey planning.

Evidence suggests that whilst electronic information, and increasingly service leaflets, are widely available, there is still a lack of accurate, high quality information at bus stops. This is partly a result of the lack of available infrastructure, which LTP funds can help to address, but also suggests increased effort is required by bus operators to make full use of the infrastructure that is available by supplying service information at stops where display cases are provided.

The most recent Best Value Performance Indicator survey of satisfaction with public transport information in 2004/05 indicates that 52% of users are satisfied with the information available. Although low, this compares favourably with other areas of the country, and the Authority is currently in the 2nd quartile for this indicator in England and Wales. The Authority will continue to work with commercial bus operators to build on this satisfaction level.

As the provision of accurate, high quality information is vital to meeting the aims of this LTP, the Authority has a programme in place to upgrade all of its bus stops across the county to provide bus timetable information (and a target for the provision of these is included within Chapter 13 Targets and Appendix B).

Personal safety and security

There is a perception that using buses can be unsafe from a personal security point of view. Whilst actual crime levels do not support this perception it is nevertheless important to work to allay this fear by the use of CCTV, lighting and other measures to improve the waiting environment. CCTV is becoming widely, and successfully, used by bus operators across the country as a deterrent, but also to prevent vandalism. The cost of the equipment is quickly offset by the reduction in costs to repair damage, and is therefore good value for money. As part of a project to improve behaviour on school buses Nottinghamshire County Council currently have 60 vehicles fitted with CCTV, with a rolling forward programme for further installations. In addition, a partnership to reduce town-centre violence in Mansfield has introduced a range of measures including on-bus CCTV and radio links.

RAIL

Nottinghamshire County Council has a long history in developing and promoting rail initiatives. In particular, it was the lead authority in the development of the Robin Hood Line (RHL) between Nottingham, Mansfield and Worksop. The project was developed following the devastating colliery closures in the north of the county in the early 1990s, and has been a great success. The line has achieved major economic, regeneration and transportation benefits and over one million journeys are recorded per annum. The County Council subsidised the RHL operation until 2003, when the Line was transferred into the national franchised network, and funding responsibility was passed to the Strategic Rail Authority (SRA), and is now with DfT Rail.

Following the RHL success, the County Council launched a rail strategy in 1999 and this was included in the first Local Transport Plan for North Nottinghamshire. The emerging difficulties in the rail industry from 2000 meant that little progress on developing the strategy was made,

and in 2003, the County Council undertook a major review of the network in the South Nottinghamshire area which identified a preferred strategy for improvements at both a local and regional level. A countywide rail strategy will be developed to expand on this final LTP, and will build upon and expand geographically local and regional recommendations made in the 2003 network review for the Greater Nottingham LTP area. The provisional proposals are explained within this section, as well as sections 8.4 (Congestion) and 5.5 (Accessibility).

Nottinghamshire (including the City of Nottingham) has 28 stations (see Figure 2.4) which are served by a variety of local, regional and longer distance services. Services between Nottingham and London are provided by Midland MainLine, who have a franchise to operate the service until 2008. The East Coast Main Line serves stations at Newark Northgate and Retford and will be operated by GNER throughout this LTP period. Services between Sheffield and Gainsborough, which serve Shireoaks, Worksop and Retford are operated by Northern Rail on a franchise which commenced in December 2004 and ends in 2013. A number of regional services, which link Nottingham with the North-West, West Midlands, East Anglia and Lincolnshire are currently operated by Central Trains (CTL). Local services, including the Robin Hood Line and links to Newark/Lincoln and Grantham, are also currently provided by CTL on a franchise which is scheduled to terminate in November 2007.

The Secretary of State announced in November 2004 that the CTL franchise would not be renewed and its services would be distributed amongst existing franchises. In October 2005 the Secretary of State announced new franchise arrangements for services previously operated by Midland Main Line and Central Trains. The key feature of this is the creation of a new East Midlands franchise, which will operate services to and from London St Pancras, together with local services in the East Midlands and some regional services. Services between Nottingham, Birmingham and Cardiff will be transferred to a new cross-country franchise. The future operator of the Nottingham - Sheffield - Manchester - Liverpool service is still to be determined.

Passenger rail strategy proposals have been divided into two sections within this document, demonstrating how rail can help to meet the shared priorities of congestion and accessibility, and can be found within chapters 8 and 5 respectively. Rail freight is discussed later within this section.

The rail industry has been experiencing an uncertain time since the Hatfield crash in 2000. The emerging picture of a backlog in infrastructure renewal, escalating costs and problems with reliability and punctuality has created a crisis of confidence within the industry. The high cost of modernising infrastructure has greatly reduced the development opportunities for investment for the industry and local authorities, and the main funding mechanism through which improvements at the local level could be secured, the Rail Passenger Partnership, was withdrawn by the SRA in 2003.

The franchise process for passenger services has further restricted opportunities for operators and local authorities to invest in the railway. The complicated nature of the refranchising process and short duration discourage longer term investment and make it difficult to engage with operators in making meaningful improvements to the industry.
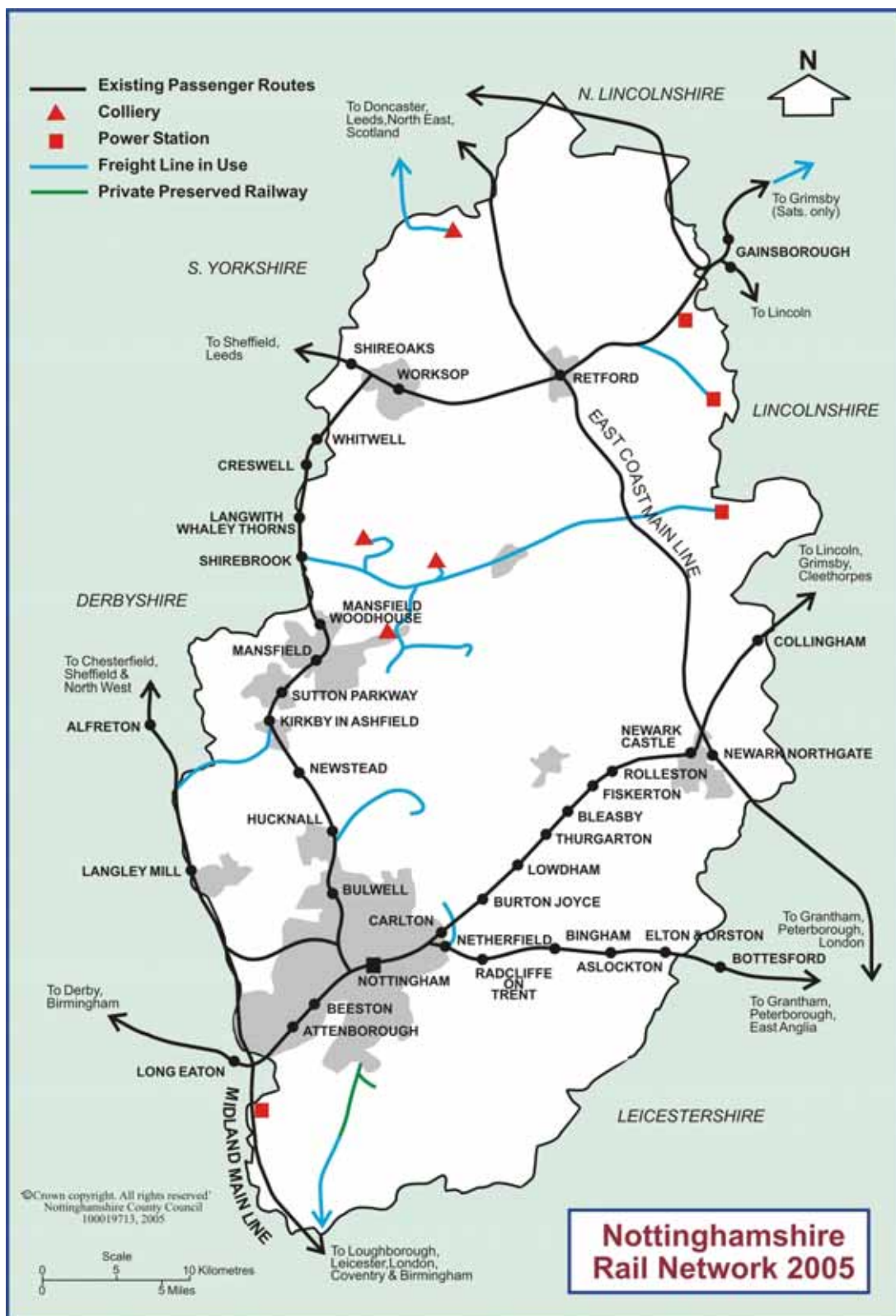
Figure 2.4 Nottinghamshire rail network

The escalating costs also highlight the need to demonstrate value for money for any development proposal, as endorsed by the SRA in their Strategic Plan and the Capacity Utilisation Policy. Development projects must be affordable and deliverable within resourcing constraints and criteria laid down by the SRA/DfT for evaluation. Proposals that do not meet this requirement will not be considered for funding.

Against this uncertain backdrop however, passenger levels continue to grow and overcrowding continues to give serious problems on services throughout the region. The very significant capacity constraints within the rail infrastructure is also limiting the further expansion of services to meet the growing demand to travel by train, and the SRA introduced a Capacity Utilisation Policy (CUP) for all major routes, which is now being taken forward by DfT Rail, which will identify service priorities.

In setting the local rail strategy and in view of the infrastructure, capacity and resource constraints, it is important to set in context the role of rail. Rail is at its most effective as a longer distance form of public transport, serving well spaced out markets which will allow its speed and reliability benefits to be maximised. Strong rail links with regional and national centres are a vital part of the national transport infrastructure and fast direct services linking the East Midlands with London and other regions are essential for economic growth and to maintain the competitiveness and economic vitality of the area. Where conflicts arise, these services should be given the highest priority. Broadly, these services contribute positively to relieving road congestion.

There will however be opportunities for rail development at the local level where there is a particular economic, social or environmental need, and rail investment should be encouraged where it is cost effective and likely to contribute to the regional and local transport plan objectives. At a local level, rail can provide good access to services and opportunities available in larger centres, and improvements are best focused on enhancing interchange at local stations. Such services promote social inclusion through improving accessibility.

The Council has a strong record of partnership working with many of the key parties within the rail industry, particularly the SRA, DfT Rail, Network Rail and the train operators. This has ranged from large scale projects, like the hugely successful re-opening of the Robin Hood Line, through to a variety of small-scale enhancements such as CCTV or cycle lockers at local stations. The Council has also been very proactive in its engagement with the rail industry through processes such as the SRA's Midland Main Line Route Utilisation Strategy and the East Midlands Rail Forum which is chaired by a Nottinghamshire County Council officer. The Council will continue to be proactive in all such future opportunities, such as the East Midlands resignalling scheme consultation, in which Nottinghamshire County Council will lead the local authority input for this area.

The Council also has a strong tradition of involvement with local communities over local rail services and facilities. Such local council and community liaison is an invaluable source of influence on the Council's rail strategy and programmes, and helps maximise responsiveness to local needs (see section 5.5 for further details).

FREIGHT

It is imperative that Nottinghamshire County Council works with freight management companies and other partners to deliver the economically and environmentally sustainable movement of goods into, out of, and around the county. The performance of every sector of the economy is affected by effective freight distribution services. Whilst it is inevitable that a majority of freight will need to be transported by road, there are also opportunities to promote alternative methods of haulage.

The Future of Transport White Paper (2004) set out Government's key aims for the freight industry - that is, 'to facilitate the continuing development of a competitive and efficient freight sector, while reducing the impact that moving freight has on congestion and the environment'. It recognises the need for regulation and enforcement to protect society without impeding business, and to make logistics more efficient through engagement with the freight industry. Government sees its role as 'providing a policy which complements their decisions while minimising the negative impacts of freight movement on safety, the environment and congestion'.

It sets out a framework strategy based on the reality of inter-modal freight movements, rather than focusing on specific transport methods. It aims to achieve more sustainable distribution of goods through the following methods:

- Better access to road infrastructure, and clearer rights over the rail network
- National and international regulation governing safety and environment, streamlining domestic regulation
- Fair enforcement of regulation
- Developing and disseminating best practice covering all freight modes
- Encouraging transfer to rail and waterways where possible
- Taxing road haulage, with lorry road user charging scheduled for 2007-08, and
- Encouraging tracking of goods through new technologies.

Sustainable Distribution Fund

Following the 2004 Transport White Paper, a ministerial statement delivered in February 2005 announced measures to be put into place over the following three years to move towards this new 'mode-neutral' approach. Existing separate grants to shift road freight to rail and water, and those to promote efficiencies in road haulage, are seen as having the same objective - to reduce pollution and congestion, and improve safety. The road, rail and water freight budgets are to be combined by 2007 into a 'Sustainable Distribution Fund' and expenditure prioritised by schemes' value for money in terms of impact on environment, safety and congestion. The transport impacts of aggregates movements will be minimised by funding from the Aggregate Levy Sustainability Fund. A further ministerial statement in July 2005 restated Government's objectives for rail freight and confirmed that Government will ensure that grant funding is targeted towards the shared priorities of reducing congestion, pollution and accidents.

Regional Freight Strategy 2005

Regional Planning Guidance (RPG) 8 (2002) endorsed the need for a Regional Freight Study, whose headline findings were used to inform the revised draft Public Consultation Draft of RPG8 (2003). This recommended that East Midlands Regional Assembly (EMRA) develop a Regional Freight Strategy (RFS) in conjunction with a range of organisations, including local transport authorities, other public bodies, and of course representatives of the freight industry. The RFS was published in July 2005 with the aim of informing this current round of LTPs.

With this clear and timely regional guidance, this provisional strategy for freight in the North Nottinghamshire LTP area seeks to highlight where Nottinghamshire County Council as local transport authority can facilitate or assist partnership arrangements to work towards the action plan within the RFS.

The County Council has been one of just three local authorities that have been active members of the Steering Group, and has been instrumental in the establishment of a regional freight group, the *East Midlands Freight Group*, which is being launched as this LTP goes to press.

Freight Quality Partnerships

An action from the RFS is for a regional group of freight stakeholders to review the geographical coverage and roles of local Freight Quality Partnerships (FQPs) across the region and suggest the establishment of additional or expanded FQPs, with local transport authorities (LTA) requested to support this, and as a member of the RFS Steering Group the Council will continue to be proactive in this.

The 'Delivering the Goods' group for Nottingham was established in 1999 as a joint initiative between the Freight Transport Association (FTA) to encourage partnership working between the freight industry and local authorities. This was subsequently expanded to form a FQP, including representatives of the FTA, Nottingham City Council, Nottinghamshire County Council, Nottinghamshire Police, Tarmac, Boots, Marks & Spencer, TNT, Jessops, Pork Farms, Securitas and Imperial Tobacco.

The Council will establish an expanded FQP at the level required by hauliers. This will need to provide the most time-efficient means for hauliers to raise their concerns. Given that most freight crosses local authority boundaries, hauliers may well wish to have a forum covering more than a single authority. The Council will work through the East Midlands Freight Group to establish at what level - regional, sub-regional, or county - hauliers regard their input as being most effective. The crucial element in this will be the wishes of hauliers. If the hauliers want a specific FQP for North Nottinghamshire, then the County will establish this; if the hauliers would prefer to raise the issues through a regional or sub-regional FQP, then the Council will facilitate that.

Road

Initially a reinvigorated FQP is likely to focus on the development of routing and delivery frameworks and their promotion, and a review of HGV parking and driver facilities, particularly in the light of the Working Time Directive, which may have made redundant the former pattern of facilities. Figure 2.5 shows HGV flows on North Nottinghamshire's main roads. Road haulier members may also want to monitor the local roll-out of lower-emission vehicles, and consider pressing for traffic management measures which give priority to HGVs.

Nottinghamshire County Council, as an FQP partner, can assist in progressing more effective enforcement of parking restrictions where road freight operators experience movement difficulties, and also agree standards for design, maintenance and signage that assist the road freight industry in defining the strategic road freight network. The Regional Freight Group was to assist in progressing and implementing the Lorry Road User Charging scheme throughout the East Midlands. However, recent developments mean the Lorry Road User Charging scheme due to be introduced in 2008 will no longer be going ahead due to Government's plans for a national road pricing scheme covering all vehicles.

Water-borne freight

Maximising the potential for goods from deep-sea ports to pass effectively through Nottinghamshire and for potential interchange in the county is vital. The section Rail below explains how the potential inter-modal rail freight terminal at Toton Sidings could service ports and provide onward distribution through, and to, North Nottinghamshire.

Whilst certain loads can be moved very effectively and sustainably by inland waterways, any modal shift from road to water is likely to be modest. Suitable locations for inland docking facilities are under pressure from residential developments, and so the planning process must support aspirations for additional facilities, particularly where good road or rail access exists or can be provided.

Rail

The RFS concludes that rail is the most viable alternative to road-based transport, and sets a target of 30 extra 500 tonne freight trains per day to start or finish in the East Midlands by 2010, a rate of growth which should then continue in future years. However, it does recognise a number of constraints which would need to be addressed to pave the way for meeting this target, including capacity 'pinch points' on the network which constrain growth, limited availability of rail routes with a gauge to accommodate 9'6" containers, and scarce inter-modal freight terminals providing general access to the network, and connections to specific markets.

Network Rail will be producing a national freight utilisation strategy that will have an impact on and provide input to the route utilisation strategies.
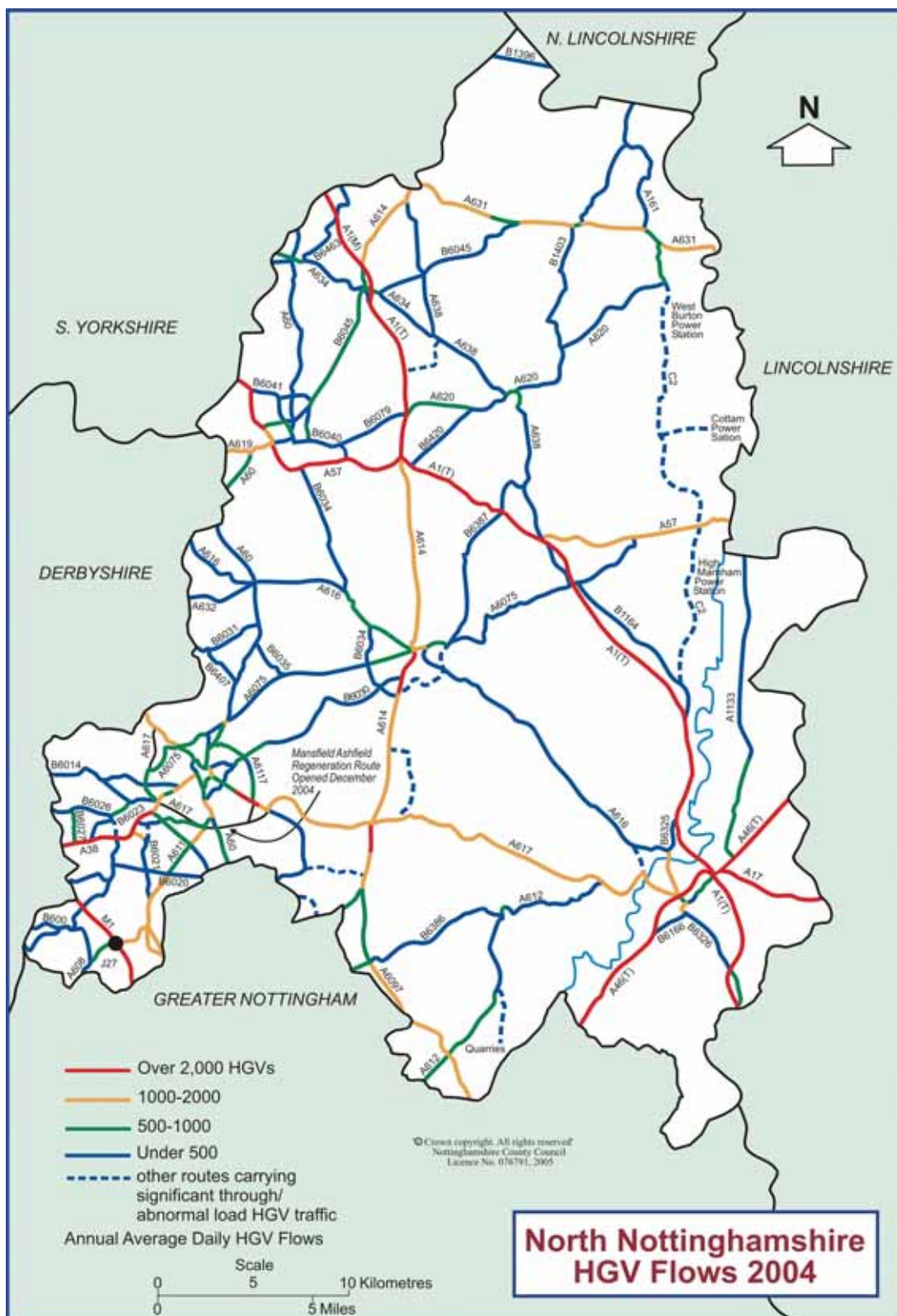
Figure 2.5 North Nottinghamsire HGV flows 2004

Inter-modal Freight Terminals

The RFS identifies an action to address the need for a new sub-regional inter-modal terminal within the Three Cities sub-area. Whilst located within the Greater Nottingham LTP area, it will serve a wide catchment including all of Nottinghamshire. The preceding Regional Freight Study 'The State of Freight in the East Midlands' 2002 identifies Toton Sidings and Castle Donington

(Derbyshire) as strong candidate sites. The Toton site is mentioned in the Nottinghamshire and Nottingham Joint Structure Plan (February 2006); and crucially the Inspector of the Broxtowe Local Plan Review (2003) supported the designation of the Toton Sidings as a 'Major Developed Site' in the Green Belt, and alluded to such development being acceptable despite the Green Belt designation.

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

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

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

The County and Broxtowe Councils recognised that the key to unlocking the site's potential lay in the provision of a satisfactory access into the site which would minimise Green Belt impacts, probably by a direct access from the A52. The Highways Agency commissioned a highway access study in 2001 to determine a preferred access strategy to serve any future development at Toton Sidings and the immediately adjacent land to the west. The study concluded in late 2002 that access via Toton Lane was considered to be the most appropriate access to the site, with access from the A52 technically possible but not in accordance with national standards. It also advised that a more detailed second study should be carried out to identify more precisely the highway implications of the two options, together with scheme costings. However, the interested parties first decided to address the critical issue of whether there is a viable business case for a freight terminal at Toton, with or without associated development.

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

This recent study concluded that:

- The East Midlands is the centre of gravity for the UK distribution industry, and the businesses that depend on it – a unique selling proposition for the region, but constraints on development sites and labour in the region are forcing economic activity further north
- The rail freight industry continues to grow, with new interchanges causing little abstraction from other sites, and support given to additional regional facilities by potential users, but that there is a lack of suitable sites at strategic transport intersections
- The study's analysis emphasises that demand, as confirmed by discussions with the rail freight industry, is such that **two** rail freight terminals are required in the East Midlands
- Toton has a number of strengths (location, connectivity, existing railway uses and policy support), but also significant challenges (planning, highways access, and previous local

opposition). Other potential regional sites also face a range of challenges and the results of the study are to be taken forward to inform regional priorities. The study advises that there would be merit in maintaining the Major Developed Site status of the Sidings area to protect the site for future use

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

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

Bridge Strikes

Nottinghamshire County Council will assist the Regional Freight Group's work to monitor the regional pattern of rail bridge strikes and help to develop an action plan to minimise their incidence and effect.

AIR

The RTS identifies the need to address agreed surface access needs for the region's airports through liaison with delivery agencies, and ensure efficient access to airports with significant freight functions. Robin Hood Airport Doncaster Sheffield (RHADS), which opened in April 2005, lies within the Metropolitan Borough of Doncaster, but only 2km from the border with Nottinghamshire, and will have a significant freight operation.

RHADS will be an international airport for the local market, with associated business park. By 2014 it will handle an estimated 62,000 tonnes of freight per annum, providing employment and creating inward investment from international companies. It has relatively easy access to the strategic road network and the East Coast Main Line; its long runway makes it particularly suitable for air freight operations. However, it is unlikely to rival the UK air freight leader Nottingham East Midlands Airport (NEMA) in its freight operations and is likely to market itself at niche markets, such as perishable goods and livestock.

The Transport Assessment prior to the Public Inquiry for the airport had revealed that the impact of additional movements generated by RHADS would be minimal, and that the capacity in the current road network was considered to be adequate. In January 2006 the Secretary of State approved a scheme for Blyth roundabout to become grade-separated and work is scheduled for summer 2006 as part of the Highways Agency's upgrade of the A1, work which has been brought forward through airport operator Peel's developer contributions. A distribution freight storage park is to be located on the Blyth roundabout to ensure that increased HGV traffic will impact only on the main roads leading to the airport.

Further monitoring of increased traffic flows has commenced and will be ongoing on the A614 Bawtry Rd, A638 at Everton, A631 at Bawtry and A638 at Ranskill, and possible improvements to parts of the road network are being considered. Early results indicate that the airport has made little or no impact at these locations, except for a slight rise on the A614 between the A1 and Bawtry. The A614/A616 Ollerton Roundabout may give rise to localised traffic congestion and scheme options are currently being prepared. RHADS and its freight operation will take many years to mature and traffic volumes will therefore need to be assessed over time.

Nottinghamshire County Council will continue to be represented on the Air Transport Forum for RHADS. It is also represented at Member level on its Airport Consultative Committee, which has a Noise Monitoring Sub-Group to oversee the impact of noise generated by all aircraft movements, including freight, on the local community.

Just as the Authority will benefit from an understanding of noise impacts at RHADS, it will also be keen to input into any noise assessment where freight traffic is a primary cause of concern.

2.2 AN OVERALL VISION FOR NORTH NOTTINGHAMSHIRE

The overall vision for North Nottinghamshire, as part of the wider county, is set out in Nottinghamshire's Community Strategy for 2005-09 *'All Together Better'*. This landmark strategy was adopted in September 2005 by the Nottinghamshire Partnership, (www.nottinghamshirepartnership.org.uk), which includes over 70 of the key organisations which have an influence over people's lives in the county. This includes the County Council, Police, district/borough councils, voluntary and community sector, primary care trusts and Nottinghamshire Fire and Rescue.

2.2.1 Community strategy

All Together Better draws closely from the more localised vision set out in District Community Strategies, including those for Ashfield, Bassetlaw, Mansfield and Newark and Sherwood which fall within the North Nottinghamshire LTP area. This integration of vision between local and county level is reinforced by the strong representation on the Nottinghamshire Partnership of district Local Strategic Partnerships (LSPs).

All Together Better, in defining its shared vision for the future of Nottinghamshire, sets out five key priorities for action:

Priority	Vision
Safer and stronger	Making Nottinghamshire safer, building a strong sense of community and enriching lives
Healthier	Improving health and well being
Learning and earning	Helping everyone to reach their potential
Cleaner and greener	Protecting and improving the environment
Travel and access	Travelling easily and safely and being able to access all the services people need

Table 2.7 Community strategy key priorities

2.2.2 LTP consistency with overall vision

The Local Transport Plan has a major part to play in delivering elements of this vision. Travel and access feature prominently as a priority in their own right, reflecting the importance that partners place on achieving an efficient and effective transport network which provides people with the accessibility they need. However, transport also has a major role to play in delivering the other four key priorities. These contributions are set out in the following table:

Nottinghamshire Community Strategy priority	LTP contribution
Safer and stronger – making Nottinghamshire safer, building a strong sense of community and enriching lives	Improving road safety is a key priority for the LTP, with a dedicated road safety programme and associated core targets. Tackling transport related crime and reducing the fear of crime, through measures such as lighting and CCTV, are also part of the LTP proposals. The LTP and related land use planning documents emphasise the need for facilities and services to be located close to people, partly to generate more cohesive communities. The LTP and the related Building Better Communities programme both focus resources on improving local environmental quality and neighbourhood renewal.
Healthier – improving health and wellbeing	The LTP stresses the role that transport can play in promoting exercise, and promotes cycling and walking schemes. The Rights of Way Improvement Plan is being prepared in association with the LTP.

Nottinghamshire Community Strategy priority	LTP contribution
	A core objective within the LTP is to improve air quality, and this is subject to a specific target within the Plan. The LTP places a high priority on accessibility, including access to health services.
Learning and earning – helping everyone to reach their potential	The LTP places highest priority on accessibility in North Nottinghamshire, including access to education, training and job opportunities. The County Council commits high levels of revenue expenditure to public bus services and school transport. The LTP seeks to create a positive environment for business investment, and in particular to assist business competitiveness by improving access to local, regional, national and international markets.
Cleaner and greener – protecting and improving the environment	The LTP has measures to improve poor air quality and local environmental quality, and as part of this to tackle noise hotspots. At the global scale, the LTP has adopted a target for reducing growth in traffic levels and the subsequent emissions of greenhouse gases. The strategic environmental assessment of the LTP has demonstrated its broadly positive impact on the environment.
Travel and access – travelling easily and safely and being able to access all the services people need	Effective traffic management, improved transport choice, improved public transport services, effective maintenance of transport infrastructure, better information and measures such as travel plans in businesses and schools are all components of the LTP which meet specific commitments within the Community Strategy. Accessibility lies at the heart of the LTP, and the document is based on a rigorous process of accessibility planning involving key partners. Commitments to improve public transport infrastructure through the LTP are complemented by historically high levels of County Council investment in revenue support for local bus services, education transport, and fare subsidy through the concessionary travel scheme.

Table 2.8 LTP links to community strategy

This vision is set out for the five year period covered by the Community Strategy, which will be revised and refreshed in 2009. However the evidence base which underpins the strategy, including community consultation, suggests that addressing these priorities (and the role that transport has to play in doing so) will remain part of the vision in the much longer term. The longer term transport vision is detailed below.

2.2.3 Transport vision

As set out above, transport has a key and vital role to play in delivering all five priorities in the overall vision set out in the Nottinghamshire Community Strategy. Nonetheless, it is useful in developing transport policy to distil these into a specific transport vision which will underpin the LTP.

The transport vision for North Nottinghamshire is to establish sustainable communities by achieving:

• A county that has excellent links with the national and international transport network
• A first class public transport system that is accessible to all
• Vibrant towns and villages that are sustainable, safe, accessible and attractive to the local community and business investment
• Sustainable environmental and land use policies that improve the quality of town centres and encourage cycling and walking
• A safe, well maintained and efficiently managed road network that supports community needs and business competitiveness.

The development of this transport vision, and the objectives which follow, has partly been underpinned by analysis of the priorities of local communities, as expressed in local community strategies and *All Together Better*. These in turn have been based on wide consultation with local communities and stakeholders. There has also been specific LTP-related consultation, set out in section 2.5 below.

However there has also been a significant amount of technical research and monitoring which has been used alongside the views of local communities to shape the vision, objectives and delivery programmes. Examples include traffic flow, congestion and bus punctuality data, road condition surveys, accident data and investigations, air quality monitoring data, accessibility planning and the use of Accession.

Longer term vision

As for the wider vision for North Nottinghamshire, this transport vision responds to the problems and needs that have been identified and predicted for the future. These have been identified through the various national, regional and local strategies for transport, as well as those that transport impacts upon. The Regional Spatial Strategy, Joint Structure Plan, and developing Local Development Frameworks have played a significant role in developing the vision.

In the longer term it is likely that there will be continued emphasis on ensuring that transport fulfils the accessibility and wider social needs of the local community, and that North Nottinghamshire can compete economically with other parts of the UK and beyond. However it is also likely that reducing congestion will grow in importance as traffic levels continue to rise. It is essential that any change in vision, objectives or strategy is fully evidence based, and there will be close monitoring of key performance indicators over the period of LTP2 to ensure this evidence is available.

The longer term transport vision for North Nottinghamshire is at three spatial levels.

Firstly, within **local neighbourhoods**, there will be safe and sustainable access to local facilities and services such as health, schools, colleges and local shops. There will be priority for pedestrians, cyclists and those with mobility difficulties.

Secondly, for **movement within our towns and district centres**, there will be safe and sustainable transport options for all. This will require a fully integrated, high quality public transport network and appropriate parking provision for private cars.

Thirdly, to **connect our towns, district centres and villages to other parts of the Plan area and beyond** (including regional and national trip generators) there will be safe and sustainable strategic links by road and rail.

2.2.4 Plan objectives

In 2003, national and local government agreed the four 'shared priority' themes of **congestion, accessibility, safety** and **air quality**. These themes are seen as countrywide issues of national importance that need to be addressed in all local transport plans, and are wholeheartedly supported by the County Council as core priorities for the LTP.

However in order to address the Transport Vision set out above, and to meet local community priorities, the County Council has decided, in consultation with external stakeholders and the public, that local transport strategy should also address three other local priorities as set out below:

North Nottinghamshire LTP Objectives

National

- Reducing congestion
- Improving accessibility

- Improving road safety
- Improving air quality

Local

- Promoting economic regeneration
- Improving quality of life by;

  - Neighbourhood renewal
  - Improving the quality of public space
  - Delivering safer communities
  - Improving health and well-being
  - Reducing noise levels
  - Improving access to the countryside
  - Reducing greenhouse gas emissions

- Maintaining transport infrastructure to a high standard

2.3 NATIONAL/REGIONAL LINKS

Transport is not an end in itself, but a means to enable people to access vital employment, education, health services, shopping, leisure, and other services. Similarly, transport infrastructure exists not in isolation, but as part of a wider pattern of land use. For these reasons, transport strategy must be closely integrated with other plans and strategies designed to improve quality of life for local people and to encourage sustainable communities. These exist at national, regional, and local levels, and it is vital that the LTP is consistent with this wider policy framework. This may be illustrated in the following table:

Plans and strategies	Multi-policy	Spatial (i.e. land-use plans)	Transport specific
National	Sustainable Communities	Planning Policy Statements	The Future of Transport White Paper (2004)
Regional **(East Midlands)**	Integrated Regional Strategy	Regional Spatial Strategy	Regional Transport Strategy
Local	Nottinghamshire Community Strategy	Nottinghamshire and Nottingham Joint Structure Plan. Local Plans/Local Development Framework	Local Transport Plans

Table 2.9 LTP links to national and regional policy

2.3.1 Consistency with national policy framework

The national policy framework for local transport is set out in the Transport White Paper, 'The Future of Transport: a network for 2030', published in July 2004. Further elements of transport policy are presented in a series of other policy papers and documents, particularly PPG13, and the full guidance on the preparation of Local Transport Plans prepared by DfT in December 2004. This transport plan is set within the national policy framework as comprehensively and effectively as possible, taking account of local economic, social and environmental circumstances for North Nottinghamshire.

The Government's national transport strategy, is built around three central themes,

1. **Sustained investment** - A commitment by Government to deliver sustained improvements to transport networks

2. **Improvements in transport management** - Better traffic management, efficient use of the network, innovative congestion management and appropriate road network capacity improvements
3. **Planning ahead** - Ensuring that transport planning is integrated with spatial planning policies.

The local contribution to the delivery of the national transport strategy and the delivery of the local transport objectives is dependent on the policies, commitments and actions within this LTP. The actions are derived from the first LTP and new initiatives. These are summarised in the table below.

Government strategy	Actions	Transport Objectives						
		Congestion	Safety	Accessibility	Air quality	Regeneration	Quality of life	Maintenance
Sustained investment	Infrastructure improvements	√	√	√		√	√	√
	Maintenance of assets	√	√	√		√	√	√
Improvements in transport management	Education & awareness	√	√	√	√		√	
	Travel demand management	√	√	√	√		√	√
Planning ahead	Accessibility planning	√		√		√	√	
	Strategic Environmental Assessment	√	√		√		√	√
	Land use planning	√	√	√	√	√	√	
	Rights of way improvement plan	√	√	√			√	√

Table 2.10 LTP contribution to national transport objectives

Of particular importance are the Government and Local Government Association's four shared transport priorities, reducing congestion, improving accessibility, improving road safety and improving air quality, which the transport plan for North Nottinghamshire has placed at the heart of its strategy.

2.3.2 Consistency with regional & sub-regional policy framework

Regional Spatial Strategy and Regional Transport Strategy

Nottinghamshire County Council has engaged prominently in the development of regional policy, in particular the Regional Spatial Strategy (RSS8) published in March 2005, and the Regional Transport Strategy (RTS) within it. In line with Government policy, the core strategy within these documents is based on:

- Reducing the need to travel and traffic growth
- Promoting a 'step change' in the level of public transport, and
- Only developing additional highway capacity when all other measures have been exhausted.

The Policy in the RTS that sets the regional transport objectives states that local authorities should "have regard to the following objectives when drawing up their Local Transport Plans". The thrusts of the six objectives are:

1. To support sustainable development in the region's principal urban areas and sub-regional centres (i.e. Mansfield, Worksop, Retford and Newark)

2. To promote accessibility and overcome peripherality in rural areas
3. To support the region's regeneration priorities
4. To promote improvements to inter-regional and international linkages
5. To improve safety and reduce congestion
6. To promote opportunities for modal shift away from the private car and road based freight transport

The North Nottinghamshire Local Transport Plan has been developed to be wholly consistent with these objectives. This is illustrated in the following table:

Regional Transport Strategy Objective		LTP response
1.	To support sustainable development in the region's principal urban areas and sub-regional centres (eg, Mansfield, Worksop and Newark).	There is strong emphasis in the LTP on integration between land use planning and transport to reduce the need to travel and achieve sustainable development patterns. This is reinforced through land use planning policy, particularly as set out in the Nottinghamshire and Nottingham Joint Structure Plan, which applies a sequential approach to new development to promote appropriate development in the county's sub-regional centres.
2.	To promote accessibility and overcome peripherality in rural areas.	Accessibility is a primary objective of the North Nottinghamshire Local Transport Plan, given its rural nature over large parts. There has been a major focus on identifying areas of poor accessibility through the Accessibility Planning process, and working through the Nottinghamshire accessibility planning partnership to address these gaps. Many parts of the Plan area are rural where there are specific accessibility needs.
3.	To support the region's regeneration priorities.	Equally, delivering transport projects that support economic regeneration is a major focus for the North Nottinghamshire LTP, particularly within the Mansfield, Ashfield and Bassetlaw areas. Proposals within this LTP build on the highly successful Mansfield and Ashfield Regeneration Route (MARR), which is already stimulating business investment. Proposals will also support local district council visions for town centre redevelopment plans in Mansfield, Sutton in Ashfield, Kirkby in Ashfield, Worksop, Retford and Newark.
4.	To promote improvements to inter-regional and international linkages.	The LTP has a major focus on managing and maintaining roads to a high standard. This will include the national and regional road network, particularly those that have been detrunked. The County Council maintains high levels of engagement with the Highways Agency and Strategic Rail Authority/DfT Rail on the inter-regional and international road and rail networks respectively.
5.	To improve safety and reduce congestion.	Reducing road accidents is a core objective of the LTP policy within North Nottinghamshire. Consultation and analysis has identified however, that congestion is less evident in the north of the county, and therefore a secondary rather than key priority.
6.	To promote opportunities for modal shift away from the private car and road based freight transport.	Achieving modal shift, and thereby reducing congestion, CO_2 emissions, and improving air quality are all core objectives of the LTP, supported by specific programmes such as bus quality improvements and Smarter Choice campaigns. Although limited, there are also proposals to reduce the adverse impacts of road-based freight distribution.

Table 2.11 Consistency between LTP and regional transport objectives

A checklist of conformity was sent to the East Midlands Regional Assembly for consultation. They stated,

"Overall, the checklist demonstrates that the North Nottinghamshire LTP broadly supports the East Midlands RTS and is in full conformity with the relevant RTS Policies."

Revised RSS and the Northern Sub-area Strategy

Nottinghamshire County Council has engaged closely in the current review of RSS, and in the debate about future growth levels and patterns. It has also taken the lead in the early work to develop a Northern Sub-area Strategy within revised RSS. Although in both cases work is at an early stage, the following considerations are key to the County Council's position:

- The need to adopt growth levels and patterns which support sustainable communities, improved accessibility, and a reduction in the need to travel
- The need in North Nottinghamshire in particular to achieve economic regeneration, and support business competitiveness
- The need for appropriate transport infrastructure to support the levels and pattern of growth provided for in RSS.

The County Council will continue to engage in regional policy on spatial planning and transport to ensure compatibility with the transport objectives set out in this LTP.

Regional Funding Allocations for transport, housing and economic development

The Regional Funding Allocation process for transport, housing and economic development has taken place between the provisional and this final LTP2. This process has developed a regional view, recently submitted to the Secretary of State, on a recommended programme for funding regionally important transport projects. This included the major projects promoted through the provisional North Nottinghamshire Local Transport Plan – namely Mansfield Public Transport Interchange, Pleasley bypass extension and Kelham bypass. The County Council took a full and active role in developing the prioritisation methodology used to develop the draft programme.

The outcome of this process for North Nottinghamshire's proposed major schemes was as follows:

Scheme	Outcome
Mansfield Public Transport Interchange	Recommended for funding with start in 2006/07
Pleasley bypass extension	Not recommended for funding until beyond 2011
Kelham bypass	Not considered to have enough detail to programme

The County Council will continue to engage proactively in any future rounds of the Regional Funding Allocation process.

Other regional strategies

The LTP has also been developed to respond to other regional strategies, notably:

- Integrated Regional Strategy (IRS) which was published in early 2005
- Regional Freight Strategy (RFS) which was published in July 2005
- Regional Economic Strategy (RES) which was published in 2000. A revised draft has been subject to widespread consultation and the final RES is due for adoption in April 2006
- Sustainable Communities in the East Midlands (SCEM) - Government's regional plan for sustainable communities published in 2004.

The following table sets out how the LTP responds to these regional strategies:

Regional strategy	LTP response
Integrated Regional Strategy	The Integrated Regional Strategy sets out the overall sustainable development strategy for the region. The strategy covers a wide range of policy objectives influenced by transport, including housing, health, culture, community safety, environment (including climate change), employment, learning and skills, and location of development. It also has a specific set of objectives on transport and accessibility, designed to reduce traffic, increase the levels of rail and bus patronage, promote travel plans and integrated ticketing. All of these objectives are supported by the LTP. Moreover the LTP has been evaluated for conformity against IRS objectives through use of the East Midlands Integrated Toolkit as part of the Strategic Environmental Assessment process.
Regional Freight Strategy	The RFS includes policies to reduce the environmental impact of freight, to maximise the efficiency of road freight, to increase the use of inland waterways, and to achieve a shift from road to rail freight within the region. These are all supported within this LTP. Whilst the need for the LTP to adopt realistic aspirations means that activity is likely to focus on the first of these, the County Council will take advantage of any opportunity arising from the rail and inland waterway networks in the plan area.

Regional strategy	LTP response
Regional Economic Strategy	Transport and logistics have been identified as one of ten strategic priorities within the revised RES draft, and consequently will play a major part in delivering the aspirations for economic development within the region as set out within the RES. The adoption of economic regeneration as a core objective within the LTP sets the framework for ensuring this happens. The County Council has and will continue to work closely with the East Midlands Development Agency and with the Alliance Sub-regional Strategic Partnership. This will ensure that new industrial and commercial development are located in sustainable locations, that transport infrastructure supports the needs of employers and employees, and that people have the access they need to training.
Sustainable Communities Plan for the East Midlands	Sustainable Communities in the East Midlands (SCEM) sets out challenges and actions in a number of policy areas including planning, housing, transport, economic growth and skills, tackling deprivation, renewing communities, and liveability. All are influenced by LTP policy, and the North Nottinghamshire LTP is consistent with all of the actions set out in the plan. In particular under transport the LTP seeks to address the challenges set out within SCEM to relieve congestion in urban areas, to improve accessibility (particularly in the former coalfields area), to reduce car use in urban areas, and to increase the capacity and use of public transport.

Table 2.12 LTP response to regional strategies

Sub-regional strategies

There is also an increasingly important sub-regional dimension to policy within the East Midlands. As well as the Northern Sub-area strategy being developed within the RSS, as mentioned above, the Alliance Sub-regional Strategic Partnership (SSP) is developing an economic development business plan for North Nottinghamshire. Although this has not placed transport as the highest priority for the region, the Alliance SSP has been actively involved in discussions concerning, for example, the proposed improvement to surface access to Robin Hood Airport Doncaster-Sheffield from North Nottinghamshire, and have already allocated significant funding to improve bus services from Worksop and Retford.

2.4 LOCAL POLICY INTEGRATION

As well as being consistent with the vision for Nottinghamshire set out in the Community Strategy, and with national and regional policy, it is important that transport strategy, and the objectives and targets within this plan, are consistent with those set with the wider corporate and public planning framework operated by Nottinghamshire County Council and other local partners.

In particular it is important that the LTP is consistent with the following:

- Nottinghamshire County Council's Strategic plan
- The Nottinghamshire Local Area Agreement
- Statutory Development Plans
- Other local strategies, in particular for housing, economic development, education and social services
- The Highways Agency programmes, and
- Neighbouring LTPs.

2.4.1 Nottinghamshire's draft Stategic Plan 2006-10

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

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

Draft Strategic Plan Commitment (where relevant to LTP)	LTP response
Safer and stronger	
Reduce the number of deaths and serious accidents on the Nottinghamshire's roads, particularly those involving children	Tackling road accidents is major objective within the LTP, and significant resources are to be used to deliver accident reduction targets
Strengthen community care to help more vulnerable, elderly or infirm people to live independently at home	Another aspect of promoting independence is the availability of accessible public transport, community transport, and dial-a-ride services, and provision of concessionary travel, all of which are promoted through the LTP
Protect consumers from poor quality goods and services	The LTP and associated Bus Strategy seek to deliver high quality bus services as part of a wider transport network
Healthier	
Help adults with mental health problems or learning disabilities to be more independent and to enrich their lives	The availability of suitable transport and concessionary travel will also help these groups
Increase participation by older people in sport, learning and leisure activities	Access to sport, learning and leisure are all priorities within the North Nottinghamshire Accessibility Strategy, as are the accessibility needs of older people.
Support actions to improve life expectancy and reduce health inequalities	Access to health facilities also features, particularly in disadvantaged areas, in the Accessibility Strategy
Work to reduce obesity in adults and children	Cycling and walking provision in the LTP, and their promotion through school and workplace travel planning, will help tackle inactivity and obesity
Learning and earning	
Improve the educational attainment of children and their appreciation of learning	Access to education and provision of school transport again are strong elements of the Accessibility Strategy
Help people into work and increase the proportion of people in employment	Access to employment also features strongly in the Accessibility Strategy
Cleaner and greener	
Reduce CO2 emissions through energy conservation and buying green energy	The LTP has a CO2 related target, and will help reduce the rate of growth of car traffic (though not reverse it)
Improve the physical environment in local communities	LTP related measures will have a major impact, in conjunction with Building Better Communities and other neighbourhood renewal initiatives, in the improvement of local urban environments
Travel and access	
Work to tackle congestion and its associated pollution	Tackling congestion is an important priority for the Local Transport Plan
Widen transport choice in public transport, cycling and walking and improve the major bus stations that serve our communities	This objective lies at the hear of the LTP, and significant resources will be allocated for the improvement and promotion of public transport, cycling and walking. The LTP specifically promotes Mansfield Public Transport Interchange as a major scheme, and Retford Bus Station in the Integrated Transport Measures programme
Improve the condition of roads and footways	Improving the maintenance of roads and footways is another key priority for the LTP, and will involve both LTP and County Council revenue funds
Consider the needs of children and young people in a holistic way and integrate the services we provide to support this	Transport services for younger people are considered in the LTP alongside those of the elderly and other specific groups

Draft Strategic Plan Commitment (where relevant to LTP)	LTP response
Help more older people to take up financial assistance or services they are entitled to	Promoting greater uptake and usage of the Concessionary Travel Scheme is a specific action within the LTP and Bus Strategy

Table 2.13 Links between LTP and draft strategic plan

2.4.2 Consistency with local community strategies and the Local Area Agreement

The Nottinghamshire Community Strategy *'All Together Better'*, described above in section 2.2, sets out the overarching vision for the county shared by the wide range of organisations involved in the Nottinghamshire Partnership. Section 2.2 makes clear how the LTP helps address the key priorities set out in the Nottinghamshire Community Strategy.

As well as a county-wide Community Strategy, each of the districts within the county is subject also to a Local Community Strategy, developed through the Local Strategic Partnerships. These express at a more local level the vision, objectives and priorities that the local community collectively has for their area. Although the Local Community Strategies have been major contributors to the development of *'All Together Better'*, it is nevertheless important to ensure that the LTP is consistent with local priorities. Indeed, it is partly the local differences in priority identified in respective district-level community strategies that has led to the approach within this LTP of defining slightly different emphasis in transport objectives in each area (as detailed within section 2.5, Consultation).

The following table sets out how the LTP addresses the priorities within the four Local Community Strategies in the Plan area:

Local Community Strategy – key priorities	LTP response
Ashfield:	
• addressing health inequalities • reducing crime and disorder and the fear of crime and disorder • increasing accountability and community involvement • creating a learning culture • well maintained and affordable housing • attracting new industries • protecting the environment and working for sustainable regeneration.	The LTP seeks to address access to health, education and employment difficulties. There is also a commitment in the LTP to tackle crime on public transport, to assisting in economic and local regeneration, and to improve the environment.
Bassetlaw:	
• increasing the GDP of the area by at least 1% above the national average • increasing the percentage of 19-year-olds achieving a level 2 qualification • providing at least one hectare of local nature reserve per 1000 population by 2005 • reducing health inequalities by focusing on those in greatest need • reducing the number of wards in Bassetlaw that are amongst the most deprived in the country • reducing the number of reported crimes.	The emphasis on education, training and economic regeneration in Bassetlaw is reflected in the LTP where supporting accessibility and economic regeneration are high priorities. So too is the emphasis on health inequalities reflected in the LTP through the accessibility planning process.
Mansfield:	
• crime reduction • health, including avoidable injury and encouraging healthier lifestyles	The LTP has a strong emphasis in Mansfield on local neighbourhood regeneration and economic development, reflecting these priorities in the

Local Community Strategy – key priorities	LTP response
• learning, including post-16 participation, as well as increasing workplace skills • environmental, including improving neighbourhood services, quality of life and local sustainability • economic prosperity – including workforce skills, promoting tourism and progressing urban regeneration • housing.	community strategy. Access to jobs and health, reducing accidents and achieving healthier lifestyles are also all part of the LTP strategy.
Newark and Sherwood:	
• reducing the level of crime • participation in cultural activities in rural areas and towns • achieving a diverse and sustainable local economy • promoting the conservation and protection of our surroundings • improving health and well being and reducing social exclusion • maximising the reach and accessibility of lifelong learning opportunities.	The greater emphasis in Newark and Sherwood on the needs of rural areas is reflected in the LTP. There is also, as for other areas, a strong emphasis on improving accessibility to education and health facilities, and achieving economic development benefits.

Table 2.14 Local Community Strategies key priorities

Nottinghamshire Local Area Agreement

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

Other partnerships and strategies

Although the establishment of the Nottinghamshire Partnership, LSPs and the Local Area Agreements have been major steps forward, there is a strong tradition of partnership work in Nottinghamshire which goes back much further. The County Council is active in over 300 partnerships across the county, including those working regionally and sub-regionally, those based primarily on district boundaries, and others addressing town, parish or neighbourhood issues.

In addition to this partnership work, the County Council has been increasingly engaged with local district councils to develop master plan visions for their major town and village centres. Work is currently underway in Worksop and Mansfield, with important elements of their action plans already featuring in current LTP programmes and scheduled for Kirkby and Sutton.

2.4.3 Integration with the Local Development Framework

Integration between transport and land use planning is essential if transport, accessibility and sustainable community objectives are to be realised. Planning Policy Statement 13 'Transport' (PPS13) advises on how local authorities should achieve this integration. Specific areas where development planning can help deliver transport objectives are as follows:

• Allocation of land for new development in appropriate locations
• Assessment of development proposals
• Formation of development control policies that support the delivery of sustainable transport, i.e. policies on parking provision, design features which facilitate non-car access

- Obtaining infrastructure through planning obligations and developer contributions to integrated transport measures
- Requiring travel plans as a condition of planning consent
- Safeguarding land for transport proposals.

Equally the LTP must support land use planning objectives by informing the development of these policies, and by seeking to provide appropriate transport infrastructure. Nottinghamshire County Council has placed integration between land use planning and transport at the heart of policy in both areas.

The new statutory planning system and LTP2

The Planning and Compulsory Purchase Act 2004 has introduced a new land use planning framework, whereby the strategic land use planning role performed by Structure Plans has been replaced by the Regional Spatial Strategy, and Local Plans are being replaced by Local Development Frameworks. However the deadline for the new provisions is not until 2008, and for the first half of this LTP period the old planning system will at least partially be in force. It is vitally important that the LTP is consistent with, and integrated into, both frameworks.

Joint Nottinghamshire and Nottingham Structure Plan

The Joint Nottinghamshire and Nottingham Structure Plan (JSP) was adopted on 16 February 2006, and is expected to be part of the statutory development plan for a period of up to 3 years. The LTP fully complements and supports the vision for the JSP,

'A thriving and prosperous County and City, with a good and improving quality of life for the whole community based on new development which promotes greater accessibility to homes, jobs, services and facilities in an enhanced environment.'

The policies of the JSP have been framed with this vision in mind. In order to realise this vision the following objectives have been set:

- To further social inclusion through the regeneration of disadvantaged areas by ensuring that all members of the community have improved access to a wide range of employment, housing, services, education, training, cultural and leisure opportunities
- To promote health and social well being through the provision of sufficient suitable good quality housing, designing safer and more attractive environments and improving accessibility to leisure and recreation facilities
- To produce good quality environments in urban and rural areas so that the unique character and distinctiveness of Nottinghamshire, with its attractive market towns, the Trent Valley and Sherwood Forest and the City of Nottingham, with its industrial heritage, parks and waterways are protected and enhanced
- To improve economic prosperity and employment opportunities by encouraging economic diversification and by providing for a wide range of suitable sites and premises for business
- To further integrate land use and transport so that the need to travel is reduced while accessibility to employment, homes, services, facilities and other resources is improved by enhanced sustainable transport choices
- To protect the environment of the Plan area by avoiding significant harm and securing appropriate mitigation with particular regard to protecting and enhancing biodiversity
- To ensure that finite natural resources are managed prudently and to encourage energy efficient patterns of development, including maximum use of urban and previously developed land.

At the heart of the JSP lies the general policy on sustainable development (Policy 1/1) which adopt the sequential approach to the location of new development set out in Regional Planning Guidance (now RSS). This sequential test will reduce the need to travel and help achieve modal shift by placing most new development in urban areas or in other locations where good public transport services are available.

Furthermore the JSP responds to the call within PPS13 for development to play its part in meeting transport and accessibility needs. In policy 1/3 it identifies that developer contributions may be sought for integrated transport measures.

Further policies within the JSP which complement the LTP include the following:

- Policy 5/4 which requires development to meet the accessibility needs of cyclists, pedestrians, and people with restricted mobility
- Policy 5/7 which requires development to make provision for traffic reduction measures and to minimise off-street parking; and requires that transport assessment and travel plans be submitted alongside planning applications that are likely to have significant transport implications, in accordance with advice in PPG13.

Finally the JSP requires Local Plans to safeguard land for major transport projects which are part of the overall strategy set out in the LTP. In particular it makes provision in this way for Mansfield Public Transport Interchange (Policy 5/1), and for Pleasley bypass extension and Kelham bypass (Policy 5/10), as well as for rail, inland waterway and other road proposals.

Local Plans and Local Development Frameworks

As mentioned above, the Planning and Compulsory Purchase Act 2004 requires all local planning authorities to replace their Local Plans with Local Development Frameworks (LDF) by 2008. Currently all planning authorities in Nottinghamshire have prepared and submitted Local Development Schemes under the new legislation, setting out their programme for delivering LDFs. This information, along with the status of each of the County's current North Nottinghamshire District Local Plans is shown in the table below:

Local Planning Authority	Local Plan Status	Local Development Framework – anticipated date of adoption
Ashfield	Local Plan adopted Nov 2002	Core strategy 2007
Bassetlaw	A Local Plan placed on deposit in 1995 and has been through all the stages save adoption.	Core strategy 2007 Allocations and policies 2008
Mansfield	Local Plan adopted Nov 1998	Core strategy 2007 Allocations and policies 2007
Newark & Sherwood	Local Plan adopted Feb 1999	Core strategy 2006 Allocations and policies 2006

Table 2.15 Development Plan status

The Local Plans in the four districts within the plan area are all supportive of the current or the previous JSP (which also strongly supported integrated transport objectives). In particular they pursue a sequential approach to development location, seek to ensure development control supports transport objectives, for example in approach to parking provision, and the securing of planning obligations for transport measures. They also make specific policy commitments to major projects promoted through the Regional Transport Strategy and JSP, including the Mansfield Public Transport Interchange, the Pleasley bypass extension (Mansfield) and Kelham bypass (Newark and Sherwood).

Although LDFs will replace the Local Plan system, there are significant changes which will impact on the way that transport considerations are brought to bear in planning decisions. One of the new elements to the revised planning system will be a more pro-active role for Local Development Frameworks in shaping the way development takes place in a particular area. There will be considerable emphasis on partnership working between the local planning authority, developers, and others to ensure that the LDF helps to deliver the wider vision and objectives within the Local Community Strategy. This is to be welcomed, as it offers the opportunity for transport, and in particular accessibility, objectives to be considered at the earliest stages in the planning of new development. LTP2 will form a strong platform for these discussions to take place.

2.4.4 Consistency with wider local strategies

Transport strategy must integrate at the local level not just with land use planning policy, but also with wider policies including those related to:

- Housing
- Economic development
- Education
- Health
- Social inclusion and social services provision
- Crime and disorder
- The environment.

In many of these cases, the interaction relates mainly to accessibility, and the ability or otherwise of people to access relevant services. The accessibility planning process is a powerful new mechanism to not only identify public transport needs, but also to review the means by which a range of agencies, including the County Council, deliver their services. Much of this review work will take place throughout the LTP period as part of the local accessibility action plans. A programme of such plans has been included in the Accessibility Strategy, which is published as an accompanying document to this LTP.

Housing

The main interaction between housing and transport lies in the amount and location of new residential development. These are defined in the Joint Structure Plan and district Local Plans (and in the future the Regional Spatial Strategy and Local Development Frameworks respectively). As set out above, these have a strong policy commitment to sustainable development patterns which reduce the need to travel and enable settlements to be served by public transport links. Conversely, the accessibility planning process has placed major emphasis on understanding the travel needs of communities, and the mapping process used in accessibility planning reflects housing concentrations. It is also sensitive to the social nature of housing, highlighting areas of high unemployment, lower income and car ownership, and therefore higher reliance on public transport.

Economic regeneration

The regeneration of Nottinghamshire has long been one of the County Council's key priorities, reflected within its strategic planning processes. As part of a re-assessment of the local economy, its drivers and its weaknesses, the County Council is promoting an approach based on the 'Local Futures Audit', a policy tool developed in collaboration with the Audit Commission and the Local Government Association. This has helped to shape the County Council's draft Strategic Plan.

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

Equally, transport strategy within the LTP has been designed to support economic regeneration. The centrepiece of the first LTP was the Mansfield and Ashfield Regeneration Route (MARR), which has been highly successful in linking former coal mining communities to the national road network and to new employment opportunities. The new LTP contains proposals to build on the opportunities provided by MARR. Furthermore the accessibility planning process has placed priority on providing access to jobs and training.

A major success of the first LTP has been the links created between the Mobility Management Action Area (MMAA) studies and the undertaking of tandem economic health-check surveys. This is an approach that will be echoed in this LTP with the added benefit of additional information

coming on stream from the accessibility planning work. This joint approach, very often in partnership with the local district council's economic development staff, has been extremely successful in engaging with the local business community. Jointly developed action plans are produced that target a range of needs and foster a collaborative approach, both from the community and from other agencies, to integrate the delivery of services.

Education

The interaction between education and transport objectives lies partly in the extent to which transport supports access and choice in education, which is addressed in the accessibility planning process. It also relates to the extent to which schools, colleges and other educational establishments contribute to transport problems such as congestion.

Accessibility planning in relation to education has focused on the level and cost of transport provision, and has also considered policies on educational choice, religious denomination, school/college specialisation and special need. The LTP (and more specifically County Council revenue funding for educational transport and fares subsidy) seeks to balance the objective on the one hand of promoting educational choice and access, and on the other of reducing the need to travel, promoting efficient use of public transport, and encouraging non-car modes of travel. The County Council's own Building Schools for the Future programme, though largely focused on existing sites, is also taking account of accessibility issues.

In response to the impact of education on wider transport objectives, the LTP places renewed emphasis on the delivery of School Travel Plans to minimise the adverse impacts of travel to education on congestion, and reduce accidents related to school journeys.

Health

Access to health facilities has been a major focus of the accessibility planning process in partnership with local primary care trusts. This has mapped health establishments, and identified areas of accessibility problems. At the same time the health community has considered the transport impacts of new health facilities, particularly as part of its new build programme.

The LTP has also been developed with the aim of contributing to the delivery of the "Choosing Health" White Paper, which highlights the role of exercise in tackling obesity. The LTP supports the creation of urban parks, better access to the countryside, safer routes to schools, better cycle and footways, all of which will contribute to a healthier community. The LTP includes a summary of the emerging Nottinghamshire Rights of Way Improvement Plan (within Chapter 7, Quality of Life section 7.6) and the accompanying Accessibility Strategy which seeks to promote opportunities for healthy lifestyles.

Although reducing accidents does not feature strongly in the health White Paper, it is clearly still a significant health issue, and the strong priority within the LTP on reducing road accidents will assist in improving health and reducing health service costs. Moreover there is a particular emphasis on reducing accidents within disadvantaged communities, which supports the local and national priority to tackle health inequality.

Social inclusion and social service provision

North Nottinghamshire contains significant levels of social deprivation, as identified in the 'Social Need in Nottinghamshire 2004' study. Achieving social inclusion is an important objective for the County Council, and for many other local partners. Major problems still exist to the west of the county with the legacy of the decline of the coalfields and the impact this has had on employment, skill levels and environment. Rural isolation in the north-east has its own problems of access to jobs, education and services. The north-west combines problems of rural isolation, the decline of heavy industry and the poor quality of its environment. In the east, relative prosperity and a good quality environment are marred by pockets of deprivation.

Social need exists not just geographically, but also with specific groups. These including the elderly and those with physical and learning disabilities, many of whom fall within the scope of social services provision, and others such as ethnic minorities.

The LTP aims to tackle social inclusion in its widest sense. This has been pursued primarily through the accessibility planning process, which has sought to remove barriers in particular for those who are socially excluded. Specific measures promoted through the LTP include the Local Bus Performance Management Framework which guides the County Council's use of revenue funding to support bus services. This uses the Index of Multiple Deprivation and car ownership as major criteria in funding decisions on which bus services can be supported. This has been complemented by a strong emphasis within the LTP on the provision of accessible vehicles, a programme to install raised kerbs at bus stops, and the production of public transport information that is accessible to all including those who are sight impaired or cannot read English.

For those who cannot take advantage of the bus network, the County Council also supports community transport providers which operate in many areas, and operates a dial-a-ride service which provides specialist transport for those with more severe mobility problems.

For many the cost of transport contributes to social isolation. The County Council together with districts operate a highly regarded concessionary travel scheme that is considerably more comprehensive than the statutory minimum, and enables the elderly and disabled to travel (from 1 April 2006) free of charge on buses and trams, and at half price on trains and community transport. It also offers discounted travel for some students.

Finally, as for health and other services, the County Council is considering the need to locate social services facilities in accessible locations as part of the accessibility planning process.

Crime and disorder

The role that transport has in reducing crime and the fear of crime has been recognised in the LTP through the support it provides for tackling crime on transport and in town centres. This includes the introduction of CCTV on school transport and other services, and a programme to upgrade bus stops and include lighting where possible. When such measures are introduced, particularly in relation to school transport, they are accompanied by awareness campaigns (modelled on the Respect for Transport initiative in Greater Nottingham) which reinforce the need to address crime and disorder on the transport network.

The LTP will also respond to public concern on safety issues by ensuring that its schemes are 'safer by design' and that where concerns are highlighted additional safety features such as increased street lighting will be available.

The environment, climate change and air quality

"Cleaner and Greener" is a key objective of both the County Council's draft Strategic Plan, and the Nottinghamshire Community Strategy. Furthermore environmental sustainability is a core part of the vision set out within the Joint Structure Plan. A high quality environment is fundamental to the development of sustainable communities, both in relation to local environmental quality and global challenges such as climate change. The environmental impacts of the LTP have been comprehensively assessed in the Strategic Environmental Assessment (SEA) which is described in Chapter 9, Air Quality.

The County Council is committed to taking a strong community leadership role in tackling climate change. As well as taking action to reduce its own emissions of greenhouse gases, the Council is also spearheading local climate change plans for the area and is a signatory to the Nottingham Declaration on Climate Change. The Council's work around the climate change agenda has contributed to its award of Beacon Status for Sustainable Energy in March 2005.

The Nottingham Declaration includes a commitment by the County Council to encourage all sectors in the local community to reduce their own greenhouse gas emissions and to make public their commitment to action.

The Nottinghamshire Agenda 21 Partnership has developed a Climate Change Strategy which seeks an average saving of 1% a year from all sectors, including transport. Although this target is proving unachievable, there is a commitment to reduce growth in carbon emissions within LTP objectives, and the plan contains a specific indicator in this regard.

A more localised issue is that of air quality. The local strategy for air quality management is expressed, where levels of pollution are above the relevant thresholds, in the form of Air Quality Management Area (AQMA) Action Plans. The LTP is essentially the action plan for tackling those AQMAs that are caused by traffic pollution. No AQMAs have been designated in the North Nottinghamshire LTP area.

Other aspects of local environmental quality which the LTP can have a particular impact on include biodiversity, landscape, townscape, cultural heritage, noise and vibration, water quality and flooding. The relevant strategies in each of these issues are described in detail in the SEA Environmental Report, which accompanies this LTP. The SEA has shown that the LTP is broadly supportive of environmental objectives, with the exception of CO_2 emission reductions and some potential impacts on biodiversity, landscape and cultural heritage.

Of particular note however is the interaction between the LTP and the County Council's Building Better Communities (BBC) environmental enhancement programme, which is seeking to undertake improvement schemes (many transport related) in town and village centres across the LTP area. By integrating the LTP and BBC programmes the County Council has already achieved major benefits for local communities in the plan area, delivering together more than either could have achieved in isolation, and this will continue at least until the end of the current BBC programme in 2008/09.

Cross-service working

Cross-service working on transport issues is key to delivering both transport and wider strategies. As such it is at the core of all the County Council's strategy, as well as those developed by partners, such as district councils. Cross-service working, both internally and with external partners, to deliver the transport objectives is detailed throughout this Plan, such as the Nottinghamshire Integrated Transport Centre, 'Manage and Operate' Partnerships, Nottinghamshire Environmental Protection Working Group, Programme Development Groups, School Travel Steering Group, Building Schools for the Future, RideWise, District Planning Managers Group and Road Safety Forum. To highlight briefly a number of these examples:

1. The Road Safety Forum helps to shape the road safety strategy and the subsequent work cascaded down to the Road Safety Board and associated teams. The Road Safety Forum is an annual event to ensure that partners and stakeholders have an input into policy formulation and strategy review. The forum is attended by various external organisations, such as district councils, Driving Standards Agency, Emergency Services, GOEM, Highways Agency, neighbouring highways authorities, partner organisations, Police and primary care trusts. The forum is also attended by all of the County Council services involved in delivering safer roads, such as accident investigation, culture and community, education, highways operations, network management, public transport, publicity and communications, road safety and transport strategy.

The decisions made at the forum are then developed into the road safety strategy (cross-service road safety plan) which is monitored by the internal cross-service Road Safety Board on which accident investigation, highways operations, network management, publicity and communications, road safety and transport strategy are represented. The developed strategy is then cascaded into the work programmes of all the internal stakeholders and external organisations through the partnerships attended by the members of the Road Safety Board.

2.   Nottinghamshire County Council is reviewing efficiencies in transport provision by undertaking a feasibility and implementation plan for the introduction of a Nottinghamshire Integrated Transport Centre. This process will centralise provision of transport that is currently undertaken across a number of Departments. This includes Social Services Transport Unit, Environment Departments Passenger Transport Group, Education Department and Culture and Community Department. Whilst all these independently work towards common goals, it is considered that efficiency savings should be achievable by the pooling of resources.

3.   As part of the Building Schools for the Future, the County Council has embarked on a massive programme of school rationalisation and renewal, using the Private Finance Initiative process. This has already been completed in Mansfield and is now underway across the Bassetlaw district. This process has allowed significant benefits to be built in, by providing enhanced links to the wider communities. This initiative is being assisted through strong links and close working between education, road safety and transport officials.

2.4.5 Consistency with Highways Agency

The County Council maintains high levels of engagement with the Highways Agency and DfT Rail (the organisation that has taken over the responsibilities of the Strategic Rail Authority) on the inter-regional and international road and rail networks respectively. (More information of working with DfT Rail is included within section 2.1.4, transport co-ordination, Chapter 5, Accessibility and Chapter 8, Congestion). Regular liaison meetings are held with the Highways Agency to ensure consistency and complementarity of the two organisations' inter-connecting programmes.

Multi-modal studies

A national programme of multi-modal studies sponsored by Government's Regional Offices was undertaken to determine how congestion problems on motorways and trunk roads could be resolved through improvements to public transport, traffic management and measures to change travel behaviour. Two multi-modal studies have been undertaken in the region which impact on the North Nottinghamshire area, namely:

- M1 in the East Midlands (J21 – 30)
- West to East Midlands

The key recommendations of the M1 study has been incorporated into the Regional Transport Strategy and the Council will continue to work with regional partners to deliver the measures recommended by this study.

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

Trunk roads

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

Transport Regional Report

In addition to the multi-modal studies, the Highways Agency has undertaken a series of Route Management Strategies to guide the Agency's actions and expenditure for key routes. Of relevance to the plan area has been the work undertaken on the A46 Route Management Strategy. The Highways Agency is however replacing the Route Management Strategies produced in the past with a Transport Regional Report (the East Midlands is the pilot for this). This will highlight where the main congestion and safety problems are on the trunk road network and

will then be used to assist in developing a programme of measures to resolve these problems. The Council will take account of the outcomes from these reports in the implementation of this Plan.

Schemes in the Targeted Programme of Improvements

On 1st December 2004 DfT announced that the Highways Agency's Targeted Programme of Improvements was being split into national and regional schemes. Two schemes in the programme which are designated as being of national importance fall partly within the Plan area, the M1 widening between junctions 21 and 30 and the A1 grade separated junctions between Blyth and Peterborough.

Widening of M1 junctions between 21 and 30

As part of a wide-ranging multi-modal study conducted by independent consultants in 2002, it was recommended that the M1 is widened to four lanes between Junctions 21 and 30. This scheme is one of the top three schemes nationally, and will be constructed in two phases. Phase 1 comprises improvements on the most congested sections of the motorway within the existing highway boundary enabling early congestion relief. Implementation is due to commence in 2006 for completion by 2010. Phase 2 will involve works requiring additional land. This will need to be taken through a Statutory Orders process. Implementation is unlikely to commence until 2010 for completion by 2015. The Highways Agency aim to keep three lanes of motorway traffic running in each direction at most times in order to reduce delays and avoid the transfer of traffic onto local county roads.

A1 Peterborough to Blyth grade separated junctions

The Highways Agency is proposing to replace the existing A1 roundabouts at Blyth, Apleyhead (Five Lanes End) and Markham Moor with new grade-separated junctions. Each junction is likely to take the form of two linked roundabouts with the A1 passing under the link road. All movements will be possible from newly built slip roads. It is expected that Blyth and Apleyhead will be upgraded in 2006/07 and Markham Moor in 2007/08.

The County Council continues to lobby the Highways Agency for a scheme to relieve Elkesley, which can only be reached from the A1. The Agency consulted the public concerning this in August 2005 and are currently determining their preferred option. As part of the Agency's route management strategy it proposes to improve road safety and improve access to the village of Elkesley by providing access to the local county road network.

Schemes in the Regional Prioritisation

One further scheme, the A46 Newark to Widmerpool dualling improvement scheme has been designated as a regional scheme and has been the subject of regional prioritisation.

A46 Newark to Widmerpool dualling improvement

This scheme involves upgrading the existing road from a single carriageway to a dual carriageway, mostly along its existing route (although bypasses will be built around East Stoke and Farndon). All of the junctions along the route will be grade-separated. The details of the scheme have been revised following public consultation in April 2003, and the Secretary of State announced a Preferred Route in July 2005. The draft orders for the scheme were subsequently published by the Secretary of State in December 2005. It is expected that a public enquiry into these orders will be held before an independent inspector in September 2006.

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

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

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

Co-ordination of work programmes

As detailed within Chapter 11 (Making Best Use), it is essential to co-ordinate the implementation of transport schemes with maintenance measures to ensure that the complementary benefits are captured and to reduce disruption effects. In the latter respect, it will also be important to co-ordinate local and trunk road maintenance with the Highways Agency at locations where these networks interface. Opportunities to work with the Highways Agency will also be explored to ensure effective integration of these schemes.

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

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

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

At the local level, better co-ordination and sharing of information relating to the traffic management for special events has been identified by the Highways Agency as an area where improvement is required. This is an area of work which falls under the responsibilities of the newly appointed local authority Traffic Managers. Over the period of the Plan the County Council will work in partnership with the Highways Agency to improve local information co-ordination, with the specific intention of managing the network more efficiently. This will be one of the key factors used to reduce congestion (see chapter 8) and in helping meet our network management duty (see chapter 11, Making Best Use).

2.4.6 Consistency with neighbouring authorities

Nottinghamshire has boundaries with Derbyshire, Leicestershire, Lincolnshire, North Lincolnshire and South Yorkshire. Within Nottinghamshire there is also Nottingham City which is a unitary authority, with whom the County produce the joint Greater Nottingham LTP which adjoins the North Nottinghamshire Plan area. Joint cross-boundary working takes place with all of these authorities in all aspects of the work undertaken to meet the objectives of the LTP.

The County Council has been actively involved in consultation with neighbouring authorities in the development of its LTP2. The County Council has consulted its neighbours, and has been consulted by neighbours, on the development of both the provisional and full second LTP. This consultation has involved surveys and discussions, as well as attending workshops on the development of the integrated transport measures to help ensure there is consistency across administrative boundaries.

The development of regional strategy for transport, housing etc. as well as Government's four shared priorities have helped consistency with neighbours as the authorities have shared aims and objectives. The County Council has been involved in active participation in regional groups/partnerships, as well as on-going partnership working with other authorities and continuous dialogue with neighbours. This has helped ensure an understanding of other authorities' perspectives, priorities and experiences, as well as fostering good working relationships with neighbouring authorities throughout the first LTP period. These activities will be continued throughout the second LTP period as they have all played a significant role in ensuring that there is consistency with neighbouring authorities.

Regional groups/partnerships

The County Council is actively involved in various regional working groups and partnerships to avoid set backs that other authorities have suffered, share best practice, develop common understanding, aid cross-boundary working, maximise value for money through effective use of resources and to benchmark practice and results within the groups. The partnerships also allow neighbouring authorities to adopt similar standards and principles to offer a seamless cross-boundary service. Such groups include:

- National Streetworks Highways Group
- Regional Accessibility Groups
- Regional Best Value Working Groups
- Regional Freight Quality Partnership
- East Midlands Traffic Managers Forum
- East Midlands Rail Forum
- Midlands Service Improvements Group
- East Midlands Transport Advisory Group EMTAG
- Road safety partnerships, including LARSOA (national), Shiny Side Up (regional), and local cross-boundary partnerships.

An example of the work carried out by these groups includes the Midlands Service Improvements Group, which will help the Council to aid cross-boundary working (to offer value for money, such as reciprocal routine maintenance arrangements), share best practice, and to benchmark practice and results within the group. The partnership allows neighbouring authorities to adopt similar standards and principles to offer a seamless cross-boundary service. Further examples of the work carried out by these groups and others are detailed throughout this Plan.

The County Council is involved in a variety of cross-boundary work, with all of our neighbouring authorities, and examples of this work is detailed throughout this Plan, including:

- Reciprocal routine maintenance arrangements for roads, footways, bridges and lighting with all adjoining authorities
- Cross-boundary Bus Quality Partnerships, such as the Service 19 Doncaster to Worksop route with South Yorkshire and the Rainbow 5 service with Derbyshire
- Building road schemes, such as the Awsworth to Ilkeston link which crosses the boundary with Derbyshire
- Traffic engineering schemes, such as, implementing consistent and complementary speed limits across county boundaries such as on A6006 Leicestershire boarder
- Accessibility planning with all of our neighbours on cross-boundary issues, such as involvement in both regional accessibility planning meetings and individually themed workshops held by individual authorities
- Road safety education/publicity campaigns on specific corridors with all of our neighbours.

The County Council are also currently working with Derbyshire and Leicestershire County Councils to investigate the feasibility of jointly procuring a long-term partner for the provision of engineering services from April 2007.

2.5 CONSULTATION

In December 2005 the County Council adopted a 'public engagement policy' as a direct result of the Council's commitment to improve its consultation processes. The policy has been developed using best practice elsewhere and draws on the International Association of Public Participation.

The Council's public engagement policy sets out:

- What the Council are trying to achieve through public engagement
- Public engagement values
- When the Council will engage the public
- How the Council will engage the public
- Who the Council will engage
- How the Council will use the results of public engagement
- The public participation spectrum
- The Council's standards of public engagement.

Continuing the processes set up throughout the first full Local Transport Plan period, this new plan has been prepared following Government's written guidance and the County Council's 'public engagement policy' as closely as possible. Both documents make clear the need for effective partnership and participation with the community, as well as keeping the various interest groups engaged. The consultation has therefore been undertaken on a number of different fronts.

The use of existing groups, such as transport groups, business forums, freight groups and local strategic partnerships has been utilised whenever possible as part of the consultation process. The Authority utilised the lessons learned throughout the first LTP period to enable more inclusive and accessible consultation to be undertaken in its development of the second provisional and full LTP.

Consultation on the development of this LTP has been carried out with a wide range of the community, such as key stakeholder groups, partners, organisations, other teams/groups within the Council and members of the public, including those detailed below. During the production of the LTPs this has allowed the County Council to involve a wide cross-section of partners, interested parties and the general public across the Plan area by use of a number of complementary techniques.

2.5.1 Mobility Management Action Areas

Nottinghamshire did not wait for the second round of LTPs to start consulting again, but kept its promise to remain engaged throughout the first LTP period. Whilst this has included systematic meetings with the various stakeholders, of more significance has been its detailed local transport studies (Mobility Management Action Areas – MMAAs). These have included extensive consultation at a very localised level, starting with a blank sheet of paper to ascertain exactly what the local community need to improve the viability and vitality of their local areas.

The County Council pioneered this fresh approach to developing a programme of transport policies and schemes for its towns and district centres throughout the first LTP period. Essentially this places the emphasis upon the needs of individual travellers and the origin and destination of their trips rather than focusing entirely on the transport network. Public consultation and engagement therefore represents a key element throughout the study from identification of concerns and needs through to actual implementation of projects via the LTP process. This practice has generally gained extensive public support and local ownership of the priorities and schemes developed.

In fact it is this approach, and the differing messages received in different geographical areas, that led the County Council to consult on a new strategy for LTP2 based on four separate geographical areas.

Where possible, the MMAA studies have been linked to economic 'health-check' surveys to establish the broader needs of the community. This has been particularly useful in supporting a holistic approach and the development of local action plans that address issues such as regeneration and environmental problems. This has added considerably to the value of the transport surveys as it has allowed an integrated approach to the development of transport measures and sustainable communities. This approach has also promoted a much better engagement with the local community and businesses. The action plans empower local partnerships to take greater control of their environment and to have a greater say in local priorities.

These detailed MMAA studies involved extensive consultation / participation in the first year, scheme development and further consultation in the second year, before scheme implementation commenced in year three. Wherever possible, feedback from these MMAA studies has been utilised along with the results from the specific consultation undertaken for the new plans.

MMAA studies will be taken forward into the LTP2 period but will be further enhanced under the title Local Accessibility Transport Studies, which are explained in more detail in section 2.5.5, Future consultation and participation.

2.5.2 Public consultation

As detailed in section 2.5.1, the County Council has committed to engaging the public through effective consultation. As part of general on-going consultation with the public, the following consultation has been undertaken:

- Personal travel surveys undertaken as household interviews in 2003 and repeated at two yearly intervals
- Transport perception study undertaken as telephone survey
- Utilising current tandem surveys and research being undertaken by the County Council on quality of life issues, specifically 'Living in Nottinghamshire' December 2004
- Detailed Mobility Management Action Area transport studies carried out in major urban areas across the Plan area throughout first Plan period
- Comprehensive leafleting with questionnaires and supporting exhibitions.

In addition to this, extensive public consultation has also been undertaken as part of the development of LTP2.

Consultation on priorities and strategies within the second LTP

Specific consultation on the second LTPs was undertaken extensively with the public. Feedback from this has helped to shape both the detail of the strategy, as well as local priorities, and has also supported the decision to split the North Nottinghamshire area into four locally focused sub-areas for the purposes of the second LTP.

Whilst developing the provisional LTP2, consultants undertook attitudinal perception surveys on behalf of the County Council in the four sub-areas of Worksop, Retford, Newark and Ashfield/Mansfield. These surveys were undertaken to help determine whether the public supported Government's national priorities and also to determine whether the County Council should adopt any additional objectives/priorities to Government's four shared priorities.

The perceptions survey confirmed that car use is by far the dominant mode throughout North Nottinghamshire. However, perceptions of ease of access to destinations by non-car modes and the provision of public transport services were relatively positive, particularly among those who use these services. However, around a quarter of the population appears to know little about public transport service provision or related information.

There is general agreement that poor air quality can impact upon an individual's health. However, air quality in the region is generally perceived as good and the contribution of traffic emissions to poor air quality is only thought to be significant by around a third of the population.

Traffic congestion is considered to be a problem by just under two thirds of the population, but for the majority of people traffic levels do not influence how they travel. Traffic levels have more of an influence on when or if people travel, but this is only a major influencing factor for around one third of the population.

The survey indicates very high levels of satisfaction among residents of North Nottinghamshire as a place to live. There is agreement that good access to the countryside and good transport links are strong contributing factors to a good quality of life, which combine to reinforce the generally positive attitudes to accessibility throughout the area.

Opinions about the quality and availability of services were mixed throughout the area. However, the importance of the role of transport improvements in the regeneration of an area was acknowledged.

Residents' feelings of safety when travelling in their local area by public transport, bicycle or on foot were generally positive. There was support for both increased emphasis on road safety and particularly on the safety of pedestrians and cyclists on local roads.

Variations in opinions between the four sub-areas of North Nottinghamshire often appeared to be stronger than variations in opinions based upon gender, age or residence in a rural or urban location. Analysis by frequency of mode use showed that mode use does have an influence on opinions regarding issues such as the quality of public transport provision, information and priorities for safety improvements.

Some of the strongest variations were:

Residents of Newark

- Were least positive about the provision of transport information
- Indicated that they rate transport as more important for regeneration than the other areas

Residents of Retford

- Find it easiest to access their day-to-day destinations without using a car
- Were more willing to state that the air quality in their area was very good compared to other areas
- Showed greatest concern about congestion and were more likely to be influenced to change how they travel by traffic levels
- Felt the quality of life in Retford is less based around transport links than in other areas
- Felt access to sufficient and good quality jobs and services to be greater in Retford than the other areas
- Feel safer when travelling round their area by public transport, bike or on foot than residents of the other areas, which is mirrored by the fact that they had lower support for placing increased emphasis on safety for pedestrians and cyclists on local roads

Residents of Worksop

- Indicated that they rate transport as more important for regeneration than the other areas.

Table 2.16 and Figures 2.6 to 2.9 below lists the differences in priorities for each area.

Sub-area	Priorities
Ashfield/Mansfield	• **Quality of life** was rated the top priority (43% of respondents) • **Road safety** and **congestion** featured highly as well
Newark and hinterlands	• **Quality of life** was rated the top priority (over 30% of respondents) • **Accessibility** and **congestion** second priorities (over 20% of respondents)
Retford and hinterlands	• **Congestion** was rated the top priority (40% of respondents)

Sub-area	Priorities
	• **Quality of life** second priority (20% of respondents) • **Accessibility** featured highly as well
Worksop and hinterlands	• **Quality of life** was rated the top priority (over 50% of respondents) • **Congestion** second priority (14% of respondents) • **Air quality** and **road safety** featured highly as well

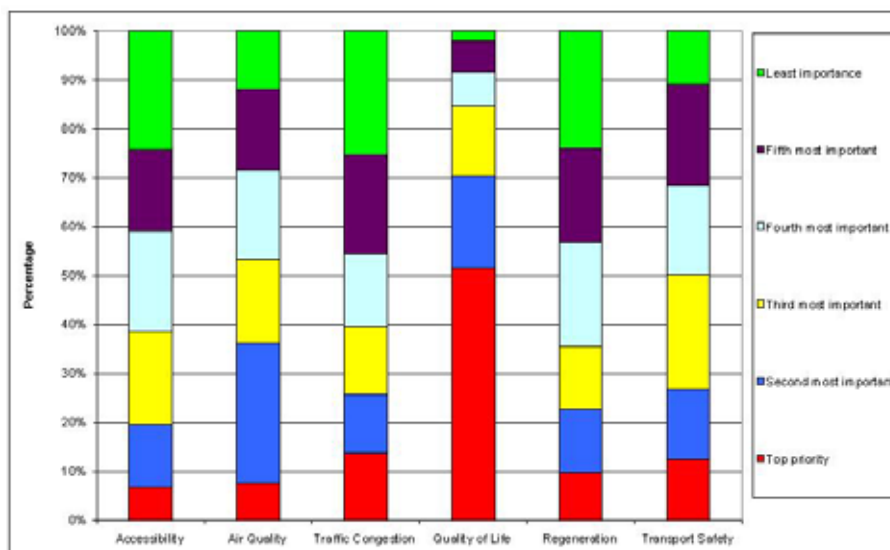Table 2.16 Public perception of local priorities
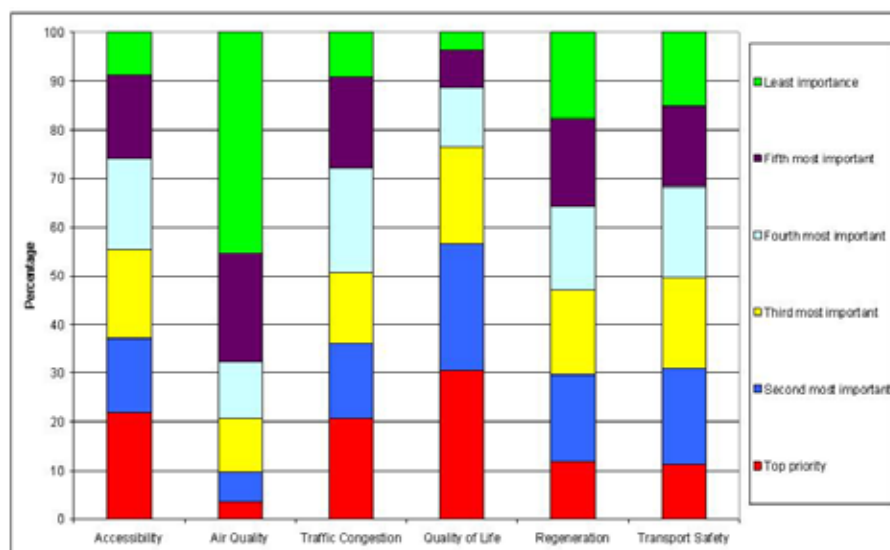

Figure 2.6 Future priorities for Worksop residents

Figure 2.7 Future priorities for Newark residents

These area ratings combine to show that improving the quality of life (linked to the quality of transport provision in most areas), and the reduction of traffic congestion were the overall priorities in the opinion of the residents of North Nottinghamshire. Air quality and regeneration were shown to be the lowest ranked of the six priority topics, but were still supported by the majority of residents.
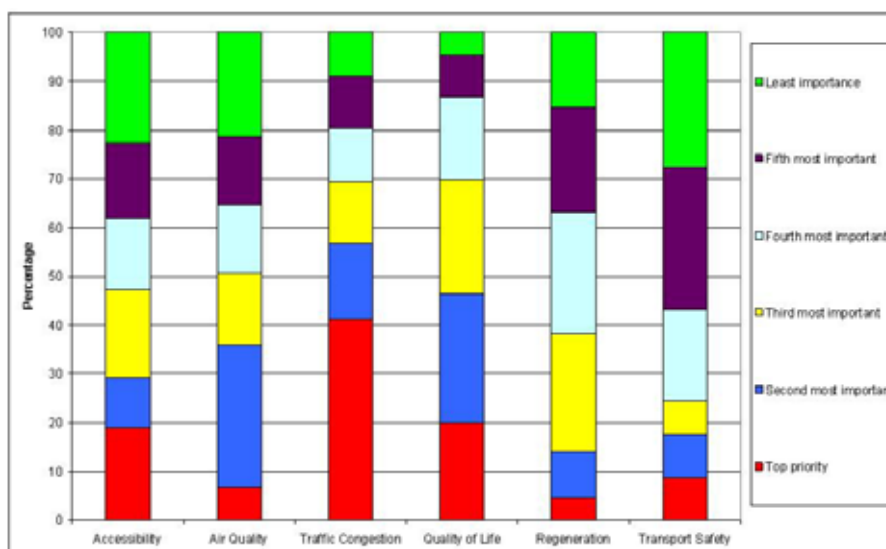
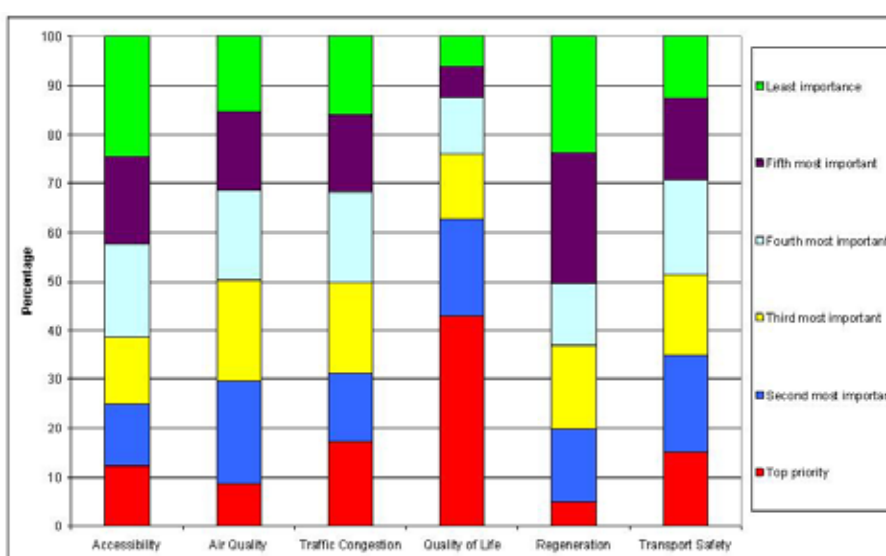Figure 2.8 Future priorities for reford residents

Figure 2.9 Future priorities for Mansfield residents

The public responses to this consultation resulted in the adoption of two further objectives / priorities (and consequent strategies) for the second North Nottinghamshire LTP, namely:

- Quality of life
- Regeneration.

Consultation on integrated transport measures to deliver the objectives of the second LTP

Consultation was also undertaken in each of the four sub-areas to develop the programme of integrated transport measures that will be undertaken to meet those objectives detailed within this Plan. This consultation involved the distribution of a survey on the types of measures that the public would like the Authority to deliver during the lifetime of LTP2 to meet the objectives of the Plan. Surveys were sent to 6,000 households in the four sub-areas. The households were selected using super output areas to try and ensure they reflected the views of the whole public, from those living in deprived wards to those living in more affluent wards.

In addition to this, public exhibitions were held within each of the four sub-areas and surveys were distributed at each of these events. The survey was also available on the County Council's website. The County Council publishes its own paper 'Your Environment', and the paper included special issues explicitly on the LTP and progress to date, including a public questionnaire.

The survey resulted in a 17% response rate which was spread almost evenly between the four sub-areas. The survey had a high response rate amongst those with disabilities, as almost a third of respondents (32%) considered themselves to have a disability. There was also a high number of respondents (55%) aged over 55, which may indicate how important transport issues are to this age group.

The results of the survey are detailed in the table below and, as can be seen, the majority of respondents endorsed all of the measures to be used to help meet the objectives of the second LTP. Each of the four sub-areas endorsed all of the measures. There were, however, slight variances in support of some of the different measures between the four sub-areas.

Table 2.17 below details the percentage of respondents that felt that improvements within each of the types of measures below are important (or above) to help meet the objectives of LTP2. It also details the sub-areas that scored types of measures significantly higher or lower than the average score where applicable (where no sub-areas scored a type of measure significantly higher or lower than the average, these are marked 'No significant difference between areas').

Type of measure	Percentage of respondents stating measure important (or above)		
	Average percentage across all four sub-areas	Higher percentage sub-area	Lower percentage sub-area
Bus priority	55%	Ashfield/Mansfield (59%)	Newark (51%)
Public transport interchange	73%	Ashfield/Mansfield (77%) Retford (77%)	Newark (67%)
Bus infrastructure	72%	Ashfield/Mansfield (75%) Retford (76%)	Newark (65%)
Cycling	66%	No significant difference between areas	Ashfield/Mansfield (59%)
Walking	83%	Worksop (89%)	Retford (79%)
Travel Plans	68%	Worksop (77%)	Newark (61%)
Safer routes to school	82%	Worksop (86%)	Ashfield/Mansfield (78%)
Local safety schemes	82%	No significant difference between areas	Worksop (78%)
Traffic management	69%	No significant difference between areas	No significant difference between areas
Road crossings	80%	No significant difference between areas	No significant difference between areas
New roads	68%	No significant difference between areas	No significant difference between areas
Maintenance	84%	No significant difference between areas	No significant difference between areas
Parking controls	77%	Worksop (82%)	No significant difference between areas
Town centre improvements	73%	No significant difference between areas	No significant difference between areas

Table 2.17 Public consultation survey results

It is interesting to note that the Ashfield/Mansfield and Retford sub-areas supported bus priority, bus interchange and bus infrastructure measures more highly than the other sub-areas. This support endorses the intention to provide new bus stations and associated bus facilities in these areas during the lifetime of LTP2 and may reflect the extensive public engagement in these areas on the development of the schemes.

The results of public consultation on integrated transport measures to deliver LTP2 objectives have been used to help shape the programme of measures and spend profile to be delivered during the second LTP period. As all of the sub-areas rated all of the measures so highly, the public supported the development of a varied package of integrated transport measures across all of the sub-areas and therefore this is what has been developed.

2.5.3 Key partners / stakeholders

Key partners, such as the local strategic partnerships, district councils, neighbouring county councils, transport operators, transport groups, Highways Agency and Environment Agency, have been involved in detailed bilateral discussions, meetings and surveys in respect of LTP2.

The results of consultations with some of these groups resulted in changing the way that the second LTP was developed, as it was through this consultation that it was determined that the Plan should be developed around the four sub-areas of Ashfield/Mansfield, Newark and hinterlands, Retford and hinterlands and Worksop and hinterlands.

District councils

Strategy included within this Plan is developed in conjunction with the district councils as a matter of course through existing partnership arrangements. These include strategies relating to:

- **Accessibility**, for example through their involvement in the wider reference groups and detailed workshops
- **Air quality**, for example through their work on monitoring of air quality
- **Congestion**, for example through effective development control and local plans
- **Making best use of the existing network** for example through the 'Manage and Operate Partnership' maintenance arrangements
- **Quality of life**, for example through their involvement in MMAA studies, crime and fear of crime, lighting, CCTV and noise abatement
- **Regeneration**, for example through their involvement in MMAA studies and 'health checks'
- **Road safety**, for example through their involvement in the road safety forum.

As part of the development of the provisional LTP2 and accessibility strategy, meetings were held with the district councils to help determine the objectives/priorities to be included. These meetings were also used to further develop the strategies to achieve the objectives of LTP2. More recently meetings have been held with district councils to discuss the packages of integrated transport measures that will be undertaken to meet those objectives. The meeting concerning the integrated transport measures was supported by surveys that were sent to each of the district councils to determine how important they felt each of the measures is in achieving the aims of the Plan. This information was then used to help determine the integrated transport programme.

The results of the key partner/stakeholders' consultation is included later in the sections 'Results of the consultation on priorities and strategies within the second LTP' and 'Results of the consultation on integrated transport measures to deliver the objectives of the second LTP' below.

DfT Rail

Regular meetings are held with DfT Rail and these are detailed within sections 2.1.4, 5.5 and 8.4 of this Plan. DfT Rail (the organisation that has taken over the responsibilities of the Strategic Rail Authority), as stakeholders, were also consulted on the development of objectives/priorities in the first round of consultation. More recently, as stakeholders they have been consulted on strategies included within the Plan, the Strategic Environmental Assessment (SEA), and to determine how important they felt each of the integrated transport measures is in achieving the aims of the Plan. This information was then used to help determine the integrated transport programme.

The results of DfT Rail's consultation is included in the sections 'Results of the consultation on priorities and strategies within the second LTP' and 'Results of the consultation on integrated transport measures to deliver the objectives of the second LTP' below.

Environment Agency/Highways Agency

The Environment and Highways Agencies are consulted on highway schemes whenever they may have an impact on their responsibilities or work programmes. Additionally, meetings were held with the two agencies to consult with them to help determine the objectives/priorities to be included within LTP2. These meetings were also used to further develop the strategies to achieve the objectives of LTP2.

More recently the agencies have been surveyed on the strategies within the Plan and to determine how important they felt each of the integrated transport measures is in achieving the aims of the Plan. This information was then used to help determine the integrated transport programme.

The results of the Environment and Highways Agencies' consultation is included in the sections 'Results of the consultation on priorities and strategies within the second LTP' and 'Results of the consultation on integrated transport measures to deliver the objectives of the second LTP' below. The Highways Agency was consulted on the SEA as were all stakeholders. The Environment Agency were consulted on the SEA as a statutory consultee and consultation as part of the Strategic Environmental Assessment is detailed within section 9.6 of this Plan.

Transport groups

Specific topic groups have already been established to discuss issues such as rail developments, bus quality partnerships and accessibility planning and these have been utilised to consult on LTP2. These include transport interest groups, public transport operators' groups, business forums, and 'hard to reach' groups. (More detail on consultation with disabled groups is included in section 7.4 of this Plan).

A wide range of representative groups with interests in transport issues have been involved in discussions concerning the broad objectives of the LTP, and the integrated transport measures to achieve these aims. These groups were also surveyed to determine how important they felt each of the measures is in achieving the aims of the Plan. This information was then used to help determine the integrated transport programme.

The results of the transport groups' consultation is included in the sections 'Results of the consultation on priorities and strategies within the second LTP' and 'Results of the consultation on integrated transport measures to deliver the objectives of the second LTP' below.

Neighbouring county councils

Consultation with neighbouring county councils is detailed within section 2.4.6 Consistency with neighbouring authorities.

Results of consultation on priorities and strategies within the second LTP

Specific consultation on the second LTPs was undertaken extensively with stakeholders. Feedback from this has helped to shape both the detail of the strategy, as well as local priorities, and has also supported the decision to divide the North Nottinghamshire area into four locally focussed sub-areas for the purposes of LTP2.

The results of the survey showed that 98% of stakeholders supported the aims of LTP2, with the remainder challenging the national priorities.

The stakeholders supported all the transport priorities and ranked them in the following order:

1. Safety
2. Accessibility
3. Quality of life
4. Congestion
5. Air quality
6. Regeneration.

This is different to the public response which, as expected, varied by sub-area (as detailed previously). The County Council recognises the importance of each of the priorities and that they vary in significance across the Plan area.

The stakeholder responses to this consultation resulted in the adoption of three further objectives/priorities (and consequent strategies) for the second North Nottinghamshire LTP. Making best use of existing assets was adopted, in addition to quality of life and regeneration, due to the importance placed upon it by stakeholders and the County Council.

Results of consultation on integrated transport measures to deliver the objectives of the second LTP

Surveys to help develop the five year programme of integrated measures were sent out to over 250 partners, stakeholders, transport operators, and transport and disabled groups, along with summaries of the provisional LTP2 and the Strategic Environmental Assessment for them to comment upon.

Overall, the stakeholders thought that all of the integrated transport measures proposed were important in meeting the objectives of LTP2, with particular support for:

*   Public transport interchanges
*   Bus infrastructure
*   Walking facilities
*   Safer routes to school
*   Local safety schemes
*   Maintenance
*   Town centre improvements.

There were, however, some variances within the sub-areas. Interestingly, in some cases the variances in the stakeholder views often mirrored the views of the public. For example, within the Ashfield/Mansfield sub-area the consultation indicated that cycling facilities were of least importance, as was the case in the public consultation.

Conversely, however, in some cases the variances in stakeholder views contradict the public views. For example, within the Newark sub-area the stakeholders considered public transport interchanges (along with parking control) the most important measure, whereas the public in the Newark sub-area rated public transport interchanges lower than all the other sub-areas.

As all of the stakeholders rated all of the measures so highly, the stakeholders supported the development of a varied package of integrated transport measures across all of the sub-areas and therefore this is what has been developed.

2.5.4 Local Strategic Partnerships

Local Strategic Partnerships (LSPs) have a key role as forums that involve all sectors of society; public, private, community and voluntary. They facilitate consultation with community level structures and identify strategies and actions to improve the quality of life in a particular locality.

The County Council is a proactive member of all LSP partnerships in Nottinghamshire and has also invited LSP input into major strategies and policy decisions. LSPs have led on several of our Mobility Management Action Area schemes, as well as acting as key consultation bodies. As part of the LTP2 consultation they have also been involved in helping to identify areas to be considered for local accessibility transport studies during the lifetime of the second LTP.

Presentations of the current and proposed transport strategy, as well as the development of programmes for the integrated transport measures have been given at meetings of all the LSPs. The presentations have outlined the Local Transport Plan process, reported on the progress made to date (as provided in the APRs) and provided the opportunity for working groups to be developed in each area. This has offered the opportunity for LSPs to input into strategy development, prioritisation of localised requirements, annual programme development for the forthcoming financial years and also to be kept informed of ongoing progress.

Government sees LSPs as the main mechanism for co-ordination in the delivery of better services. We look forward to further developing these partnerships to help deliver key strategies and services, such as the Local Transport Plan and Accessibility Strategy.

2.5.5 Future consultation and participation

The County Council is committed to continuing its current process to enable full participation across the Plan area throughout the Plan period. The County Council has endeavoured to make all published documents as widely available as possible, including all main libraries and via the County Council's website. The documents are also available in a variety of other formats such as audio, foreign languages and large print versions.

Future consultation will continue to be undertaken on individual schemes and strategy as part of their development. Similarly, involvement in the local strategic partnerships will continue throughout the Plan period.

During the period of the second LTP there will again be a programme of continued consultation at a local level, similar to the MMAAs of the first LTP. These initiatives in the second round of the LTP will be called Local Accessibility Transport Studies and will be linked to the development of Local Accessibility Action Plans.

Local Accessibility Transport Studies

To build on the lessons learnt during the first LTP period, it is intended to broaden the scope of the current MMAA process so that Local Accessibility Transport Studies (LATS) include an element of accessibility planning to widen the range of the results. LATS will be integrated into the wider needs of the community by including:

- Transport needs assessments
- Partnership working with active town centre management groups (reporting to the area Local Strategic Partnership)
- Partnership working with district council planning authorities in support of the development of Local Area Action Plans (as required by the new Local Development Framework process in the place of Local Plans)
- Use of accessibility planning techniques
- Economic healthcheck analysis.

This work will be undertaken with the support of relevant local partnerships. Where no partnership exists, a capacity building exercise will be used to establish a community group.

Objectives

The aims and objectives of LATS are to:

1. **Encourage local empowerment** through consultation and the development of **local transport strategies** to tackle local problems
2. Help **improve people's quality of life** through developing sustainable district centres (including rural centres) that are **safe**, healthy and attractive places to live, work and visit
3. **Enhance and maintain accessibility** to local services within the district centres (including rural centres) and the hinterlands
4. **Make best use of the existing network** through re-allocating road space to favour public transport, walking and cycling; improving walking, cycling and public transport networks; maintaining satisfactory access by car; and ensuring appropriate car parking facilities and controls
5. **Reduce the need to travel** through promoting 'smarter travel choices' such as public transport; and promoting healthy travel choices such as walking and cycling
6. **Aid regeneration** through helping to promote the role of district centres as shopping and service centres, promoting leisure and tourism and add to attractiveness of each area. Studies will help maintain and enhance the economic well-being of district centres, promoting each as a competitive and attractive place to work, shop and invest in
7. **Ease congestion** and **improve air quality** by reducing traffic dominance through effective traffic management.

Process for delivering LATS

The main features of the LATS process are:

*   Early consultation with the stakeholders, such as district councils and key organisations
*   Involvement of hard to reach groups such as disabled groups
*   A survey of residents to determine transport needs and aspirations, including staffed exhibitions, leaflets to households in the area, questionnaires etc.
*   Further consultation on a proposed package of measures
*   Partnership working to assist with the detail of policies and schemes and to guide implementation.

The County Council, in partnership with other stakeholders, will develop a comprehensive programme of measures to deliver the objectives of each LATS within a value for money framework. It is not possible to be prescriptive on the details of the programme of measures for each LATS but it is likely that there will be some common features such as:

*   Measures to assist the delivery of goods and ensure the vitality of the area
*   Better travel information and advice provided both en masse and on a one to one basis
*   Advice to businesses, schools and other organisations on the development of travel plans for staff and visitors
*   More emphasis on improving access to and within towns by public transport
*   Improved conditions for walking and cycling to work, school, the town centre, and other services/facilities
*   Effective parking management, including restraint on car parking in town centres where necessary.

Where appropriate LATS will encompass several smaller settlements as part of a single study, for example when local services are spread amongst different settlements.

It is intended that LATS will follow one of two models, depending on the nature of the study area. In model one the study will be undertaken in three stages. The identification of issues and problems through consultation as stage one, the identification of, and consultation on, potential solutions and preferred strategy as stage two, with stage three comprising the implementation of a programme of measures, possibly over a number of years. In model two the study will be undertaken in two stages. The identification of issues/problems and potential

solutions through consultation as stage one, with stage two comprising the implementation of a programme of measures, possibly over a number of years. It is expected that model one will be used in the larger urban areas where issues and problems may be more complex and where scheme identification may be more controversial. Model two is expected to be used in the remaining smaller settlements where issues and potential solutions can more easily be identified, and where earlier programme delivery can be achieved.

The areas in which LATS will be carried out will be identified through the ongoing accessibility planning process, consultation with key stakeholders, links with town centre master plans whenever possible and as part of ongoing consultation with transport groups. So far this process has identified the Sutton in Ashfield and Ollerton areas as the two priority areas for study in North Nottinghamshire.

Sutton in Ashfield has been identified as the priority area for a LATS in North Nottinghamshire. MMAA studies, as prioritised within LTP1, have been undertaken at all of the major district centres in North Nottinghamshire with the exception of Sutton in Ashfield. Sutton in Ashfield is also currently in the process of developing its town centre master plan and therefore carrying out a LATS simultaneously would add extra value to this work. In addition to this Sutton in Ashfield has super output areas with high levels of deprivation, and accessibilty planning has identified accessibility problems within the area.

Ollerton has been prioritised because of the high concentration of super output areas with high levels of deprivation, the potential regeneration benefits that a LATS would offer and also because monitoring and surveying has highlighted congestion hotspots at specific locations.

Service Diversity Reviews

An equality impact assessment of the second LTP was undertaken as part of the development of the Plan to ensure that it meets the needs of the whole public including minority groups. These assessments have now been succeeded by service diversity reviews.

Service diversity reviews are undertaken to ensure that the views of all people are fully taken into consideration. Not only is there a corporate commitment to complete these but it is explicitly required under the Race Relations and Disability Discrimination Acts. When undertaken, these reviews evaluate the effects of any of the Authority's policies and services on disability, race, age, gender and sexual orientation. If an unjustified adverse impact is found, then the function should be adjusted.

Service diversity reviews will continue to be undertaken throughout the life of the second LTP when appropriate, both on strategy and work programmes.

3. ANALYSIS OF PROBLEMS AND OPPORTUNITIES

This chapter analyses the individual issues within each of the seven local transport objectives described in the previous chapter. Clearly travel is but a means to an end, and a thorough understanding of the needs within the area is vital to achieve a successful strategy to deliver the County's vision. The range of options to deal with each of the issues identified in this chapter are detailed within the subsequent strategy chapters (5 to 11).

3.1 ACCESSIBILITY

This section highlights the diverse problems of accessibility in the Plan area, and in particular how these issues are being identified by accessibility planning techniques, including use of the DfT's bespoke software 'Accession'.

In the North Nottinghamshire Personal Perceptions Survey (June 2005), a tenth of respondents with access to a car ranked accessibility as the most important of the shared and local transport priorities for the area; this figure increased to a fifth for those who do not have access to a car. This highlights the importance of ensuring continual improvements in narrowing the relative distance and time between services and people – particularly for those from less affluent and rural areas.

Accessibility planning is one of a range of cross-governmental policies and initiatives which emerged from the recommendations of the Social Exclusion Unit's 2003 report 'Making the Connections'. This document sets out to define the reasons for poor accessibility to work and other key destinations which have a critical impact on opportunity and quality of life, and to propose solutions to those problems.

As a result, all local transport authorities are now required to develop accessibility strategies as an integral part of their Local Transport Plan process, with considerations of accessibility underpinning the whole document. Accessibility planning extends Nottinghamshire County Council's approach to partnership working in developing its transport strategy, setting out a way of engaging expert organisations in identifying problems which people experience in reaching a range of services and jobs.

The integration of this process into the LTP is essential to efficiently target resources for maximum impact. Consequently, a summary of the Accessibility Strategy has been included within the text of this Plan. The County Council has produced the final Accessibility Strategy as a separate document to this Full Local Transport Plan. It is considered that this approach has assisted in partnership working where reference to a concise and separate Accessibility Strategy has promoted understanding and 'buy in' from participants.

This section explores the accessibility needs within the LTP area, together with the identification of priorities to be addressed within the period 2006/07 to 2010/11, and explains the opportunities and how critical the stakeholder organisations and data analysis has been to this work.

Nottinghamshire County Council's vision, objectives and forward plan for improving accessibility are laid out in summary within Chapter 5 of this document, and in full in the separate Accessibility Strategy document. Links are made to the wider goals of the LTP and the Accessibility Strategy demonstrates how the policies and plans laid out within it – including public transport, cycling, walking strategies and promotion of travel options - affect people's ability to reach a range of facilities and opportunities.

3.1.1 Plan area overview

Maps have been produced to assist in the identification of problem areas in the Plan area. The three categories of maps which have been produced are:

1. Maps of key national and local data-sets such as car ownership and Index of Multiple Deprivation

2. Maps showing the public transport network in Nottinghamshire, particularly service frequencies and the extent of services provided by the commercial bus network
3. Accessibility maps showing the results of the calculations of the core accessibility indicators for Nottinghamshire undertaken by Nottinghamshire County Council in January 2006. These were produced using Accession and MapInfo software.

Discussion with stakeholders and mapping at an LTP-wide level has revealed the following characteristics of the area:

Car ownership levels

Car ownership levels in North Nottinghamshire at census ward level have been highlighted previously in Chapter 2. Figure 2.2 shows the percentage of households with no car across the North Nottinghamshire area based at census output area level and interpolated across the plan area. It can be seen that car ownership levels are lowest in the urban parts of North Nottinghamshire, particularly in the Ashfield/Mansfield and Worksop sub-areas. However, the map also shows small isolated areas of low car ownership in rural areas, and it is these areas which may not be able to support a conventional commercial bus service due to low levels of population.

The percentage of households in each sub-area with one car, but with two or more people over 17 in the household has been calculated. This has been investigated in order to identify households where access to the family car may vary by time of day and by members of the household. The distinction between rural and urban areas is less marked; the overall car ownership figure for North Nottinghamshire is 31%, the highest figures being 32% in Mansfield/Ashfield and Worksop, the lowest figures being 28% in both Newark and Retford. Thus, although rural areas may have higher levels of car ownership than urban areas, there may be people living in rural areas who still have difficulties accessing key facilities because they cannot access the household car at certain times.

Index of Multiple Deprivation

Figure 3.1 shows the 2004 Index of Multiple Deprivation (IMD) across the North Nottinghamshire area, with the darker areas being areas of high deprivation. Deprivation levels are highest in the urban parts of North Nottinghamshire, particularly in the Ashfield/Mansfield and Worksop sub-areas. However, the map does show small isolated pockets of deprivation in rural areas, particularly in the area to the south east of Retford. This area in particular is at risk to changes in the revenue budget used to support socially necessary bus services. As figure 2.3 shows, all bus services in this area are wholly provided by the supported bus network with no alternatives being provided by commercial bus services.

Social Need in Nottinghamshire

Figure 3.5 in section 3.3.2 shows the results of the 2004 Social Need in Nottinghamshire Study. A variety of deprivation indicators have been used to compile the overall index of Social Need, including car ownership levels, income levels, family composition and babies born with a low birthweight. The areas categorised as 'extreme social need' roughly correspond to the most deprived areas in the 2004 Index of Multiple Deprivation. If this map is compared with the map showing bus service provision, it can be seen that the areas experiencing high levels of social need tend to be areas favourable to commercial public transport provision. Such areas tend to be of high population density, and have large numbers of people on low incomes such as people without access to a car, students and pensioner households.
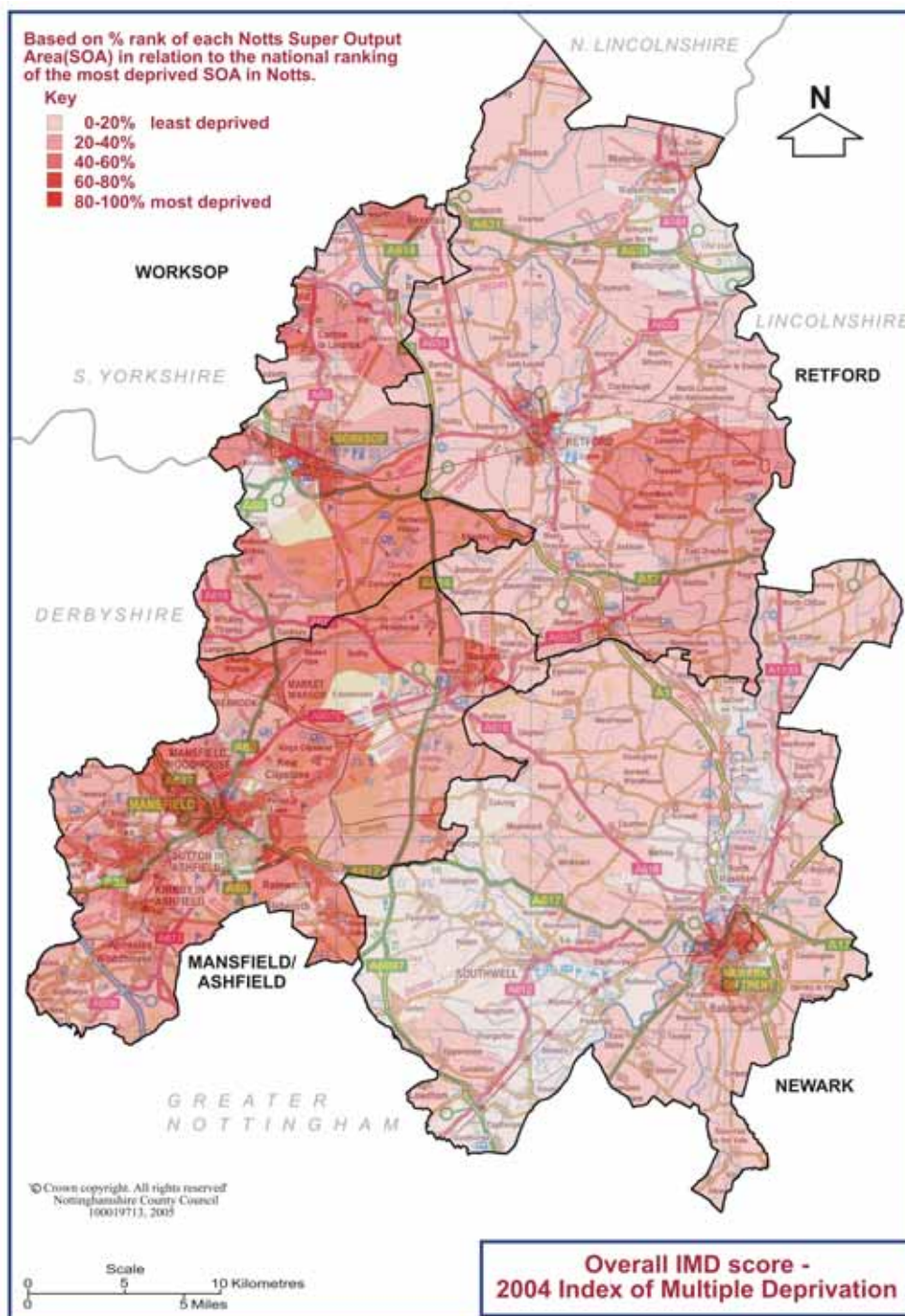
Figure 3.1 overall IMD score- 2004 Index of multiple Deprivation

Population with a limiting long-term illness (LLTI)

This is a key indicator of deprivation, and Figure 3.2 shows the percentage of the population with a limiting long-term illness, calculated at census output area level and interpolated across the Plan area using a grid function. 21% of the total population in North Nottinghamshire have a limiting long-term illness, the highest levels being observed in the Mansfield/Ashfield area (23%). The high incidence of illness in the former mining communities of the former West Nottinghamshire coalfield should be noted. More information on this is included within Section 7.6 of the Quality of Life chapter.
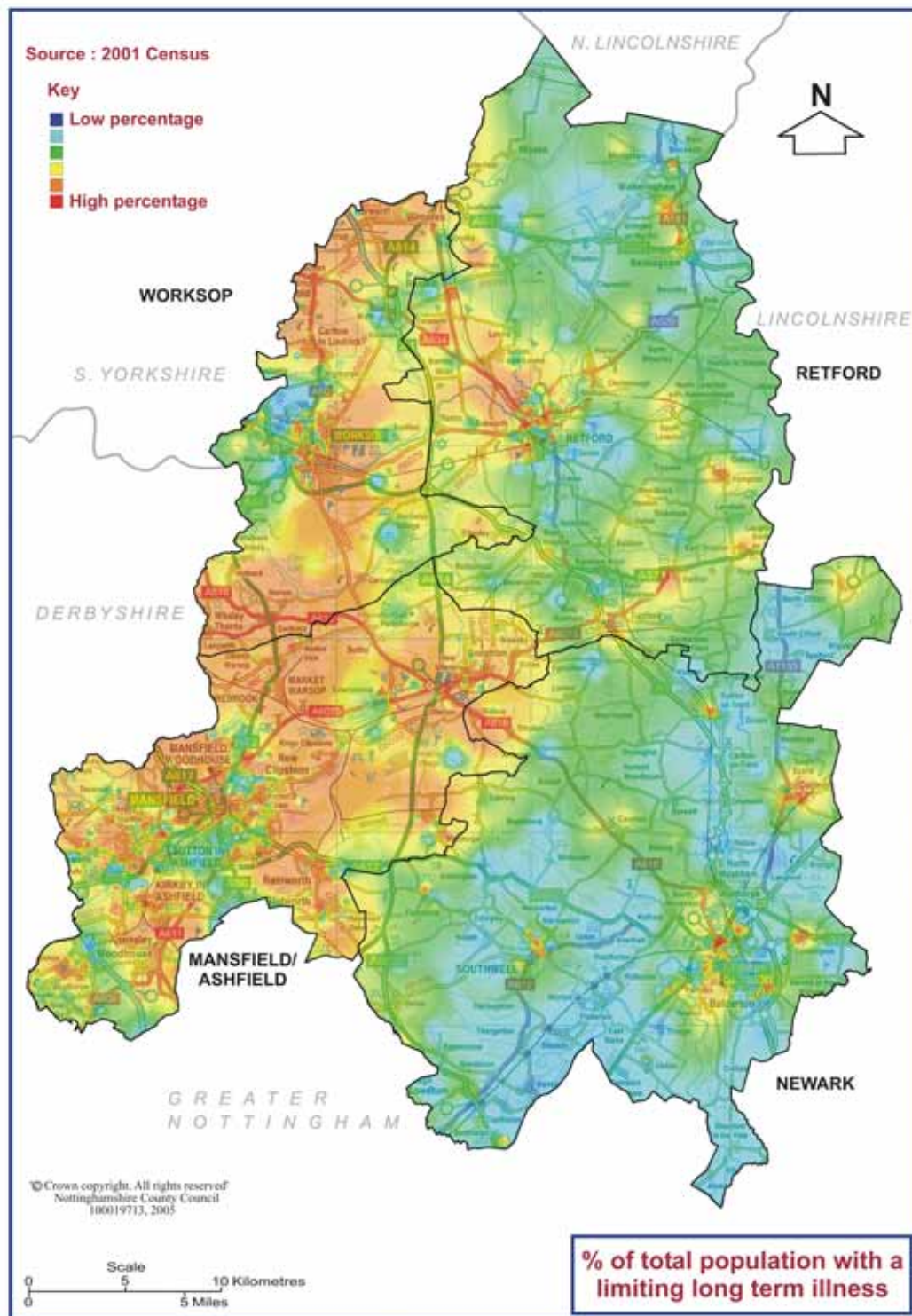
Figure 3.2 % of population with a limiting long term illness

Public transport provision

Demand for Public Transport

In general, demand for public transport is highest in areas where there are a large number of households without access to a car; in areas experiencing high levels of deprivation; areas where there is a high concentration of population on low incomes; and areas with a high population density. Demand for public transport is lowest in rural areas where there are high levels of car ownership, in particular large numbers of households with access to two or more cars. Analysis for North Nottinghamshire, however, shows significant areas where demand for

public transport may not be high enough to justify the provision of commercial services but where there is still a demand for some form of public transport to be provided. The rural areas of Bassetlaw district particularly around Retford fall into this category. One of the challenges of accessibility planning is how best to serve such areas in a cost-effective manner where demand for bus services still exists but not at the level required for services to be provided commercially.

Supply of public transport

An indication of the supply of public transport, in particular conventional bus services is given in Figure 3.3. This service standard relates to all households being within 10 minutes (800m) walk of their nearest bus stop with an hourly service frequency on weekdays 0600-1800 hrs. The map clearly shows the extent of the County's supported bus network, and in particular the important contribution which it makes to general accessibility levels and reducing social exclusion. Services are provided in areas where clearly the demand is not as great as that in urban areas and where demand is not high enough to justify the provision of commercial bus services.

The effect of the County Supported Bus Network on accessibility levels in communities can be seen in Figure 3.4 which shows what the effects would be if funding support for all county supported services was withdrawn, including funding to support a diversion/extension of a commercial route to service a particular community. This hypothetical scenario shows that many communities would face a reduced level of service and some communities would have no services provided at all. In some areas there may be an increase in the distance walked to the nearest bus stop with a desired frequency. These two examples assume a 10 minute walking time from each household to its nearest bus stop with an hourly or better service and averaged for all the households. In practice, many people would not be able to walk such distances particularly if they are elderly, sick or infirm, or if they live in hilly areas.

Data on the extent of commercial bus service provision on Sundays has been collated. The commercial network is even sparser when compared to weekdays, with County-supported services forming a vast majority of the service provision in rural areas, with a large number of rural communities having no services at all on Sundays. The complete Sunday bus service networks in Retford and Newark, and the majority of the Sunday bus network in Worksop are provided by County-supported services.

The County's budget for securing socially necessary bus services has come under increasing pressure in recent years due to continuing withdrawals of marginal services provided by commercial operators, and rising costs. To try and prioritise this revenue funding for tendered bus services in a fair and consistent manner, a performance management framework has been drawn up to assess competing claims on the budget, and the Framework was given full Cabinet approval in October 2005. This will now be used to assess all future claims on the revenue budget for supported services in relation to existing funding commitments, and to assess the feasibility of any initiatives arising out of the accessibility planning process with regards to the likelihood for funding, given existing commitments.

The County Council use the following variables to prioritise each local bus service contract and non-statutory school transport contract:

- Subsidy per passenger
- Passengers per trip
- Journey purpose
- Car ownership levels in the communities which the service serves
- Availability of alternative public transport provision in the communities served
- Index of Multiple Deprivation levels in the communities which the service serves.
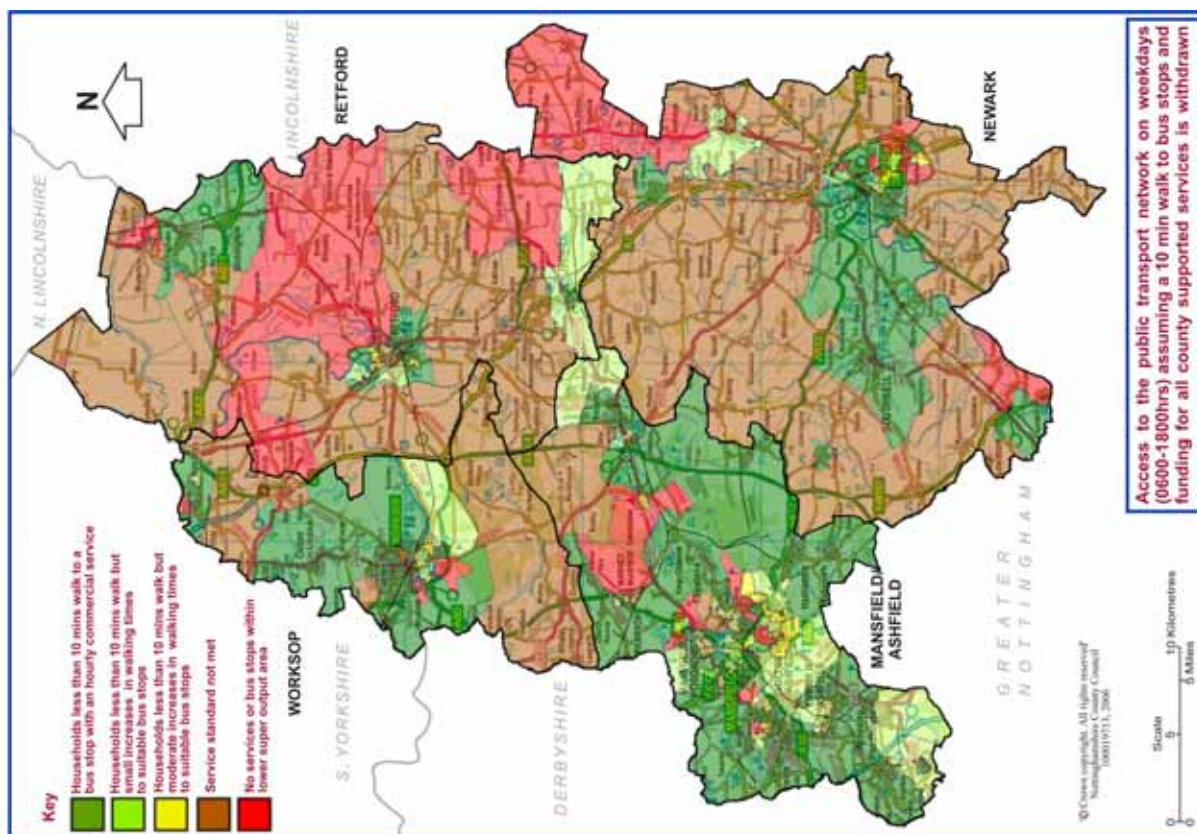
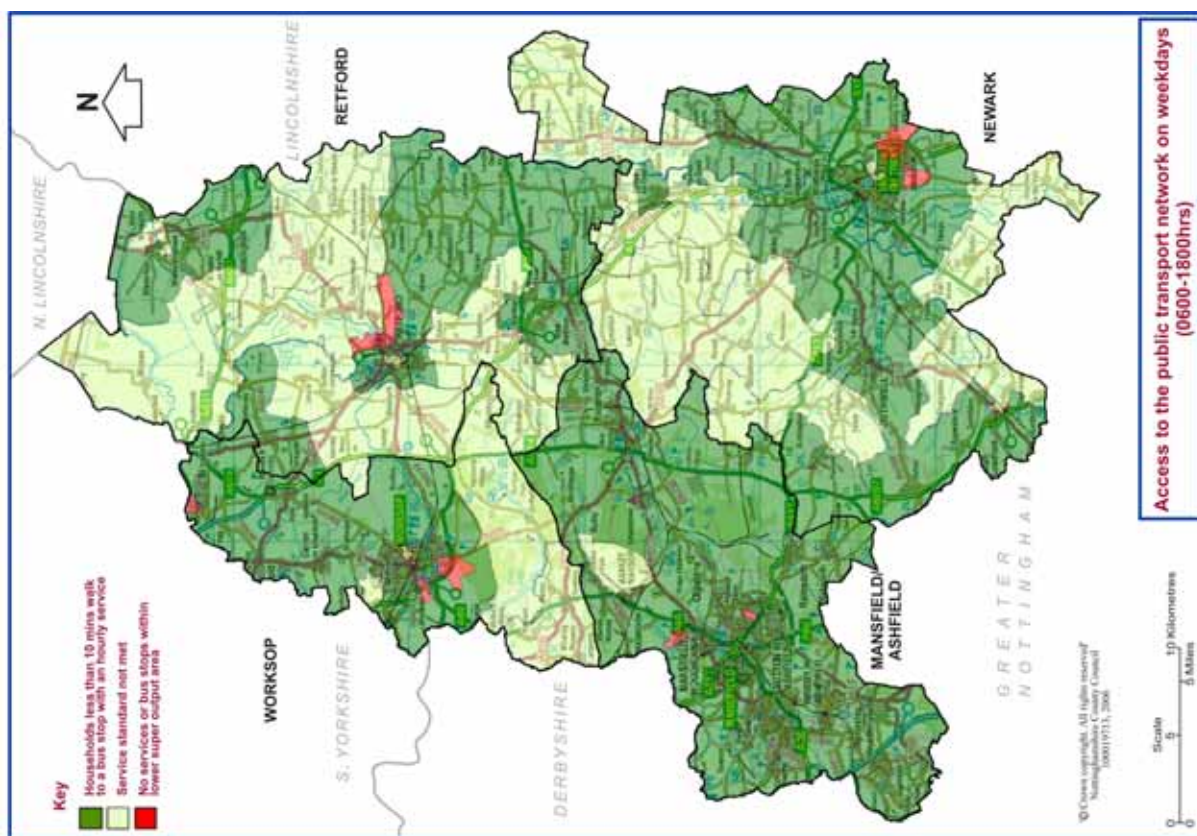Figure 3.3 Access to public transport network if all county supported services withdrawn

Figure 3.4 Access to public transport network

Accessibility planning will also feed into these variables and the following concepts of accessibility planning have been incorporated into the final three variables noted above:

- Car ownership levels include households with no car and households with one car but with two or more people within the household, on the premise that access to the family car will vary by time of day and each household member
- Availability of alternatives includes an element of local accessibility, where settlements are ranked according to the extent to which alternative public transport options are provided by the commercial bus network. Thus settlements where services are entirely provided by the supported bus network will score more highly than settlements where there are a number of alternatives provided by the commercial network. Figure 3.5 provides an indication of the level of commercial bus service provision across the area
- The Index of Multiple Deprivation has as one of its domains 'Barriers to Housing and Essential Services'.

In addition to supporting conventional public transport, the County also supports the following schemes designed to supplement the local bus network:

- Three Bus Challenge schemes (Village Lynx Rural Bus Challenge, Ashfield Access Lynx Urban Bus Challenge and Boughton Boomerang Rural Bus Challenge). These schemes are a combination of conventional bus routes and fixed route Demand Responsive Transport
- 14 voluntary car schemes, 13 social car schemes and 10 Community Transport minibus schemes. Figures for the 2004/05 financial year show there were 257 volunteer car scheme drivers and over 2,400 car scheme users making 163,000 trips. There were also 100 volunteer minibus scheme drivers and over 200,000 minibus kms run.

Data on the usage of voluntary car schemes serving rural areas in North Nottinghamshire has been collated. Further data has been collated for two schemes to show the take-up of schemes by residents in neighbouring communities. This data clearly shows the vital services that these schemes provide, particularly in rural areas, in order for people to access key facilities in the absence of good public transport facilities.

Overall public transport demand and supply

To conclude, demand for public transport in the Plan area in the context of low income households, households without a car and areas of high population density is largely matched by the supply of conventional public transport in the context of commercial bus services, especially on weekdays. Given a limited supply of revenue funding, one of the challenges of accessibility planning is how best to serve areas where there may be a demand for public transport but not at the levels which would justify a commercial bus service.

3.1.2 Other survey work

A Personal Travel Survey for the North Nottinghamshire LTP area, similar to the travel surveys carried out on a continuous basis by DfT, was carried out in Summer 2003 and repeated in 2005. Residents in the urban areas of Worksop, Mansfield/Ashfield, Retford and Newark were asked a series of questions on their recent trip-making patterns, and a specific question was included on their opinions of access to key local facilities in their area. The results show that the majority of the public considered access to facilities as generally easy: health 83%, 77% (2005, 2003); school 86%, 87% (2005, 2003); food 90%, 85% (2005, 2003); work 80%, 74% (2005, 2003); and leisure 83%, 89% (2005, 2003). Significantly, a proportion do find access difficult though, most notably to health (10 to 15%), to school (10 to 11%) and to work (10 to 13%). Other significant issues included 20% of people with a disability finding access to health facilities difficult and almost half of those over 60 finding access to both health and food difficult.

A Personal Perceptions Survey for the North Nottinghamshire LTP area was carried out in Spring 2005. Respondents were contacted by telephone and asked for their opinions on the core themes and shared priorities to be included in the forthcoming Local Transport Plan for their area. The data in the original survey was re-weighted to better reflect the distribution of population

between the urban and rural areas of North Nottinghamshire. Results show that respondents' overall views on the ease of access to key destinations was lowest in rural areas (23%), particularly around Retford. Respondents' overall opinion on the provision of public transport services was again lowest in the Retford rural and Newark rural areas (5% and 15% respectively), and it is in these same areas where the overall opinion on the availability of sufficient jobs and services locally was lowest. One in five respondents (20%) without access to a car ranked accessibility as a top priority for their area, and the same proportion of respondents (20%) living in the Retford urban and rural areas respectively ranked accessibility as a top priority.

Take-up of concessionary travel passes amongst the elderly and disabled

Table 3.1 below shows the take-up of concessionary travel passes for the elderly and disabled throughout the county. Eligible population is defined as all men and women over 60 years and all people permanently sick and disabled in each census ward in the 2001 census. Actual population relates to an extract taken from the Concessionary Pass Issues File in November 2004.

Sub-area	Percentage take-up rate (actual v eligible)
North Nottinghamshire overall	46%
Ashfield / Mansfield	51%
Worksop	46%
Retford	36%
Newark	38%

Table 3.1 Take-up of concessionary travel passes for the elderly and disabled

From the above table it can be seen that take-up of passes is highest in urban areas (Ashfield / Mansfield - high levels of bus service provision and low levels of car ownership) and lowest in the rural areas (Retford and Newark - lower levels of bus service provision and high levels of car ownership). However, in the rural areas there are still a sizeable number (nearly one third) of elderly persons' households without access to a car suggesting there could be some households in these areas having difficulties accessing key facilities, or that these households are not aware of the opportunities offered to them by a concessionary travel pass.

3.1.3 Opportunities

In addition to the existing initiatives and possible efficiencies identified by partners through the assessment of needs and priorities process, a number of opportunities for pooling and making more effective use of existing resources in order to achieve joint accessibility goals have emerged. A full appraisal of opportunities and resources available to address accessibility problems is given in the Accessibility Strategy, however, a brief summary of input is provided here.

Nottinghamshire County Council has a crucial role to play in improving accessibility by:

- Adjusting the delivery of any of its large portfolio of services (such as the location of new Council-managed facilities)
- Planning, delivering and managing the local public transport, highways, cycle and footway networks
- Integrating accessibility objectives within the corporate and local vision for their area
- Influencing policy and scheme delivery in non-transport sectors (both internal and external to the Authority).

Nottinghamshire County Council's contribution to the accessibility partnership over the second LTP period will take the form of the following:

- Aligning its policies for transport with those in other areas such as land-use policy, social inclusion, economic regeneration and health
- Capital monies from the LTP settlements, including introducing processes to include accessibility considerations in the assessment of wider transport projects and schemes, including major transport schemes
- Ensuring that Local Authority revenue funding spent on supported bus services and non-statutory concessionary fares provision represents optimum value for money through its performance management framework for tendered bus services
- Ability to apply for possible future Rural or Urban Bus Challenge Bids, or Kickstart pump-priming monies
- More streamlined or co-ordinated use of available or existing resources via Nottinghamshire Integrated Transport Centre
- Supporting the acquisition and maintenance of all data relating to Accessibility Planning through Jupiter in Nottinghamshire, a countywide data sharing partnership involving GIS staff from the County and City Councils
- Leadership and administrative support to the partnership
- Officer time
- Local Accessibility Transport Studies.

Local Accessibility Transport Studies

The County Council's programme of Mobility Management Action Area studies (MMAAs) offers an opportunity to improve access to district centres. These studies will be relaunched under the new name of Local Accessibility Transport Studies (LATS). As with the original MMAAs, LATS will be heavily focussed on identifying local travel needs in a defined geographic area through a series of thorough consultation exercises with stakeholders and the public. Initial consultation will focus on identifying issues of concern, whether they be specific problems such as a lack of crossing facilities at certain places, or more general concerns such as the need for better cycle provision. Following on from this, a series of proposals will be developed and a second round of public and stakeholder consultation will take place in order to gauge opinion before construction work commences.

This approach has allowed the Council to engage more meaningfully with partners and the public and has resulted in the development of co-ordinated programmes of schemes that incorporate improvements to public transport provision, cycling facilities and pedestrian access, especially for disabled pedestrians.

Other organisations

The Terms of Reference for the accessibility partnership state that the members will endeavour to:

- Supply or assist in sourcing data and relevant studies to identify where accessibility can be improved
- Oversee the accessibility mapping and modelling of need to be undertaken by Environment Department
- Agree the needs and problems within the LTP areas
- Set out priorities for the five year LTP period (2006-2011)
- Agree the content of the Framework and final Accessibility Strategy
- Demonstrate how a range of interventions can address the problems
- Agree the priority of issues, areas and key groups to take forward through local accessibility action plans
- Prepare local accessibility action plans to tackle specific problems and priorities
- Assist with surveys and consultation with communities where required
- Outline accessibility objectives and targets
- Identify resources within the control of their own organisation and outside to support measures to improve accessibility

- Measure performance
- Impart their local knowledge and expertise throughout the process.

The key stakeholders in the partnership have a similarly vital role to play, and will benefit from improved accessibility. Supporting partner statements are given by the key partners, including the district planning authorities in an annex to the accessibility strategy.

3.2 SAFER ROADS

In 2004, 2,227 people were injured on all roads (including trunk roads) in North Nottinghamshire. The cost of these accidents to the community is estimated at £119m and this must be added to the incalculable pain, grief and trauma for those involved.

A detailed breakdown of the road casualties within the LTP area by road user group in 2003, 2004 as well as the 1994-98 baseline is provided in Table 3.2 below. The long-term trend showing casualty reduction performance against targets since 1998 is detailed in Appendix B which details the targets and trajectories for casualty reduction.

	1994-98 average	2003	2004	Comparison of 2004 with 2003		Comparison of 2004 with 1994-1998 average	
Casualty type				Change	% Change	Change	% Change
All child casualties (0-15yrs)							
KSI casualties	77	38	55	17	44.7%	-22	-28.6%
Slight casualties	279	222	202	-20	-9.0%	-77	-27.6%
Child pedestrians (0-15yrs)							
KSI casualties	36	18	26	8	44.4%	-10	-27.8%
Slight casualties	83	56	63	7	12.5%	-20	-24.1%
Pedestrians (all ages)							
KSI casualties	81	64	56	-8	-12.5%	-25	-30.9%
Slight casualties	169	141	135	-6	-4.3%	-34	-20.1%
Pedal cyclists – riders and passengers							
KSI casualties	46	23	25	2	8.7%	-21	-45.7%
Slight casualties	130	79	108	29	36.7%	-22	-16.9%
Motorcyclists (incl. mopeds) – riders and passengers							
KSI casualties	79	102	91	-11	-10.8%	12	15.2%
Slight casualties	93	115	144	29	25.2%	51	54.8%
Car drivers and passengers (incl. taxis)							
KSI casualties	246	211	201	-10	-4.7%	-45	-18.3%
Slight casualties	1448	1443	1265	-178	-12.3%	-183	-12.6%

Table 3.2 Road Casualties in North Nottinghamshire

North Nottinghamshire is characterised by market towns with significant urban areas, together with large rural areas. For the purpose of the LTP these have been divided into four sub-areas.

It is, however, difficult to compare the casualty numbers within the four sub-areas (see figure 2.1), as they are different in population, length and make-up of the network as well as vehicle kilometres travelled. Analysis of the casualty details does, however, show that whilst there are variances in the numbers of accidents/casualties within the four sub-areas, these broadly reflect the differing populations, length and make-up of the network, and vehicle kilometres travelled within each area. Analysis of the casualties does, however, indicate that the four sub-areas share similar road safety problems which are detailed below.

The County Council's road safety strategy, as set out in the Cross-Service Road Safety Improvement Plan (2003-2010), details the measures/work programmes that will be used to address the four problems listed below, as well as all the other tasks carried out to help meet the national 2010 road casualty reduction targets and their associated outcomes. More information on the Road Safety Plan as well as detailed strategy for each of the areas below are included within Chapter 6 of this LTP.

3.2.1 Motorcycles including mopeds

Following decreases in the late 80s and early 90s, the number of licensed motorcycles in the whole of Nottinghamshire increased by almost 72% between 1998 and 2004. The number of casualties has not, however, increased at the same rate. During the same period the number of killed or seriously injured (KSI) motorcycle casualties in the whole of Nottinghamshire increased by only 6% with a 37% increase in slight motorcycle casualties.

Motorcyclist casualties are however, an area of concern throughout Nottinghamshire as despite their small modal share of traffic, they accounted for 23% of all the KSI casualties in the North Nottinghamshire area of the County in 2004. Also despite a reduction of 11% in KSI motorcycle casualties in 2004 when compared to the previous year, the numbers of KSI casualties has increased by 15% when compared to the 1994-98 baseline.

Analysis of motorcycle casualties have identified two specific groups being involved in motorcycle accidents:

- Riders of larger machines, predominantly ridden by those aged over 30
- Riders of smaller machines, predominantly ridden by young riders (mirroring the increase in popularity of 'twist and go' scooters).

Nottinghamshire County Council was a founding member of the Shiny Side Up Partnership, established in 2001 to address the number of casualties involving sports bike riders. This partnership now includes all the local authorities in the region, and has carried out various innovative publicity and training campaigns as well as undertaking research to better understand the psyche of sports bike riders. The partnership has also enhanced the sharing of best practice amongst all the authorities involved, allowing for the development of new campaigns as well as sharing existing campaigns with each other. The 'Bare Bones' project has also been established in partnership with Nottingham City Council and the Police targeting younger riders on scooters.

A motorcycle strategy for Nottinghamshire has been developed and a motorcycle forum has been established, both with the aim of helping to make motorcycling in Nottinghamshire safer and more convenient.

Nottinghamshire will continue to work in partnerships such as these to take the opportunity not only to learn from other authorities and motorcyclists, but to pool resources and also to adopt more consistent road safety programmes across the region in order to maximise their impact.

3.2.2 Children

Good progress has been made in reducing child road casualties in Nottinghamshire during the period of the first LTP, and child road casualty reduction in North Nottinghamshire is on target to meet Government's 2010 child road casualty reduction target. Despite continuously meeting the required trajectory related to Government's 2010 target, the numbers of child road casualties has, however, fluctuated during the period of the last five years, possibly due to the small numbers involved.

A 'child safety audit' is carried out annually to identify the road safety problems for children in Nottinghamshire, and the audit is used to help identify the appropriate strategies and actions required to deal with these problems.

The audit includes a comprehensive analysis of child road casualties, looking at the various circumstances in which accidents occurred. The results of the analysis are then used to inform a wide range of education, engineering and publicity solutions. In carrying out the child safety audit the County Council also reviews how successful its education and engineering programmes have been, as well as identifying any possible problem areas that may not have been dealt with through existing road safety programmes. The child safety audit results in the formulation of the overall strategy to address child road casualties.

The audit also looks at measures to address other pertinent issues such as measures that aim to help pupils access schools (School Crossing Patrols and Safer Routes to School Schemes), and School Travel Plans which aim to reduce congestion and improve health.

The audit has identified that in North Nottinghamshire, around half of the number of pupils surveyed walk to school. It also identified that around one fifth of all 0-15 year old pedestrian and pedal cyclist casualties (4 KSI and 26 slight) occur on school journeys in North Nottinghamshire. There are therefore opportunities to implement Safer Routes to School Schemes across the Plan area to continue to promote walking and cycling to school and to help the pupils who do so to travel safely.

3.2.3 Speed / rural

Speed is nationally recognised as a major contributory factor in road vehicle collisions. The majority of casualties (69% KSI and 57% slight) involving car drivers and passengers in North Nottinghamshire occur on rural roads, and there is a particular problem with KSI on rural links. Analysis of these casualties has shown that driving too fast for the conditions or excessive speed were contributory factors in over a third of all fatal accidents on rural roads in Nottinghamshire.

Such problems can sometimes be difficult to treat with engineering solutions because they tend to be somewhat random in geographical location and circumstance. Traffic management measures such as signing and lining schemes, inter-active signs and marker posts, speed limits and safety cameras are, however, used when appropriate, along with education/publicity campaigns, such as radio campaigns and bus back advertising on buses that travel within rural areas. And where casualties occur over lengths of roads, route management strategies are implemented along the whole length of the route.

3.2.4 Journey purpose

Whilst information concerning County Council vehicles involved in collisions is held by the County Council, unfortunately until recently the only journey purpose reported by the Police via STATS19 forms was journey to school and therefore the extent of any work related road safety problem in Nottinghamshire is not fully known yet. From 2005, however, journey purpose has been recorded as part of the Police reporting process.

This information will be monitored and it is expected that the number of casualties involved in accidents whilst at work will become a priority during the lifetime of this Plan. The first nine months of 2004 have indicated that around 10% of all KSI casualties occurred on work related journeys (not including commuting to and from work). During this nine month period, however, 19% of all KSI car drivers and passenger casualties occurred on work related journeys (not including commuting to and from work).

Recognising that work related road safety problems are likely to be an issue in Nottinghamshire, as it is elsewhere across the country, the County Council has carried out some pilot programmes and is currently developing further programmes of work to help address these problems.

3.3 QUALITY OF LIFE

In satisfaction surveys (carried out in 2003), when asked to comment on what was important to them in their choice of place to live, the people of Nottinghamshire highlighted 'quality of life' as one of the most important factors. Of course many elements can make up an individual's perception of 'quality of life', and these will range across the spectrum of social, economic and environmental factors. Access to local services, a safe and attractive environment, community cohesion and access to 'learning and earning', all play a fundamental part in the level of satisfaction people feel in their communities. Despite the difficulties in the absolute measurement of this concept, it is considered essential to acknowledge in this LTP2 the importance people put on their general satisfaction with living in a place and to consider how this can be influenced by the proposals in this transport plan.

In this section a number of factors (in addition to physical environment) have been identified which are considered to have an impact on 'quality of life'. These factors are in addition to the core priorities already being addressed in the plan, i.e. accessibility, congestion, safety, air quality and regeneration, and can all to some extent be influenced by the policies and measures in the LTP2. These additional factors have been examined in the following sections to provide some commentary on existing problems and to highlight opportunities which could be developed when integrated with LTP2 proposals. These factors are:

- Social needs
- Needs of disabled people
- Education and training
- Health
- Physical environment
- Crime and fear of crime.

Partnerships

In Nottinghamshire, concerns about the quality of the environment have played a significant part in shaping the policies of the Council over the past 20 years. The scars of previous heavy industry have severely impacted on both urban and rural environments in the county, and major capital investment programmes (currently the 'Building Better Communities' initiative) are still considered necessary by the Council to improve the physical environment. The integration of the LTP2 proposals with the ongoing environmental programmes is seen as essential to maximise impacts and benefits. Strong links are also maintained with the Department of Environment Food and Rural Affairs, the Countryside Agency, English Nature, English Heritage and the Environment Agency, together with non-statutory organisations such as the Wildlife Trust and the Campaign for the Protection of Rural England. This close working relationship has many benefits, and offers significant opportunities in not only meeting joint objectives, but also in establishing funding partnerships that provide additional resources to improve both the environment and access to it.

Consultation

Nottinghamshire satisfaction survey

A recent Mori survey (Dec 2004) indicated that the majority of Nottinghamshire residents (85%) were satisfied with their local area as a place to live. In fact nearly half of the 85% were very satisfied, with only 8% of the total respondents dissatisfied. Highest satisfaction rates were recorded in Bassetlaw, with Mansfield a close second. Newark & Sherwood and Ashfield trailed in some way behind in third and fourth places. Results of this survey is shown in table 3.3 below. The Mori survey also indicates the top five priorities for improvement in each district area and these are detailed in table 3.4 below.

County Council	%	%
	Satisfied	Dissatisfied
County Average	85	8
Bassetlaw	91	3
Mansfield	86	5
Newark & Sherwood	80	15
Ashfield	79	11

Table 3.3 Satisfaction rates in North Nottinghamshire districts

Ashfield	Bassetlaw	Mansfield	Newark & Sherwood
Low level of crime	Low level of crime	Low level of crime	Low level of crime
Good schools	Good schools	Good quality hospitals	A clean area
Good local health service	Good local health service	Good quality jobs	Good local health service
A clean area	A quiet area	High employment	Good facilities for young people
Good facilities for young people	A clean area	Good schools	Good schools

Table 3.4 Mori survey showing the top five priorities for improvement by district

Consultation on the shared priorities

As part of the consultation on the development of the second LTP, a separate survey focusing on the four shared priorities of congestion, accessibility, safety and air quality, together with local priorities of regeneration and quality of life, was commissioned for North Nottinghamshire in May 2005.

Taken as an average across the North Nottinghamshire plan area, quality of life was rated as the most important of all the priorities. In the four sub-areas, quality of life was recorded as the top priority in all areas except Retford, where it was the second most important issue behind congestion. More details on this survey can be found in section 2.5, Consultation.

3.3.1 Social needs

In 2004 a joint study was undertaken by Nottinghamshire County and Nottingham City Councils to assess the distribution of social need across the geographic county of Nottinghamshire. The study was designed to provide a more local perspective to the Government's indices of deprivation. This was the fourth study into social need undertaken in Nottinghamshire.

As part of this study, the main aspects of social need have been identified as:

- Low income
- Unemployment
- Poor housing

- Poor health and disability
- Family difficulties and crime
- Educational difficulties
- Lack of skills.

Twenty-two indicators were selected to measure these themes. Very often, individuals, households or groups of people who experience difficulties regarding any of the above will be affected by several others and will therefore suffer from multiple disadvantage. This, together with a lack of access to opportunities, can be defined as social need.

Nottinghamshire and Nottingham have been subdivided into 380 zones. Each zone is defined as a sufficiently large population to provide reliable results and wherever possible reflects the boundaries of locally identifiable communities with similar social and economic characteristics. Zones have been ranked on the basis of their total indices score to identify those areas with the highest social need. Those zones with above average social need have been ranked into extreme social needs, serious social needs and moderate social needs. Zones with below the average score were regarded as having below average social need. 134 zones have been identified with above average social need.

The districts with the most widespread problems are Mansfield and Ashfield, each of which has multiple zones exhibiting serious and moderate social needs. The most extensive area of highest social need is in Mansfield which has four zones with extreme need, whereas Bassetlaw and Newark and Sherwood each have one zone with extreme need as can be seen in Table 3.6 below and also in Figure 3.5.

Sub-area	Total zones	Extreme Social Need	Serious Social Need	Moderate Social Need	% Zones above average social need by district
Ashfield/Mansfield	74	4	9	21	46%
Newark and hinterland	41	1	2	6	22%
Retford and hinterland	16	0	2	2	25%
Worksop and hinterland	26	1	3	6	38%

Table 3.5 Extreme, serious and moderate social need by district

Within the sub areas, Worksop and its hinterlands has the zone with the highest social need in Nottinghamshire, namely Manton North. The Newark and hinterlands area, however, has the most marked cluster of zones with social need in the county. In the Ashfield/Mansfield sub-area there is a marked concentration of serious need in Sutton-in-Ashfield, whilst the Mansfield district has the highest overall social needs score outside of the city of Nottingham. Four zones in Mansfield Woodhouse have extreme need and five others, elsewhere in the district, serious need. Half of all Mansfield's 44 four zones are classified as having above average social need.

The study also identified that the groups that have been identified as most likely to have serious or extreme social need in Nottinghamshire are the elderly and non-white British.
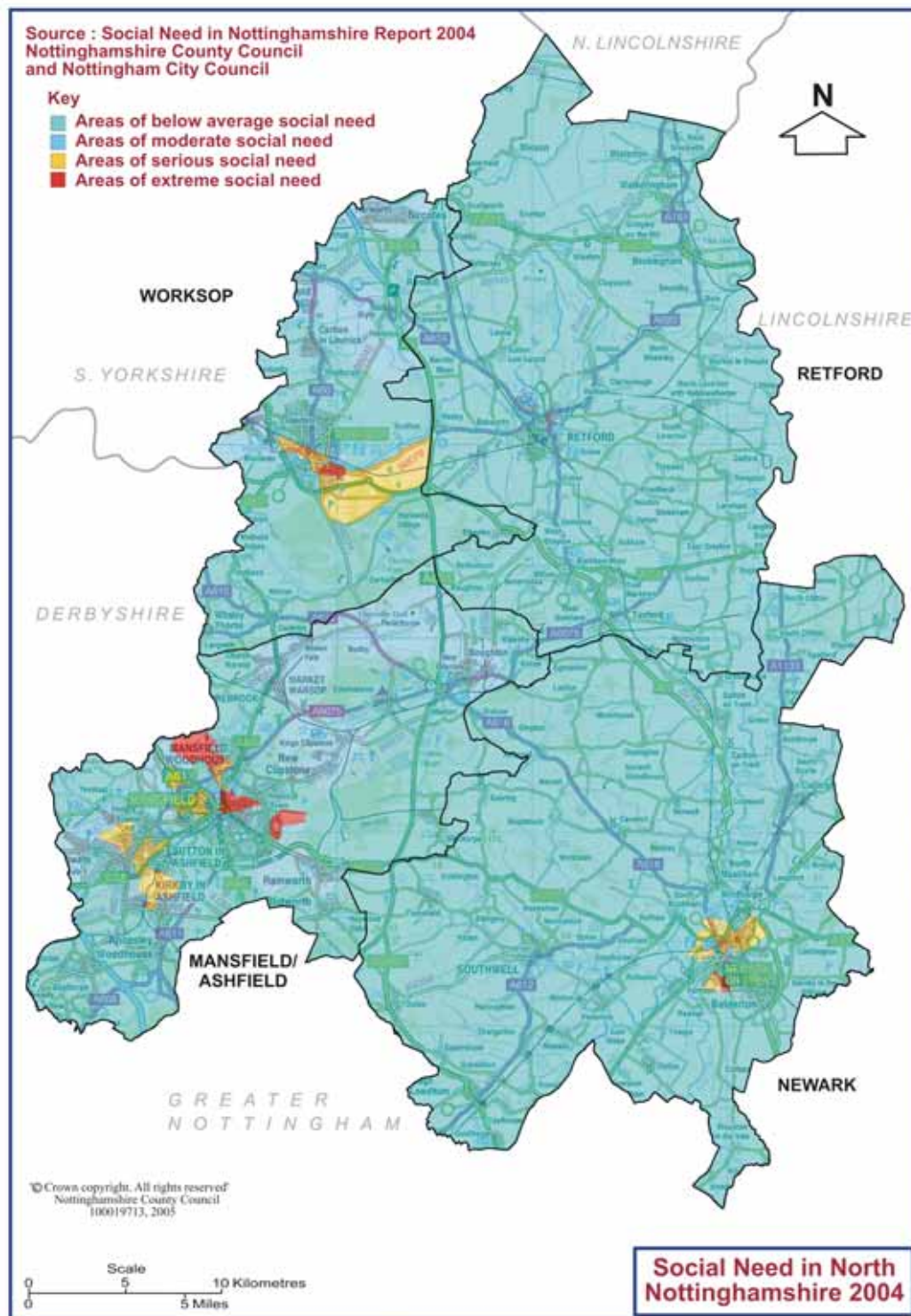
Figure 3.5 Social need in North Nottinghamshire

Clearly, social needs cannot be met solely through the policies and measures included in LTP2. These needs are wide and endemic and can only be altered by a fundamental change in the community's educational aspirations and desire for improvement. These wide ranging needs are fully understood by the Council and efforts to assist these communities through targeted policies to improve education, provide skills training and to encourage local employment are key priorities in its strategic plan. To complement this, areas of high social need such as Manton in Worksop, have benefited in recent years from the development of local employment sites at

Manton Wood and the Old Manton Wood Colliery site. Access links to the Manton Estate have been considerably improved by the provision of better footways, new cycle lanes and a new bus service through the programmes of the previous local transport plan.

The very nature of communities like Manton means that there is a much higher need for medical and social services and a much reduced ability, through reduced car ownership and disposable income, to access these services. Access to education, skills training and suitable employment is vital to sustain and eventually rebuild these communities and these are areas where the policies and the time-tabling of the measures in LTP2 can make a difference, when linked with wider strategies. The integration of LTP2 measures with the Council's own environmental improvement programmes can also play a significant part in creating better environments for these communities - environments in which the community can take pride in.

The regeneration and accessibility planning sections of this document cover many of the opportunities that would help reduce some of the above problem. The accessibility planning techniques will be invaluable in defining the magnitude of the need and in identifying priorities for intervention measures. These will include improved access to education, employment and skills training, environmental improvements, recreational facilities, safety improvements and in general a better quality of life.

Local district councils in their roles as planning authority, housing authority, lead agency for crime prevention partnerships and partners in regeneration initiatives have a key role to play, and a close working relationship with the County Council is essential. The introduction of local development framework area action plans will offer the opportunity to work together to integrate the joint aspirations of both councils.

3.3.2 Disabled users

The County Council is committed to meeting the needs of mobility, learning and visually impaired people through the delivery of its services and has strategy in place to address the problems that people with disabilities face. The two main transport problems that people with disabilities face is access to services (such as health, employment, training and other essential services) and using transport services (such as infrastructure - for example, footways and crossings - as well as mode of transport - for example, buses and trains - and publicity and information - for example, bus timetables).

Systems are in place to help identify these problems and resolve them but accessibility planning work, as well as working in partnership with disability groups offers the opportunity to identify further areas that need continued development to improve access for people with disabilities.

Specific measures to help address the transport needs of disabled users are detailed within the vulnerable road user strategy in section 5.6, Accessibility and chapter 7, Quality of Life.

3.3.3 Education

The County Council acknowledges that a good education and access to lifelong learning contribute to thriving and sustainable communities.

The Council's vision is to promote education, lifelong learning and skills training linked to good employment opportunities to help everyone contribute to a cohesive society. The Council will help offer the opportunities for all people to gain the right skills for a rewarding and productive job and will stimulate enterprise, small firm formation and growth, job creation and a diverse local economy.

The Council recognises the role education and skills development plays in building a healthy economy, and will, through 'Building Learning Communities', encourage higher collective aspiration in towns and villages and contribute to healthy and sustainable communities. The Council wants everyone of all ages to reach their full potential.

The economy in Nottinghamshire is still recovering from the coalfield closures of the early 1990s and subsequent clothing and textiles job losses. Although the economy is moving out of dependence on manufacturing and into services, food and drink there is an under-performance in the transition to knowledge based industries compared with national trends. General unemployment rates are only slightly above the national average, however, new employment opportunities have tended to focus on lower paid work – this is particularly evident in the north of the county. Unemployment is still high, however, in some pockets of the county, focused mainly around areas of high deprivation.

Previous reliance on relatively well paid low skilled work in industries such as mining has engendered a non-academic culture which has struggled to embrace the opportunities of the knowledge economy. Compounding this problem, businesses tend to view areas of North Nottinghamshire as sources of cheap unskilled labour and are consequently locating lower paid employment opportunities here. Many jobs are low value and concentrated in low wage industries. The key to getting away from this spiral of underachievement and lower paid work is education and training.

Particular problems in North Nottinghamshire are:

- 23% of adults in Nottinghamshire having literacy and numeracy needs
- Skill levels at 19 are 20% lower than those specified in national training targets
- 13.5% of young people do not go on to further education, training or work at age 16
- Exam results overall for fourteen and sixteen year olds are still below the national average.

Once again, accessibility planning work over the plan period will offer good opportunities, being able to define those areas of the county that have the greatest problems with educational attainment, skills training and access to employment sites. This will then offer the opportunity to develop measures to improve access for those communities. This LTP will also seek to support regeneration schemes that will enhance the viability and vitality of towns and villages to encourage greater inward investment from businesses.

3.3.4 Health

Illness and insufficient levels of physical activity are contributing to poor levels of public health. The Department of Health recommends that each person "should do 30 minutes of moderate exercise five times each week", however nationally 60% of men and 75% of women do not reach these targets.

The East Midlands personal travel survey undertaken in 2005 indicated that in Nottinghamshire only 10% of the sample of adults did 30 minutes of exercise five times each week and this figure has reduced from 12% in 2003. The results of Sport England's Active People Survey, which is currently being undertaken, should be available in November 2006, and will be used to monitor this further.

Historically much of this exercise would have come from walking and cycling in the normal course of daily life but this is no longer the case. Physical activity is vital in tackling obesity as well as contributing to preventing coronary heart disease, stroke, diabetes and hypertension. It also maintains respiratory capacity and helps prevent osteoporosis. The 2001 Census shows that 20% of the population in the whole county of Nottinghamshire has a limiting long-term illness, which is above the national average (17.9%). Three of the districts in North Nottinghamshire, however, have even higher percentages with a limiting long-term illness, as:

- 22.1% of the population in Ashfield district has a limiting long-term illness
- 21.9% of the population in Bassetlaw district has a limiting long-term illness
- 24.2% of the population in Mansfield district has a limiting long-term illness
- 19.7% of the population in Newark & Sherwood district has a limiting long-term illness.

The effects of transport on health, both positive and negative, are well documented. The increasing reliance on cars for transport and a general decline in physical activity across all age groups, has contributed to the rise of a number of health problems. Negative impacts of the increased usage of cars for example can be both direct and indirect and can include:

- Increased road accidents
- Increased air pollution causing more respiratory diseases
- Stress caused by congestion
- Stress and sleeplessness caused by noise
- Lack of physical exercise and a more sedentary lifestyle.

The lack of available transport, can also be prejudicial to health as it can mean:

- Lack of access to healthcare facilities
- Mental health problems caused by isolation
- Inability to access food choice and other essential services
- Reduced income and earning potential.

Conversely, having access to a range of transport modes can provide substantial health benefits by increasing levels of activity through cycling and walking, particularly where these are undertaken regularly. These benefits will have a positive impact on the illnesses detailed earlier. Improved public transport can lead to wider benefits of greater access to education, services and employment, with the consequent improvements to standards of living.

The health community has particular priorities associated with tackling health inequalities, obesity and coronary heart disease. The LTP offers a significant opportunity to contribute to meeting these health priorities and other objectives through measures to promote cycling and walking, increase accessibility to health establishments, and reduce congestion, air pollution and accidents.

3.3.5 Physical environment

The well-being of people living in the county is a central strand of the Council's Strategic Plan. The quality of the environment in Nottinghamshire has a major impact on many aspects of community life in the county. Improvements to the environment can have a positive social and economic regeneration impact. There is clear evidence that the response of individuals to their environment is closely linked to the quality of their everyday surroundings. It affects the pride that people have in their community and has a major influence on their outlook on the wider world.

Poor streetscape and quality of public spaces which are not up to the public's expectations do not engender pride, and can lead to anti-social behaviour. Improving streetscape quality and public spaces can therefore encourage public activity and allows pedestrians to move freely through uncluttered streets. It assists the orderly, efficient and safe movement of people and goods and encourages people to drive less and walk more. Improving conditions for walking is identified as important (or higher) by 83% of North Nottinghamshire residents.

Nottinghamshire is a diverse county that ranges from idyllic rural villages in prosperous farming areas to run down deprived urban areas and isolated ex-mining villages. The countryside equally reflects those differences with some areas still showing the scars of heavy industry that has long gone, whilst other areas exhibit the undisturbed maturity of ancient forests and arable land.

The county's historic and natural environment includes Sherwood Forest and the former ducal estates of Clumber Park, Rufford Abbey, Thoresby and Welbeck, most of which are now accessible for recreation and tourism and which provide huge natural assets for local people and tourists. Less than 2% of the county's natural environment is nationally important for its wildlife,

compared with 7% nationally, reflecting intensive land use and an environment that has been affected by its industrial heritage. The county has 2,590km of public footpaths, bridleways and other rights of way.

Some key pressures on the environment include: **housing** - it is estimated that around 50,000 new dwellings will be required in Nottinghamshire between now and 2021; **transport** - road traffic in the county continues to grow, for example, between 1990 and 2000 there was a 15% increase in traffic on Nottinghamshire's rural A roads; **waste** - industry, commerce and households in Nottinghamshire produce around 2.5m tonnes of waste each year. Disposal of municipal waste costs the County Council alone £11m each year; **wildlife** - Nottinghamshire contains fewer protected landscapes and wildlife sites than neighbouring counties. The county has 50% less ancient woodland than in 1920, 90% less heathland than in 1922 and 97% less wildflower-rich grassland than in 1930.

The urban environment is varied in its quality and ranges from the picturesque settlements of Southwell and Newark, to the heartland of previous heavy industry in Mansfield, Worksop, Sutton-in-Ashfield, Kirkby-in-Ashfield and Hucknall. High density living in poor quality housing built for previous generations, still typifies many settlements along the industrial spine to the west of the plan area.

Building Better Communities - Creating a better place to live and work

The second LTP plays an important role in shaping the environment that we live in. The integration of the LTP2 strategy with the continued endeavours by the Council to lift the quality of the county's environment will provide added value in meeting many common objectives.

Nottinghamshire has a well respected tradition for environmental improvement work over the last 30 years through specific programmes and the drawing in of external funding, such as Alliance SSP and WREN. These programmes have complemented and added value to many schemes funded through other programmes, such as the award winning Worksop Town Centre improvements.

The 'Putting the Pride Back' initiative, launched in 1997, which ran until 2000, invested £5.5m in the county (£1.5m funded by the County Council), drawing in £4m of external funding from a number of partners and sources such as the Single Regeneration Budget and other European funds, district councils and the Coalfield Regeneration Trust to provide environmental improvements.

Recent Mori poll's reveal that the quality of the local environment was named as a top five priority by 40% of residents interviewed. In addition 90% of all petitions presented to the County Council relate to environmental matters. In direct response to this the Building Better Communities (BBC) initiative was approved by Council during January 2004.

The initiative developed from a 'total environment strategy' to achieve urban and rural renaissance in Nottinghamshire with an emphasis to be placed upon town centre regeneration in the more deprived parts of the county.

The County Council see this type of work as essential throughout the county and has committed £25m of funding to the five year programme of BBC improvements which runs from 2004 to 2009.

The initiative is focusing on the opportunities to improve five key areas of action:

- **Better neighbourhoods** – improve the quality and image of our towns and villages including the refurbishing of town centres
- **Better countryside** – improve the quality of rural areas, including reclaiming derelict land
- **Better business** – widen the range of land-based local industries, including regenerating rural shops and facilities

ANALYSIS OF PROBLEMS AND OPPORTUNITIES

- **Better leisure** – promote tourism, recreation, health and leisure
- **Better awareness** – develop environmental education and understanding, including fostering pride of place and sense of local history.

BBC monies have been, and will continue to be, combined with other funding sources to realise the opportunities offered through pooling and maximising available resources. This enables the provision of transport and environmental enhancement schemes to a quality that could not be provided by each funding stream alone.

3.3.6 Community and personal safety

People will only use public transport, walk or cycle if they think it is safe to do so. Fear of crime affects some sectors of the population more than others, with women, parents, the young and the elderly and ethnic minorities having particular safety concerns that need to be taken account in transport provision. These concerns become even more acute when they relate to trips after dark. Of all the modes of travel, car journeys are seen to carry the least risk in terms of fear of crime due to the door to door nature of such journeys. Crime and the fear of crime is therefore a factor which continues to act against the move towards an increased use of more sustainable modes of travel, and tackling these represents a key opportunity to increase the use of more sustainable modes of travel.

Crime figures relating to the Plan area are shown in table 3.6 below.

	1992	1997	2002	2003	2004
North Nottinghamshire Plan Area					
Taking of motor vehicle without owner's consent	5405	3587	2628	2323	1980
Theft from a motor vehicle	9254	5973	6047	6085	4732
Cycle theft	2749	1691	1041	1110	895
Total	17408	11251	9716	9518	7607

Table 3.6 Crime figures within North Nottinghamshire

3.4 CONGESTION

The results of analysis and monitoring lead the County Council to believe that current levels of congestion on the Plan area highway network are unlikely to be detrimental to the health or economic well-being of the whole Plan area now or in the near future (traffic flows on main routes are detailed within Figure 3.6, whilst an annualised index of traffic flows are shown in Figure 3.7). This belief is supported by the fact that there are no air quality exceedences within the Plan area. Localised problems do exist though, particularly in Mansfield and parts of Bassetlaw and Newark, but it is considered that these problems can largely be mitigated by prudent improvements to the local highway network and the promotion of alternatives to the car.

Congestion has an impact on several of the LTP's other priorities, such as improving air quality and health, regeneration, quality of life and making best use of the existing network (particularly in relation to the Network Management Duty). It is therefore essential that current levels of traffic are managed effectively and that congestion does not become a problem in the future. Similarly, it is important to address public perceptions of congestion. As such the strategy to deal with congestion will focus on continued monitoring of traffic levels and the provision of both demand-side solutions and supply-side solutions to restrain traffic growth (as detailed within Chapter 8). This pro-active approach to congestion management will hopefully prevent increasing traffic volumes to significantly worsen and cause congestion.

Where necessary, additional resources will also be allocated to reducing congestion at known hot-spots, particularly where this congestion also has a detrimental impact on public transport services. Where localised congestion does exist and is also being flagged up as an additional concern by bus operators for service reliability issues (or through the Bus Punctuality Improvement Partnership), added weight will be given to these localised problem sites. It is recognised that congestion should ideally be measured by person delays and not vehicle delays. This information is not currently available within the Plan area but the County Council is currently investigating the most appropriate method of collecting this data.

The Council believes that due to the current congestion levels, setting congestion reduction targets will not provide any appreciable benefit. If, however, traffic monitoring indicates congestion is worsening in particular areas, local targets will be considered as necessary. The Council has set a target to limit traffic growth to 8% and will thus be monitoring traffic levels throughout the plan period.

3.4.1 Journey delays

Journey time surveys (using the floating observer method) were undertaken in 2002 to ascertain congestion levels on the radial routes in the Mansfield, Newark, Retford and Worksop areas (surveys are due to be carried out throughout the Plan period) and Table 3.7 below gives the results of these surveys. It should be noted that these results are statistically significant at a 90% level of confidence.

Town	Average traffic speed (mph)	Number of junctions with an average delay of greater than one minute
Mansfield	16.9	5
Newark	18.6	1
Retford	23.7	0
Worksop	20.7	3

Table 3.7 Table of morning peak period journey time survey results

Note: these results relate only to speed of, and delays to, vehicles travelling on the radial routes in the peak direction during peak periods. They do not include delays to side road traffic or traffic on other routes.

Mansfield

The lowest average speeds were recorded in Mansfield; however, only five junctions in the town suffered delays of more than one minute during the peak period, suggesting that congestion should not be considered a high priority among the shared priorities. The longest journey times into the town centre were recorded on the A60 through Mansfield Woodhouse: even here, however, journeys take on average only 11 minutes to reach the town centre from the edge of the urban area in Mansfield Woodhouse. Several routes take only 6 minutes to travel from the edge of the built up area to the town centre.
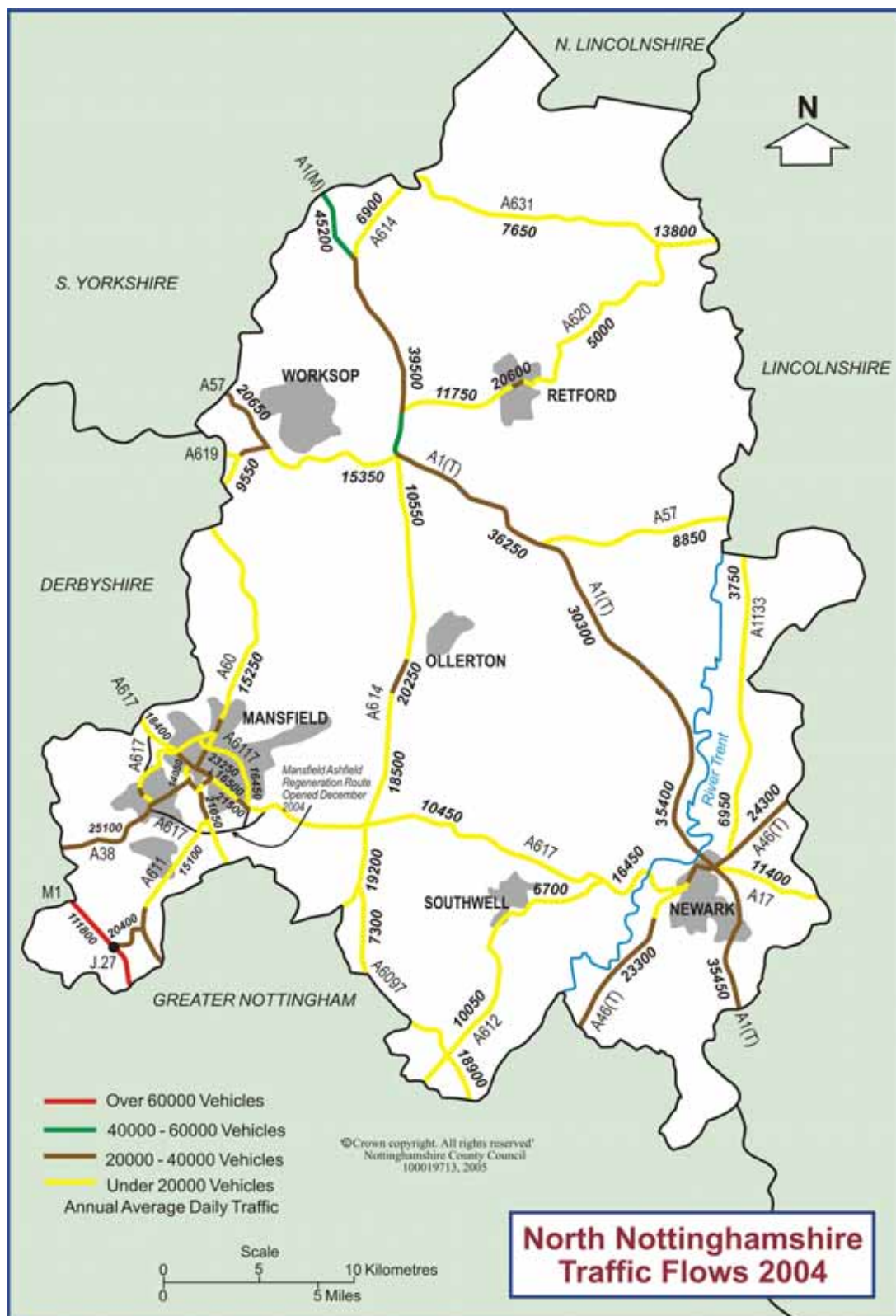
Figure 3.6 Traffic flows 2004

It should be noted that these surveys were undertaken prior to the commencement of the construction of the A617 Mansfield Ashfield Regeneration Route. At the time of writing, surveys to measure the impact of MARR have yet to be undertaken (national guidance suggests that surveys should not be undertaken until at least a year after opening: the next 'neutral month' in which surveys can be undertaken is therefore April 2006). Through modelling it is expected that journeys times on the radial routes will have improved, as traffic is diverted off the former

A617 onto the new route. However, where new junctions have been created (such as on the A60 Nottingham Road, A38 Sutton Bypass and A617 Chesterfield Road West) new delays may have been created. If this is the case, further monitoring and strategy will be developed, as necessary, to deal with such delays.

Newark

As a thriving market town, Newark does from time to time experience localised congestion, particularly close to the town centre where several radial routes converge, and near the large supermarkets. However, the journey time surveys show that congestion is not a problem overall. The town centre can be accessed along all the radial routes in less than five minutes. The exception is the B6326 through Balderton - which acts as the main route into the town from the A1 south – along which journeys take 10 minutes in the peak.

Retford

Retford is a compact market town, with very few signalised junctions outside the town centre. Consequently, the average journey times in the peak periods are very short: the town centre can be accessed along all of the radial routes in less than three minutes. As with Newark, local congestion does occasionally occur near the busier signalised junctions and supermarkets, however, it is not considered a high priority amongst the shared priorities.

Worksop

Again, although average speeds are relatively low, only three junctions in the town suffer delays of more than one minute during the peak period, suggesting that congestion should not be considered a high priority among the shared priorities. The longest journey times into the town centre were recorded on the B6040 Carlton Road but even here journeys take on average only ten minutes to reach the town centre from the edge of the urban area. Several routes take less than five minutes to travel from the edge of the built up area to the town centre.

Rural

There are significant differences in opinion in urban and rural areas. Only 45.3% of people in rural areas think that congestion is either a serious or significant problem compared with 69.9% of people in urban areas. Outside of these urban areas there is no comprehensive information on congestion levels and problem sites are investigated on a responsive community led basis.

Public perceptions

Public opinion suggests that traffic congestion is a problem, with 62% (across the whole Plan area) saying that it is either a serious or significant problem. However, this masks the significant differences in urban and rural areas. Clearly this public opinion is not supported by the survey data: this is evidenced in Retford where respondents quoted congestion as their number one concern whilst peak period journey times are very short. Although congestion was highlighted as a problem, for the majority of people traffic levels do not influence how they travel, with only around one third of the population quoting this as a major influencing factor. Congestion is a very emotive subject and something that is difficult to quantify in simplistic terms, such that perceived levels of congestion in different urban areas are difficult to compare.

The strategy detailed within Chapter 8, Congestion of the Plan do, however, aim to address the public's concerns regarding perceived high levels of congestion as they detail how the Council will manage and restrict current traffic levels and traffic growth.

3.4.2 Traffic growth trends

Congestion is very closely linked with traffic flow levels and, although modelling and monitoring has identified that congestion is not currently a high priority in most of North Nottinghamshire, increases in traffic volumes have been measured across the Plan area in the last five years. This has significant impacts for both air quality and the emission of greenhouse gases. A

significant side effect of increased traffic levels is 'rat-running' along inappropriate routes that can adversely impact on both urban and rural communities as well as being a serious road safety concern. Congestion, like most of the other objectives, is therefore closely tied in to the County Council's strategy as it impacts on accessibility, air quality, safety, regeneration and quality of life. The benefits of schemes under this heading are more likely to be measured by the knock-on benefits through the other objectives.

Traffic flows in North Nottinghamshire have been monitored regularly since 1986. This data was supplemented by a new regime of surveys commenced in 1999 as a result of the requirements of the Road Traffic Reduction Act (1997). Traffic levels between 1999 and 2004 have increased in the Mansfield/Ashfield sub-area (referred to as West Nottinghamshire in the graph below) by 19.3%, and in the other three sub areas (referred to as Rural Areas) by 9.5%. (The results of the 2005 surveys are not available at the time of publishing but will be reported in full in the Annual Progress Report submission in July 2006).

The growth in the West Nottinghamshire sub-area is particularly marked, and appears to be mainly due to an increased number of trips outside Mansfield town centre, within which traffic growth has been limited to 5.4%.

The graph below compares the annual traffic growth in the Plan area with national data over the same period. All flows are measured in vehicle kilometres.
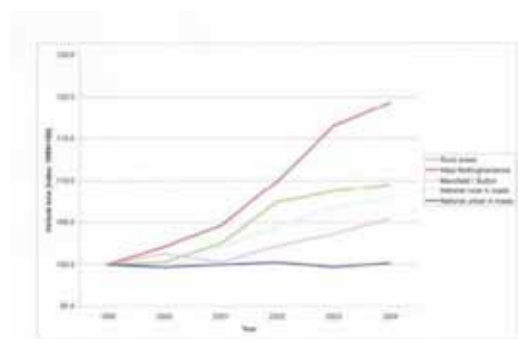
3.5 AIR QUALITY

The Nottinghamshire Environmental Protection Working Group was established in the 1980s and is a partnership between all of the district councils, the City Council and the County Council as well as the Health Protection Agency and Environment Agency. As part of its remit the group is responsible for co-ordinating the review and assessment of air quality in Nottinghamshire.

In 2001, the Group produced the Nottinghamshire Air Quality Strategy, which set out the approach to reducing emissions of key pollutants across the area. The approach detailed the 'framework for action' to help local authorities manage and improve ambient air quality in Nottinghamshire and to protect the health and well being of the public in a co-ordinated and integrated manner. Work is currently underway to update and review this strategy, and a full assessment of the air quality and factors which affect it will be published later in 2006.

The County Council will continue to use the opportunity of working in partnership with the authorities in the Group to ensure this consistent approach to assessing and monitoring air quality throughout the Plan area. Working within the Group also aids the cross-boundary work that may be required to address any locations where air quality objectives are unlikely to be met.

Monitoring of congestion within the urban market towns within the Plan area indicate that there are no significant congestion areas and these findings are reflected within the air quality monitoring assessments.

The various air pollutants are monitored regularly throughout the Plan area to ensure that they do not exceed air quality objectives. Results of recent air quality modelling and assessments for the areas within the Plan are detailed below and have shown that there are no problem areas, in that no Air Quality Management Areas (AQMAs) have been declared within the Plan area. Monitoring and assessment within the Plan area also indicates that air quality is expected to remain within national objectives during the Plan period, but air quality will be subject to continued assessment and monitoring.

3.5.1 Ashfield and Mansfield

No AQMAs have been declared within the Ashfield or Mansfield areas.

In 2003 'Updating and Screening Assessment' (USA) suggested no pollutants required further detailed assessment except in the location of Pinxton Green, where the USA had indicated that the 24-hour mean objective for particles (PM_{10}) might be compromised. It was determined that further detailed monitoring should be undertaken at this location. This monitoring, conducted from July 2003 until February 2004, has shown that the air quality objectives for PM_{10} will be achieved in this location.

The likely outcomes of the new Mansfield Ashfield Regeneration Route have been modelled and found that pollutants will be reduced in the areas surrounding it.

Monitoring of pollutants in narrow congested streets with residential properties close to the kerb highlighted 15 locations that required further investigation in the Mansfield area. Modelling was therefore undertaken at these sites which determined that there were no predicted exceedences for 2005 in any of these locations. Monitoring also identified 16 'busy junctions' locations within the Mansfield area. Further monitoring found that all of these junctions however, met 2005 objectives. Similarly a few borderline sites for NO_2 pollutants were identified. These however, do not exceed the 2005 objectives.

3.5.2 Newark and its Hinterland

No AQMAs have been declared within this area and all the objectives are likely to be met and in 2003 USA indicated that no pollutants require further detailed assessment. Similarly, no roads fall into the categories of 'busy'.

3.5.3 Retford and its Hinterland

No AQMAs have been declared within this area and all the objectives are likely to be met and in 2003 USA indicated that no pollutants require further detailed assessment. Similarly, no roads fall into the categories of 'busy'.

3.5.4 Worksop and its Hinterland

No AQMAs have been declared within this area and all the objectives are likely to be met and in 2003 USA indicated that no pollutants require further detailed assessment. Urban sites in Worksop will continue to be monitored in further detail to ensure that they continue to meet objectives.

3.5.5 Future modelling

Ongoing assessment will continue to be undertaken in each of the four sub-areas to monitor levels of pollutants to help identify existing or potential exceedences in the future. More detail on this is included within Chapter 9, Air Quality. Given the close links between air quality and congestion, the measures detailed within Chapter 8, Congestion, are used to manage congestion and therefore help maintain air quality. Where assessments identify existing or likely future exceedences additional resources will, however, be prioritised to address such exceedences.

3.6 REGENERATION

The County Council is promoting an approach based on the 'Local Futures Audit', a policy tool developed in collaboration with the Audit Commission and the Local Government Association to help shape the County Council's next Strategic Plan. This approach has allowed the Council to look critically and comparably at five key aspects of the local economy, with the detail included within the 'The State of the County – An Economic, Social and Environmental Audit of Nottinghamshire' (The Local Futures Group, March 2005), where the county's position is both ranked in relation to 53 other regions making up the national picture and is compared to national averages. In summary:

- Overall, Nottinghamshire's economy is under-performing, falling below the national average in most sub-counts of **scale, productivity and change**. Of most concern is the lack of employment growth in most recent years compared to the buoyant growth nationally. Productivity however, is at, or around the average, though this is largely attributed to the concentration of economic activity within the City

- The performance of the economy is fundamentally influenced by its **industrial structure**. The county's economy is affected by the localised impact of structural change in the national economy as a whole and this is further compounded by the demise of Nottinghamshire's more traditional industries – coal mining, clothing and textiles and associated manufacturing. Structurally, economies are now being assessed in relation to the growth of the knowledge economy across all sectors – marked by rising levels of innovation, technology, creativity, entrepreneurship and increasingly skilled workforce. Overall, Nottinghamshire has a moderate (27th out of 53) proportion of employment in knowledge-driven sectors but worryingly, appears to be losing ground. Between 1998 and 2002, employment in the knowledge economy in the county decreased by 6.4% while nationally it increased by 12%

- A dynamic local enterprise culture is reflected in an area's competitiveness and overall success. The audit ranks the county's **business and enterprise** score as 25th out of 53 other regions. However the proportion of businesses actually operating in the knowledge economy is relatively low. In 2003, just over 24% of businesses were in the knowledge-driven sectors, compared to 31% nationally

- While assessments may usefully be made as to the share of the knowledge economy in terms of structure and formation, the knowledge economy is driven by the **knowledge, education, skills and attributes** of the county's workforce. In terms of comparability, skills and qualification levels in the county are low, ranking 34th out of 53. The proportion of working age people with higher level (NVQ level 4 and above) skills is only slightly lower than the national average of around 25% while the proportion of those with no qualifications or limited to NVQ level 1, is slightly higher than the national average (36.3% in 2003 compared to 34.6% nationally).

   This masks considerable sub-county differences. Nearly 44% of people of working age in Ashfield in North Nottinghamshire have no or limited qualifications, compared to just under 22% in Rushcliffe. Furthermore, only 12.5% of those of working age in Ashfield and 13.2% of those in Mansfield have qualifications of NVQ level 4 or above, compared to nearly 40% in Rushcliffe in the Greater Nottingham area

- The final consideration is the county's **labour market** characteristics. The rate of unemployment is the traditional measure. The county's rate is on a par with the national average, but there is evidence (Sheffield Hallam University 2005) that the official unemployment count masks the real count. In this study, the county's official count is quoted at 3.1%, with a 'real' count of over 3 times this at 9.9% - a feature in common with other former coalfield areas (see Figure 3.7). At a local level there are 'pockets' of unemployment that are at least twice the county average – again, mainly but not exclusively within former coalfield areas in North Nottinghamshire. A further assessment may be made by consideration of employment rates. At 70.5%, Nottinghamshire falls below the national employment rate of 74.3%. Again, there are marked sub-county differences, with Mansfield

recording an employment rate as low as 64.9%. Self-employment rates are relatively low at 7.1% compared to 8.4% nationally. In Ashfield, Bassetlaw and Mansfield they are as low as 5.4%, 6% and 6.4% respectively (2003/04).

Overall therefore, in economic terms:

- The county has a moderate sized economy, but more recently has little evidence of growth
- While rates of business creation have been at the national average, the proportion of employees and businesses in the knowledge-driven sectors is very low
- The legacy of the decline in the traditional industries is strong, with a poorer performance in human capital – higher skills in short supply and high basic skills issues
- While new jobs have been found, they are relatively low knowledge based and the county's economy remains vulnerable to global structural changes
- Within the county are significant local variations, reflecting the greater potential of some local areas compared to others.
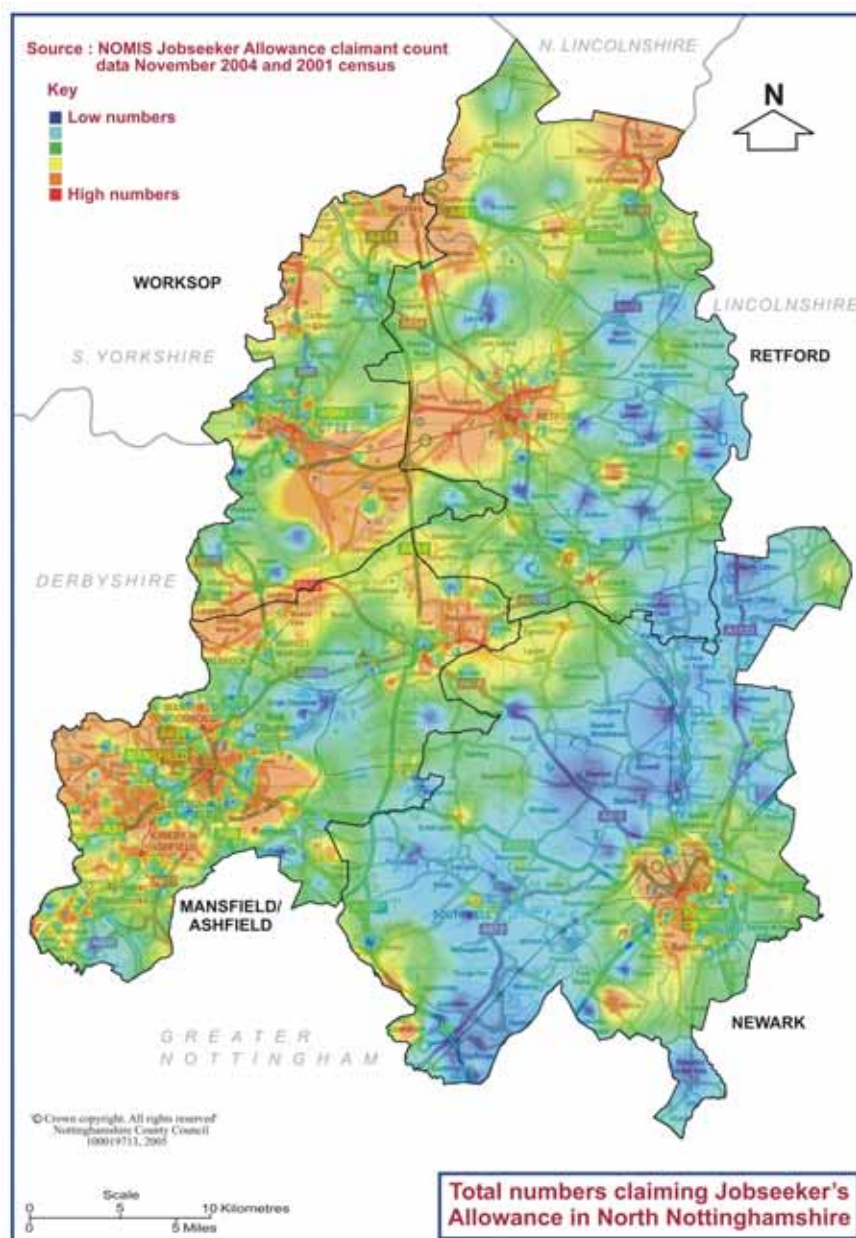

Figure 3.7 Total numbers claiming jobseeker allowance

3.6.1 The wider context

The 'State of the County' audit offers a wider but still very much regeneration related perspective to set the above indicators in context. In particular referencing North Nottinghamshire:

- Fundamentally related to economic performance is an assessment of **prosperity**. The audit indicates that Nottinghamshire is ranked 40th out of 53 sub-regions. Consideration of matters such as average incomes show that the average income in 2002/03 in the county was £18,606 compared to £21,442 nationally. At a local level, the highest average income in the County was recorded in Rushcliffe (in the Greater Nottingham Plan area), with the lowest in Ashfield at £16,200 – by local authority area, ranked as 395th out of 408
- The most obvious measure of **deprivation and inequality** is the Index of Multiple Deprivation (IMD). Using the finer level of detail offered by the availability of data on a 'Super Output Area' (SOA) basis, Nottinghamshire ranks as the 12th most deprived sub-region in the country. The average SOA score nationally is 18.59, compared to that for the county of 26.4. There are significant local variations. While the City of Nottingham ranks as the 7th most deprived local authority area out of 354 in the country, Mansfield is not far behind at 33 and Ashfield at 66. Rushcliffe by contrast is 309th
- Figures for a large area like the county, even when broken down further to sub-county district area level may hide the issues facing **local communities**. The County Council's latest assessment of Social Need in Nottinghamshire (2004) reveals particular pressure points in North Nottinghamshire:

    - Mansfield has the most marked need outside of the City. Four local 'zones' in Mansfield Woodhouse have extreme social need, while overall, half of Mansfield's 44 zones have above (county) average social need
    - Ashfield has five zones in serious social need and a marked concentration of need in Sutton-in-Ashfield
    - Manton in Worksop has the highest indicated need of any zone in the county – including those within the City area. Wider, Worksop also has a significant cluster of zones of serious need.

3.6.2 Regeneration and transportation in North Nottinghamshire

In October 1997 the Deputy Prime Minister, the Rt Hon John Prescott MP, established the Coalfields Task Force. The Task Force's report ('Making the Difference – A New Start for England's Coalfield Communities') was published in June 1998 and Chapter 3 of the final report concentrated on the need to enhance the basic infrastructure of coalfield areas.

The report confirmed the view that the inadequacy of the transportation infrastructure in coalfield areas is as a direct consequence of a previous dependency on coal. The majority of pits were sunk in isolated locations where local employment was secure, with the coal itself leaving primarily by rail - thus necessitating little investment in the road infrastructure. The Coalfields Task Force report reinforced the need for a re-evaluation of transportation and infrastructure to reflect changed - and changing - circumstances. Specifically in Nottinghamshire, this has manifested itself in:

- **A lack of opportunity to bring forward quality industrial sites:** The North Nottinghamshire coalfield area has not benefited from the significant transport infrastructure investment of other coalfield areas, thus hampering the development of strategic quality industrial sites. The Coalfields Task Force report notes the East Midlands coalfield areas struggled to secure a level of foreign inward investment of only half the national average and stresses that the key driver for location decisions is 'strategic location' – ie, quality sites with an excellent communications infrastructure
- **Poor accessibility:** a lack of access creates a barrier to wider opportunities, particularly in the most isolated areas. Again in the Coalfields Task Force report, a survey of job seekers in North Nottinghamshire "... revealed that 46% thought that transport was a key barrier to finding work".

Addressing this legacy of an inadequate infrastructure, a lack of quality serviced sites for new growth opportunities, poor communications to serve them and low numbers of 'leading edge' small and medium sized enterprises to move the economy forward requires an integrated approach.

Studies completed both by local authorities and independent consultants have long illustrated that such fundamental infrastructure weaknesses in the coalfield areas not only impact upon the economic development of the local area but seriously undermine other broader initiatives geared towards benefiting the sub-region as a whole. This is again clearly articulated in the Coalfields Task Force report, where early investment in the road and communications infrastructure in other former coalfield areas has proved to be the catalyst for driving a dramatic up-turn in economic activity. The report concludes that road schemes which "…address the problems of strategic access as one essential element of a wider regeneration package have the potential to deliver substantial benefit to coalfield communities".

Some of the opportunities that will be used to help regenerate depressed areas are:

- Accessibility planning and the emergence of an all-encompassing Accessibility Strategy with the use of mapping such as Accession software will also play a role in prioritising areas with the most need
- The continued use of partnership working such as working with district councils on issues such as development control, and Local Strategic Partnerships
- Transport improvements can help to revitalise areas and make them more attractive to investment, bringing economic benefits to the region and help lure fresh investment into depressed areas
- Supporting both national schemes, such as Neighbourhood Renewal as well as other County Council initiatives, such as Building Better Communities, with LTP funding and external funding will also provide added value to these schemes.

3.7 MAKING BEST USE

A number of survey techniques are used to assess the condition of Nottinghamshire's roads. These include CVI/DVI (coarse and detailed visual inspections), Deflectograph, SCRIM (Sideways-force Coefficient Routine Investigation Machine), and more recently SCANNER (Surface Condition Assessment of the National NEtwork of Roads).

The County Council uses an accredited PMS (Pavement Management System), MarchPMS, to collate, manage and analyse the acquired survey data. At present CVI surveys are used to gain an overall perspective of the non-principal road network condition. DVI surveys are then carried out based on the CVI results and local knowledge to produce a prioritised works programme.

The Deflectograph survey had been Nottinghamshire's chosen survey technique to monitor the Principal Road Network, and since 2001/2002 had been the basis of performance indicator BV96. From 2004/2005 there was no longer an option to use Deflectograph for BV96. Instead it had to be calculated using TRACS type surveys (TTS), which is now known as SCANNER. From 2005/06 BV96 will be changed to BV223 and can only be produced using SCANNER. This survey method will also be used to survey the B & C road network from 2005/06.

It is intended to continue with Deflectograph surveys to assist in identifying pavements that can be classed as a long-life pavement (LLP), or are potentially upgradeable to long-life pavements (ULLP). LLP category pavements will have bituminous material greater than 300mm and for ULLP category pavements the existing bituminous thickness is between 200 and 299mm. Upgrading pavements to long-life in the long-term will generate savings as the maintenance requirement will be reduced. Deflectograph data is also an important parameter that can be used to calculate the structural strength and residual life of a pavement. It can then be used as a design tool for overlay thickness or reconstruction.

The condition of the Principal Road Network has improved considerably over the period of the first LTP with the performance indicator reducing from 43% to 19.4% using deflectograph surveys. The latest TTS results put our BV96 figure at 27%. Unfortunately as the there is no direct correlation between the two surveys no comparison can be made. The SCANNER result of 27% puts the County in the top quartile of authorities, fourth position nationally, which is a considerable improvement.

It is proposed that work on the Principal Road Network will now be scaled back to concentrate on reducing the backlog on non-principal network, which still requires significant investment over several years, particularly the rural network in Nottinghamshire.

The Highway Network Management Plan, as well as the emerging Network Management Duty and Decriminalised Parking Enforcement strategies, along with the other strategies within this Plan set out the measures/work programmes that will be used to address the problems listed below.

3.7.1 Transport Asset Management Plan

The development and implementation of a Transport Asset Management Plan (TAMP) for the County's highway network is a key opportunity to deliver a safer, improved network service for all road users. The production of the TAMP is only one aspect of the process and most importantly implementation of the processes outlined within the TAMP should produce major benefits for all road users.

Whilst most of the practices within a TAMP are already undertaken by the County Council, it offers the opportunity to review and improve current practices. Through identifying strengths and weaknesses in these practices (as well as data held on the network and its condition) it offers the opportunity to develop action plans to improve areas of weakness. The TAMP will therefore help identify current and potential future problems that may occur on the network as well as action plans to address these.

The development of a TAMP will also help the County Council to make better use of its transport assets through improved asset management to ensure they meet current and future requirements of the network.

The introduction of the principal of life cycle planning and whole life costing to schemes whether new build or maintenance schemes, should lead to economic improvements, as well as effective and efficient use of the network.

The production of the TAMP and the processes involved in its development should also clearly set out the financial requirements of the network, which in turn will assist in achieving full spend of revenue and capital allocations without overspending as well as the implications for depreciation of the asset if current levels of under-resourcing are maintained.

The development of a TAMP for Nottinghamshire's highway network is reviewed in detail in Chapter 11, Making Best Use.

3.7.2 Decriminalised Parking Enforcement

Decriminalised Parking Enforcement (DPE) is the transferral of the powers of the Police for enforcing static parking offences to the Council. The County Council recognises that there are considerable traffic management opportunities offered by DPE. Many of the initiatives detailed within the LTP, such as bus priority schemes cannot be achieved without the effective enforcement of supporting Traffic Regulation Orders (TROs).

Having previously commissioned a detailed financial model to calculate the implications of DPE in Nottinghamshire, the County Council is now working in close partnership with the district councils to deliver an enforcement regime that is acceptable and economically viable to all parties. It is anticipated that enforcement will be managed locally but under a central contract which will give the joint benefits of local knowledge and flexibility together with the consistency

a central contract can offer. A single ticket processing centre is also being proposed which will provide economies of scale and ease of operation. Close liaison and consultation is on-going with Nottinghamshire Police, the Highways Agency, neighbouring authorities and all other interested external parties.

The introduction of DPE is anticipated to alter the existing pattern of parking around town centres, and to counteract this the County Council is actively considering the re-introduction of residents' parking schemes to prevent any displaced parking. The Council is also financing a study to report on the feasibility and implications of introducing on-street 'pay and display' in selective town centres which, if viable, should financially assist DPE and improve the understanding and availability of town centre on-street parking. It is hoped that with effective enforcement of on and off-street parking and protected residential areas there will be the opportunity to encourage modal shift amongst commuters to town centres. In turn, the availability of short-term parking for shoppers will improve, thus assisting the retail trade. The control of new parking attendants can also help ensure that a consistent approach to enforcement can be achieved.

In introducing DPE, the County Council is actively exploring national examples of best practice to ensure that the transition is effectively and sensitively realised. Large-scale public consultation and information will commence in the months prior to the commencement date to ensure the public of Nottinghamshire are fully informed of the change to the enforcement regime.

3.7.3 Network Management Duty

The introduction of the Network Management Duty through the Traffic Management Act 2004 offers the opportunity for the County Council to give added focus to keeping traffic moving on its highway network, and adds value to the other LTP policies, concentrating on making better use of existing highways rather than simply building more.

The aim is to turn data and information held by the Authority and its partners into positive actions. This could be actions carried out by the Authority and their partners by adjusting traffic signals, amending operations, better co-ordination of street works and highway works etc. as well as by those using the network through altering journey times and routes or using alternative methods of travel.

The County Council is currently producing a strategic plan to develop systems and procedures which will provide both a proactive and reactive response to network management to relieve congestion and minimise disruption. This will include the development, improvement and enhancement of the highway and its use through new works, signing improvements, Traffic Regulation Orders, public transport provision and promoting walking and cycling. A proactive approach will continue to be taken to parking management and the co-ordination of street and road works and other temporary activity on the highway. The plan will also establish the appropriate measures required to respond to unplanned events through incident management, enforcement, media broadcasting, and sharing network information in the region.

3.8 LTP1 REVIEW AND ANALYSIS

The County Council developed its first LTP on the sound principles of the package approach adopted during the final years of the former Transport Policies and Programmes (TPP). The five years of the first LTP have enabled the Council to further develop its thinking. The introduction of Mobility Management Action Areas (MMAA) signalled the start of a new, holistic approach to local transport planning, where schemes covering the whole range of transport modes were developed together as a complementary package.

Our experience of the MMAA studies has reinforced our belief that this is the way forward, and has been expanded to influence our thinking on strategy development as well as scheme formulation. The identification of four sub-areas in North Nottinghamshire is the manifestation of this work.

The MMAAs themselves will be taken forward into LTP2 (under the title of Local Accessibility Transport Studies) because they have been the catalyst for much high-quality work (including schemes in Cartergate, Newark and Mansfield town centre) and have achieved success in engaging local stakeholders and members of the public in the transport planning process. Close liaison with Local Strategic Partnerships and district councils has strengthened links between the transport planning and development planning processes. Conversely, the Council has also learned to be careful with its public consultation processes to avoid raising public expectation about what is realistically achievable or acceptable within current transport policies and funding levels.

Over the Plan period the Council has consistently been highly rated for its achievements against its targets (as reported in the APRs) and has been awarded Centre of Excellence and Beacon Status for its work in the fields of Access and Mobility, Integrated Transport Planning and Local Transport Delivery. As a result of its involvement in these initiatives and its exposure to the work of other highly-rated authorities, the Council has been able to take on board best practice advice from other local authorities concerning programme management and Transport Asset Management Planning. Work continues in order to refine and develop our programme management processes in order to achieve ever higher levels of scheme completion and value for money.

The lack of progress in achieving cycling targets has led the Council to reappraise its strategy and the programming of schemes. This will allow better targeting of resources to appropriate projects that will achieve results making sure that lessons learnt from involvement in the cycle benchmarking have been taken on board.

The Council has piloted Quiet Lanes and Home Zones (in the Greater Nottingham Plan area), developing proposals in the light of work undertaken by other authorities. The benefits of these schemes are currently under review and decisions on whether to proceed with further proposals will be taken in the light of the results of these reviews.

During the last five years, the Council also developed a RealTime bus timetable information system. Unfortunately, this system being a pilot and early fore-runner did not prove successful and was discontinued in 2005. The Council has learned from the problems this project suffered from and is confident it can develop an improved version of the system that can be installed during the second LTP period to tie into the systems in neighbouring areas. Bus Quality Partnerships have proved successful in the Greater Nottingham plan area, and this model has now been introduced in North Nottinghamshire.

The increased profile of transport within the community – partly as a result of improved public consultation, but also partly as a result of much national transport debate - has raised expectations, particularly amongst rural parish councils. Our Rural Schemes programme has proved popular with parishes and resulted in an increased demand for transport improvements in the area's villages. As a consequence, the Council has needed to better demonstrate that robust decision-making is being made. A Highway Network Management Plan has been developed, incorporating new policies and criteria to aid the decision-making process. This is continually being refined.

During the last five years the continued broad investment in Local Safety Schemes, from area-wide traffic calming schemes to signing and lining improvements, has produced significant casualty savings. Speed management techniques such as traffic calming and rural speed limits have played a major part in casualty reduction as well. It is fair to say that the reduction rate of casualty savings has decreased in recent years but the intended review of speed limit policy and the continued programme of safety camera installation should provide continued reductions in casualties.

It is much more difficult to assess the effectiveness of education, training and publicity programmes. However, the reductions in casualties amongst target groups indicates that partnership, often regional, working has had a significant effect on reducing casualties. For

example, the regional Shiny-Side Up Partnership has seen significant reductions in sports bike rider KSI casualties, whilst the Pedestrian Safety Partnership with the Police, City and County Councils has seen significant reductions in elderly pedestrian casualties.

Although the Council has been extremely successful in encouraging employers to introduce travel plans and has led this process by example, it has reviewed the current process and will be re-launching the initiative ready for the second LTP period. This review has allowed the Authority to apply consistent branding to the process and with help from the local Chamber of Commerce in marketing should provide wider benefits by maximising the opportunities to employees.

The County Council has achieved significant success in the regeneration of the Mansfield area. This was a key strand to the first LTP strategy – but the regeneration to date has come at a price in that the area has seen significant increases in traffic levels (greatly in excess of those across the rest of the plan area). This highlights the care needed to balance regeneration with the desired congestion reduction and air quality measures needed over the second plan period. Some success has already been achieved through sensitive complementary measures to such significant schemes as at Rainworth, detailed below. These will be continued over the course of LTP2.

The Council has been able to secure significant amounts of additional funding from other sources to match fund the LTP to provide wider benefits; for example schemes that improve the environment as well as providing transport benefits. This partnership working has usually also included working with community groups to maximise local 'buy in' to the schemes. External funding has been levered in from the Sub Regional Strategic Partnership (SSP), WREN, developers, local businesses, and emda, and demonstrates the integrated approach developed by this process. It is intended that this work will be extended in LTP2 as part of the LATS programme.

Over the course of the first LTP period the County Council has delivered over two thousand schemes with varying levels of complexity. Each year the Council has managed its budgets with great care and efficiency to deliver the full planned LTP programme to maximise the benefits to the residents of Nottinghamshire and to contribute to Government's transport agenda. This process has been helped by the partnering arrangements within the organisation to ensure adequate resources are available. Through this process the County Council has been able to deliver a substantial number of measures to help travellers using all modes of transport and to help people across all sectors of society. Highlighted below are some examples of the types of schemes that the Council has been able to deliver:

- Mansfield Ashfield Regeneration Route
- Catergate pedestrianisation scheme
- A60 bus lane
- A611 bus priority measures
- Rainworth complementary measures
- Southwell Town Centre improvements
- Improvements to Chesterfield Canal
- Coddington cycle links
- Village Gateway treatments
- Safety camera initiative, and
- Meden Valley environmental improvements.

Mansfield Ashfield Regeneration Route: a £32million scheme to regenerate the area delivered on time and to budget has opened up significant amounts of land for development, as well as reducing the volume of traffic passing through the centre of Mansfield.

Catergate pedestrianisation scheme: the direct result of one of the Council's MMAA studies, this scheme has been undertaken in partnership with the District Council to improve the vitality of part of Newark town centre. The jointly funded scheme has been well received by the local businesses and the public alike.

Sheepbridge Lane link, Mansfield: In additon to the MARR route, key links have been improved to provide better access to existing as well as new developments.

A60 bus lane, Mansfield: Buses were experiencing significant delay along this radial into the town centre. By providing a dedicated bus lane journey times on this route were improved.

A611 bus priority measures, Ashfield: Operators had identified that one particular junction was causing delays to an important service and thus reliability and punctuality was being compromised. By signalising the junction buses are now able to access the main road without difficulty significantly improving the punctuality of the service.

Improvements to Service 60, Worksop: Through negotiation with local businesses an important bus service from a deprived area has been safeguarded and adjusted to better meet the requirements and shift patterns for a significant number of employees with no other mode of transport available for their work journey.

Improvements to Service 33, Newark: By re-banding and upgrading a complete route this rural service saw a 26% increase in patronage.

Rainworth complementary measures, Ashfield: To complement the major bypass scheme opened in 2000, significant traffic calming measures and improved pedestrian and cycle links have been introduced into the village. These measures have reduced both traffic speeds and traffic volumes since their introduction.

Southwell Town Centre improvements, Newark: This historic town benefited from high quality speed reduction measures to improve the pedestrian environment within the town centre.

Closure of St Peters Way subway, Mansfield: The subway under the ring road had been a major barrier to pedestrian access to the town. There were significant fear of crime issues as well as general anti-social behaviour problems in the subway. It was filled in and a high specification fully disabled compliant surface level pedestrian/cycle crossing installed.

Improvements to Chesterfield Canal, Retford: In partnership with the British Water Board a substantial length of the canal footpath has been upgraded linking into the town centre.

Coddington cycle links, Newark: A high specification off-road cycleway has been installed in an area with historically good levels of cycling. The track was built to support a school travel plan at the local primary school and is extremely well used by both school children and the local community.

Gateway treatments, various: Parish councils have been very keen to see gateway treatments on the entrances to their villages to reinforce the change of speed limit. Interactive speed signs have proved particularly popular and have seen some significant speed reductions.

Improvements for the Disabled, various: The County Council has been particularly proactive in upgrading its crossing facilities to be fully disabled compliant. Numerous schemes have been undertaken and the Council has completed all fully signalised crossings before the end of the first plan period.

A631 Safety camera initiative: The County Council is fully signed up the speed camera partnership and is keen to replicate the excellent results seen by these measures elsewhere within the country.

Wheels to Work initiative: The Council has supported a local 'Wheels to Work' initiative to help individuals access work opportunities. The scheme has now been running for four years and has grown year on year.

Meden Valley environmental improvements: The County Council has project managed a number of wider environmental / regeneration initiatives utilising external grant funding and has complemented these schemes by providing the necessary transport improvements.

Outcomes

Although it is impossible to measure the precise individual benefits of all of these schemes, they form part of an integrated package of measures, which has led to the following benefits across the Plan area.

Nottinghamshire County Council is pleased to be able to report that the funding gained during the first Plan period has enabled the Council to make significant moves towards achieving the national road safety targets. Although the last couple of years have seen a levelling off rather than a continued fall in levels of killed and seriously injured, as discussed above, the Council considers it is now in a position to start to re-invigorate this key priority. The County Council has also reviewed the supported bus services and as such the already high levels of access to bus services across the county should be continued with over three quarters of the population in rural villages within ten minutes of an hourly or better bus service.

The County Council has also had significant success in encouraging both employers and schools to introduce travel plans. This process can only assist in changing travel behaviour on these key peak hour trips to work and school – and this has been shown with a fall in car use to school during 2004/05 for the first time during the Plan period. The Council's restraint policy measures have also enabled traffic growth across the plan area to be limited whilst the number of public transport journeys have continued to rise. This has also contributed to no worsening of air quality with no Air Quality Management Areas declared in North Nottinghamshire.

Whilst improving transport choice, the Council has placed significant emphasis on improving the condition, and thus the efficiency, of the existing road network. Due to constantly changing methodologies, it has not been easy to accurately assess progress made in this area, but where there has been a level of consistency (deflectograph on the principal road network) good progress has been made with more than a 50% reduction in the backlog of network needing repair.

Best Practice

The use of best practice, developed jointly with other local authorities or taken from elsewhere, has played a vital role in delivering the first LTP and will undoubtedly help deliver the objectives of LTP2.

County Council documents, such as the Cycling Design Guide and the Highway Network Management Plan have been drawn up and are regularly reviewed taking into account national, and where appropriate international, best practice.

Best practice taken from elsewhere is acknowledged throughout this Plan and particularly within each of the strategy chapters, but the table below gives examples of just a few of the ideas that have been taken, and/or developed from elsewhere.

Initiative	Source	Actions undertaken
Accessibility		
Local Accessibility Action Plans	Nottingham City Council	The County's Local Accessibility Action Plans have been developed using the template that Nottingham City Council developed
Real time bus information provision	Nottingham, Derby and Leicester City Councils and Derbyshire and Leicestershire County Councils	A core system - StarTrack - (rather than a stand alone) similar to that being developed in the "three cities" area will be developed to link services with systems operating in other areas, such as Greater Nottingham and South Yorkshire PTE, if the opportunity arises
Road safety		
Summer Drink/Drive campaign	Derbyshire County Council	Based on a Derbyshire idea, a joint Drink/Drive campaign is to be held

Initiative	Source	Actions undertaken
Inter-active speed signs	Warwickshire County Council	The development of specific signs with messages unique to a location
Congestion		
Online car-sharing scheme	Derbyshire, Leicestershire and Lincolnshire County Councils	The same provider has been adopted as these authorities (which will also aid effective cross-boundary working) based on the lessons they learned
Bus Quality Partnerships	Greater Nottingham Plan area	Bus Quality Partnerships have been developed on routes across the North Nottinghamshire Plan area based on the format developed jointly with the City in the Greater Nottingham Plan area
Air Quality		
Use of cleaner vehicles	Powershift and Seven Oaks District Council	The County Council purchased dual-fuel and electric vehicles for the Council fleet
Strategic Environmental Assessment (SEA)	West Midlands and Somerset Councils	The SEA was developed based on the best practice which these authorities produced as part of the DfT pilot studies
Quality of life		
Rights of Way Improvement Plan (ROWIP)	York City Council	The ROWIP has been developed using York City Council's 'whole network' approach
Environmental improvements to canal towpaths	British Water Board	Canal towpaths have been upgraded, such as the Chesterfield Canal in Retford as walking and cycle routes
Regeneration		
Newark Town Centre Improvements	Lincoln City Council	The scheme was developed using practices Lincoln have developed to take account of the heritage and conservation concerns of such schemes in a historic conservation area
Mansfield Public Transport Interchange	Greater Manchester and South Yorkshire PTEs	The station has been designed having looked at similar sized stations in Hyde, Middleton and Chorley
Making best use		
Decriminalised Parking Enforcement (DPE)	Lancashire County Council	DPE strategy has been developed based on Lancashire's two-tier template
On-road cycling facilities (such as advanced cycle stop lines and cycle lanes)	York City Council and CTC benchmarking group	Design standards and actual facilities developed based on standards of these organisations

Table 3.8 Examples of best practice taken from elsewhere

The County Council has also been involved in a range of regional and national groups to develop wider best practice amongst the group members, taking all of the group members experiences into account. Examples of such groups are detailed throughout this Plan, but some of the groups are included in Table 3.9 below.

Group	Best practice developed
Accessibility Fora	Sharing our knowledge and learning from others through understanding other authorities perspectives/experiences (also assisting effective cross-boundary working)
East Midlands Safety Audit Forum	Part of the group's role is to exchange views on how to deal with problematic casualty sites (also assisting cross-boundary working)
Midlands Service Improvements Group	A regional group developing a Transport Asset Management Plan (also ensuring effective cross-boundary working)
Regional Best Value Groups	Several ideas have been gleaned from these groups, such as engineering measures (flicker boards at roundabouts) as well as procedures (four year bulk clean and change of street lights)
Shiny Side Up Partnership	A regional road safety group developing education and publicity programmes for motorcyclists
Cycle benchmarking group	Part of the group's role is to exchange views on cycling best practice

Table 3.9 Regional and national groups

The County Council also intend to continue to use best practice whenever appropriate. For example, the County Council are currently identifying best practice on developing car clubs and teleworking as part of the development of its smarter choices programme.

4. TRANSPORT STRATEGY

The transport objectives for the Plan area have been developed from four sources:

i.   The objectives in the first North Nottinghamshire LTP
ii.   The objectives in the Regional Transport Strategy
iii.   The Government's shared priorities for transport
iv.   The views of stakeholders and the local community on the draft objectives and priorities arising from consultation.

Table 4.1 below sets out the new objectives. Figures 4.1 and 4.2 below indicate how the objectives relate to the overall vision of the Transport Strategy.

Objective	How will we deliver this objective?
Improving accessibility	We intend to improve accessibility to the vital services people need - employment, education, health, shopping and leisure. This will be done partly by working with the relevant agencies to ensure that these facilities are located in accessible locations, and partly by planning the network of bus and other public transport services to best meet the needs within available resources.
Improving safety	We will improve road safety by continuing to implement safety improvements and undertaking awareness campaigns. We will focus in particular on vulnerable road users such as motorcyclists and children.
Improving quality of life	We will seek to improve the quality of life for people in Nottinghamshire, by ensuring that better transport infrastructure plays its part in "Building Better Communities" through: • Neighbourhood renewal • Improving the quality of public space • Delivering safer communities • Improving health and well-being • Reducing noise levels • Improving access to the countryside.
Reduce congestion	Although not anti-car, we intend to reduce levels of congestion by reducing the growth in traffic and the need to travel, and by encouraging greater use of public transport, walking and cycling. We will also undertake improved traffic management and implement targeted engineering measures to make the network more efficient.
Improving air quality	We will take action to reduce air pollution caused by transport, and in particular focus our attention on air pollution hot-spots. In addition we will seek a reduction in the overall emissions from transport of carbon dioxide and nitrous oxides, which contribute to global warming and the problems of climate change
Supporting economic regeneration	We will work to ensure that transport supports economic progress by providing the infrastructure to move people and goods efficiently.
Making best use	We will seek to maintain our roads, bridges and other transport infrastructure to a high standard, and remove the considerable backlog of maintenance work. We will make use of the existing infrastructure through measures such as the effective network management duty, asset management planning, decriminalised parking enforcement and the measures to restrict traffic growth such as smarter choices.

Table 4.1 Transport objectives and how they will be delivered

4.1 OVERALL STRATEGY AND OBJECTIVES

The vision of 'Building Sustainable Communities' is unchanged from the first LTP. The transport objectives shape the policies and programmes of the LTP which in turn influence the social, economic and environmental regeneration of the communities in the Plan area. In North Nottinghamshire, there was a high priority given to economic regeneration in the first LTP, largely as a response to the decline in coal mining and other traditional industries in the late

1980s and early 1990s and the subsequent environmental degradation. Since then, there has been a large reduction in unemployment nationally but some parts of the Plan area are still heavily reliant on manufacturing jobs and have well above average levels of unemployment.

The second LTP has an important role to play in developing the market towns into sustainable communities by contributing to their economic, social and environmental regeneration. The Mansfield Ashfield Regeneration Route was the single 'major' local transport scheme in the first LTP. This £30 million new road scheme was completed and opened ahead of schedule in December 2004. It will be a catalyst for further economic development in the Plan area. Other opportunities for new employment development include the office-based sector where the most suitable and sustainable locations are sites within or adjoining the central areas of the market towns and the tourism, recreation and leisure sector in the Sherwood Forest area and, to a lesser extent, along the Trent Valley.

Economic regeneration will remain an important priority in the Plan but will be complemented by transport policies and programmes to stimulate social and environmental regeneration. This is highlighted by two particular examples of County Council activity which will be progressed throughout the Plan period:

i. Tackling social exclusion through accessibility planning. The ability of people to access places of work, learning, health care, shopping, leisure and other services and facilities has a major impact on their quality of life. Some communities, often in rural areas, and particular groups, such as disabled people, women, older and younger people, and those on low incomes, will have transport needs which are not being adequately met. This will often be as a result of a dependency on public transport. The County Council has demonstrated its commitment to accessibility planning by taking part in the pilot work on rural employment in Bassetlaw during 2004. It has established an effective partnership with a range of local bodies which together has now established some preliminary priorities for improved public transport provision. Details of progress on developing the Accessibility Strategy and Local Accessibility Action Plans are set out in Chapter 5, Accessibility.

ii. Implementing the County Council's five-year programme of environmental improvement 'Building Better Communities' (BBC). This initiative was launched in Spring 2004 and has already resulted in the implementation of over 230 environmental improvement projects throughout the county, with an emphasis on disadvantaged areas. A programme for a further four years is being developed through local community involvement. BBC is a County Council financial commitment of around £4.5 million per year up to 2008/09. Already it has been able to attract significant additional funding from other local, regional and national bodies to uplift the local environments of many of the towns and villages in the Plan area. Many of the BBC schemes will be complementary to the traffic management measures in LTP1 and those proposed in LTP2. Together, they will make a major contribution to improving conditions for pedestrians, cyclists and users of public transport, including new and improved bus station developments.

Strategy areas within North Nottinghamshire

The Regional Spatial Strategy describes Mansfield and Worksop as Sub-Regional centres; Newark, Sutton-in-Ashfield and Retford as medium-sized market towns and Kirkby-in-Ashfield as a smaller town. For the purposes of this Plan, all these settlements will be referred to as "market towns". The market towns and their associated rural hinterlands are geographically similar to the Census Travel to Work Areas (TTWAs) and are therefore considered appropriate as separate "strategy areas" for transport planning purposes. The only exceptions are Mansfield, Sutton-in-Ashfield and Kirkby-in-Ashfield where their proximity lends themselves to a single strategy area for transport planning purposes.

The four strategy areas are based on the TTWAs derived from the 1991 census. Whilst there is a separate TTWA for the Alfreton/Ashfield area, the Nottinghamshire wards are included in the Mansfield TTWA for LTP purposes. This anaysis was re-evaluated with 2001 census data and was discussed previously in Section 2.1.

The four strategy areas (shown in Figure 2.1) are as follows:

- Mansfield/Ashfield
- Worksop and its hinterland
- Newark and its hinterland
- Retford and its hinterland.

Figure 4.1 below highlights the County Council's vision for sustainable communities. This embraces the need for local environmental, social and economic regeneration, as well as having healthy communities to provide quality of life. These all combined enable 'sustainable communities' to be achieved. Figure 4.2 then overlays the four shared priorities on top of the local sustainable communities to show how all the elements support each other and are entirely complementary.
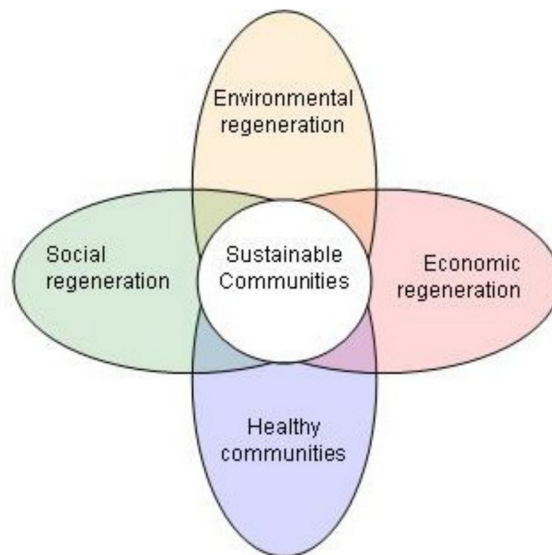

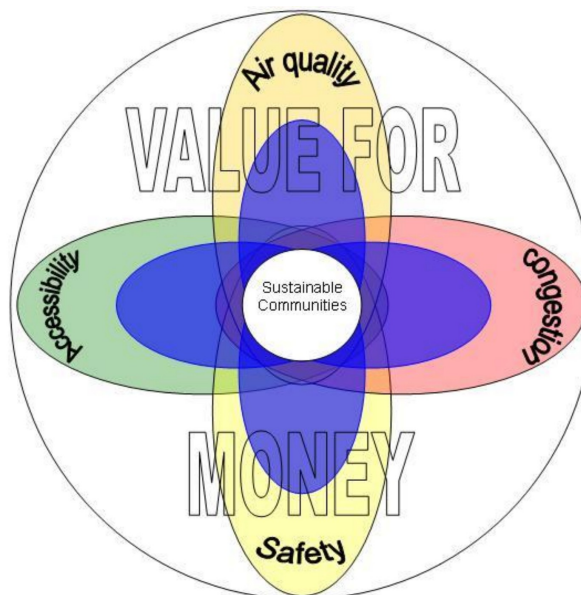Figure 4.1 Sustainable communities diagram

Figure 4.2 Integrated Objectives

The individual elements of the Transport Strategy for the Plan Area is set out below under the headings of each of the transport objectives. There are a number of key strategies that form the core of the Council's Local Transport Plan. Table 4.2 below illustrates how these strategies influence and impact on each of the Shared and Local Priorities. Details of each strategy can be found in the sections highlighted in bold. Others are highlighted but not repeated in each section.

Strategy area	Local Transport Plan Shared and Local Priorities						
	Accessibility	Safety	Quality of life	Congestion	Air Quality	Economic regeneration	Making best use
Decriminalisation of parking		√		√		√	√√
Workplace and school travel plans	√		√	√√	√	√	
Travel demand management				√√	√		√
Rail strategy	√√			√√	√	√	
Bus strategy	√√			√	√	√	
Improving access for disabled people	√√	√	√√				√
Cycling strategy	√√	√	√		√		
Walking strategy	√√	√	√		√		
Rights of Way Improvement Plan (ROWIP)	√√		√√			√	
Road safety strategy	√	√√	√				√
Accessibiity Planning strategy	√√		√				
Safer Routes to Schools	√	√√	√		√		
Local Accessibility and Transport Studies (LATS) - formerly Mobility Management Action Areas (MMAAs)	√	√	√			√√	√
Awareness raising, marketing and information provision	√	√√	√	√√	√		√
Maintenance of roads and bridges		√	√			√	√√
Strategic Development Control	√	√	√	√√	√	√	√
	√ impact √√ significant impact						

Table 4.2 Transport strategies and their links to the shared and local priorities

Some of the issues detailed above are brought together within this Plan under certain strategies. For example, Smarter Choices incorporates workplace and school travel plans as well as awareness raising, marketing and information provision.

4.2 SUMMARY

Strategies and the range of options for delivering the strategies for each of the seven individual objectives are detailed in the following chapters (5 to 11). These strategies are dealt with in order of overall priority as ranked by not only Nottinghamshire County Council but also taking into account the views of key stakeholders, partners and the general public. The last strategy 'making best use' has not been included in this ranking exercise as the majority of the funding to deliver this objectives comes from the separate maintenance allocations and is also not subject to performance rewards. Making best use was, however, identified as a priority by stakeholders as part of the consultation process. Thus in basic terms the first six strategies

largely reflect the means of delivering integrated transport and the seventh for delivering maintenance. Contained within this section for completeness is a very brief summary of each of these individual strategies.

Accessibility

One of the main strengths of this LTP2 is the much greater focus given to understanding the need to travel. Through the new accessibility planning procedures, the County Council has investigated access to Government's four key destinations - **education and training, employment, food & essential services and health**. The County Council and its partners also decided to consider access to **leisure and cultural destinations** as part of this process.

A wider reference group was established to consider and endorse the accessibility priorities to be addressed during the LTP2 period. A steering group, representative of the five core themes, was then established to drive the development of the strategy. As part of the process a series of consultation workshops have been undertaken to gain the benefit of the constituent partner organisations' experience and understanding of their clients' needs. These established the 'who, what, why, when, where, and how' of the priority issues, which were then prioritised with three or four key issues in each area. Mapping and data analysis, for example using DfT's Accession software, were then undertaken to inform the process further.

In addition to the possible efficiencies identified by partners through the assessment of needs and priorities process, a number of opportunities for pooling and making more effective use of existing resources in order to achieve joint accessibility goals have emerged.

An accessibility partnership has been established that has identified, through workshops, a programmed series of agreed priorities to tackle over the five-year period. This programme will be framed in terms of the themes, local geographical areas, and sections of the population that are to be prioritised for joint working. These triggered 'Local Accessibility Assessments' resulting in specific 'Local Accessibility Action Plans' (LAAPs). LAAPs have been drawn up across a range of services resulting in a detailed strategy to address accessibility problems and opportunities. These will contribute to the Local Accessibility Transport Studies programme for LTP2.

The goal that opportunities and benefits should be available to everyone is a cornerstone of the transport strategy for North Nottinghamshire, as well as one of the shared priorities of national government and local transport authorities. The Accessibility Strategy works towards this goal, building on the work of the accessibility partnership in identifying key priorities. To further inform the proposed strategy the accessibility implications of LTP strategies and policies, such as the Bus Strategy, Rights of Way Improvement Plan and 'Smarter Choices' strategy have been considered.

Safer Roads

Analysis of the current situation regarding safety within the transport network in Nottinghamshire identifies four key areas of concern; motorcycles, children, speed on rural roads, and work related journeys. Opportunities to work towards achieving the 2010 targets for casualty reduction are closely linked with wider objectives in the County Council's transport strategy. Measures to address these specific points and more general issues of road safety are varied and include a mix of education, enforcement and engineering measures as well as encouragement of road users to adopt more sensible/smarter travel behaviour.

The County Council's road safety strategy reflects wider LTP2 objectives by including travel awareness initiatives within its remit. This arrangement has proved extremely successful in delivering road safety education, training and publicity whilst encouraging walking and cycling and developing travel plans at schools to reduce congestion. The road safety strategy is contained within the County Council's Cross-Service Road Safety Improvement Plan (2003-2010) which was drawn up in consultation with an extensive range of internal and external bodies,

and is regularly reviewed to ensure its effectiveness. The strategy is based on detailed casualty analysis and address identified casualty problems, thereby maximising value for money from available resources.

This area of work cascades into three key streams; casualty reduction, accident prevention and changing people's travel behaviour. The strategy identifies a range of measures to address these specific issues including partnership working, investment, education, analysis of accident data and speed management.

Quality of Life

North Nottinghamshire is a diverse area, with a predominately rural aspect to the east and more urbanised area in the west, which still displays the industrial legacy of intensive coal mining. In these areas the industrial past has not only affected the environment of many communities, but has also impacted on their social and economic stability.

Many factors ranging across the spectrum of social, economic and environmental concerns influence the perception of 'quality of life'. Elements that contribute to quality of life can be identified as; social needs, needs of disabled people, education, health, physical environment and crime and fear of crime. The key strategy areas to address these issues include; prioritising the areas of need, integrating with other initiatives to add value and raising awareness and opportunity for the community to value and preserve their environment. Partnership working with stakeholders is vital to delivering the strategy.

The Rights of Way Improvement Plan details the opportunities it offers to improve the quality of life, such as accessibility, health and recreation.

Congestion

Each of the four sub-areas of North Nottinghamshire has been investigated for evidence of congestion. Results suggest that current levels are unlikely to be detrimental to the health or economic well-being of the whole Plan area now or in the near future. Congestion has an impact on several of the LTP's other priorities, such as improving air quality and health, regeneration, quality of life and making best use of the existing network (particularly in relation to the Network Management Duty). It is therefore essential that current levels of traffic are managed effectively and that congestion does not become a problem in the future.   As such, the strategy for congestion will focus on continued monitoring of the situation and the provision of both demand-side solutions and supply-side solutions to restrain traffic growth. To address the issue of potential congestion a mix of awareness raising measures will be used along with proactive network management to encourage modal shift, reduce the need to travel and reduce traffic growth. This pro-active approach to congestion management will hopefully prevent increasing traffic volumes to significantly worsen causing significant congestion issues. Resources will continue to be targeted at reducing congestion at known hot-spots, particularly where it is known that this congestion also has a detrimental impact on public transport services. The Council believes therefore, that whilst traffic volume targets have been set, setting specific congestion reduction targets will not provide any appreciable benefit.

Air Quality

The County Council's strategy for assessing, monitoring and managing air quality is detailed within the partnership document 'Nottinghamshire Air Quality Strategy', produced in 2001 by the multi-sector Nottinghamshire Environmental Protection Working Group. It identifies the need to reduce air pollution by encouraging alternative travel modes and promoting sustainable development through the Local Transport Plan and development plan processes. Work is currently underway to update and review the strategy and a full assessment of the air quality and factors which affect it will be published later in 2006.

Air quality in the Plan area is expected to remain within national objectives but will continue to be assessed and monitored as necessary. It is recognised that air quality is closely linked to the congestion theme, and as such the Air Quality Strategy will also include the promotion of cleaner vehicles and 'smarter choices' directed at modal shift and reducing the need to travel.

A Strategic Environmental Assessment (SEA) has been carried out on the impacts of LTP2 and local air quality, climate factors and other environmental factors are all considered and appraised in the SEA. The SEA summarises predicted significant impacts and has been subject to significant consultation, following which several changes have been made to it.

Regeneration

An overview of the economic structure and performance of North Nottinghamshire suggests that the county has a moderate sized economy, which recently has shown little evidence of growth. The outfall from Nottinghamshire's declining industrial heritage, particularly past reliance on mining and textiles, continues to hamper economic activity. While business creation rates are on a par with national levels, the proportion of these which are in the knowledge driven sectors is low. The legacy of the decline in the traditional industries is still prevalent, with higher skills and some basic skills in short supply.

There are considerable local variances, however, in general the legacy of our industrial heritage has resulted in an inadequate infrastructure, a lack of quality serviced sites for new growth opportunities, poor communications to serve them and low numbers of 'leading edge' small and medium sized enterprises to move the economy forward. These problems require an integrated strategy approach to identify opportunities to develop modern, efficient communications infrastructure.

Although progress has been made to bring unemployment rates down to match national figures, the quality of these new jobs has been low with a prevalence of low value industries choosing to invest in these areas. On the positive side, in terms of transport much progress has been made in recent years to improve the accessibility of the west of the county.

The LTP2 transport strategy will support regeneration in the following three main areas. Firstly, it will provide access to education, further education, skills training and employment zones. Secondly, it will help create employment sites and economically vibrant and attractive towns and villages. And thirdly, it will provide support for local partnerships to create integrated 'Action Plans'.

Local empowerment will also be supported by giving ownership of local transport strategies to affected communities through LATS.

Making the best use of existing assets

The highway network is a key community asset and is central to the integrated movement strategies contributing to the delivery of wider economic, social and environmental objectives. These principles are incorporated into a network management regime with the following core objectives; Network Safety, Network Serviceability and Network Sustainability.

Central to the County Council's objective to deliver a safer, improved network service for all road users is the strategy to develop and implement a Transport Asset Management Plan which will consider the methods employed to assess the highway network's condition and will detail the policies in place to maintain it, parking control powers available through Decriminalised Parking Enforcement, the opportunity to reduce trip lengths through development control functions and the powers and duties inherent in the Network Management Duty.

These are particularly relevant in how they can add value to the other LTP policies by concentrating on making better use of existing highways rather than relying on increased provision.

5. ACCESSIBILITY

Accessibility is identified as one of the four 'shared priorities' that national and regional government agreed with local authorities. All local transport authorities are required to develop Accessibility Strategies as an integral part of their LTP process, with consideration of accessibility underpinning the whole document. The Accessibility Strategy for North Nottinghamshire supports and complements Nottinghamshire's emerging Community Strategy, as set out in the 'Wider Context – Local Vision' section of this document. Contained within this accessibility chapter are summaries of all the relevant modal strategies that impact on accessibility - detailing how they complement each other - along with the work done to date on the new accessibility planning techniques. The full Accessibility Strategy is a separate document which accompanies this LTP submission.

5.1 AN ACCESSIBILITY VISION

An element of the vision for Nottinghamshire is of 'a place in which everyone can succeed, with fair access to opportunities and support'. This clearly illustrates the critical role which accessibility to jobs, learning, affordable food, essential services, health care, and leisure and cultural facilities have on life chances and well being. Matching people more effectively with where they need to get to can help to make inclusion in society within reach of the whole community. The goal that opportunities and benefits should be available to everyone is a cornerstone of the transport strategy for North Nottinghamshire, as well as one of the shared priorities of national government and local transport authorities.

The vision and objectives have been derived from detailed appraisal work conducted with stakeholders. Transport strategy must be closely integrated with other plans and strategies designed to improve quality of life for local people and to encourage sustainable communities.

A series of national, regional and local documents were reviewed to inform Nottinghamshire's accessibility planning work, and to understand the wider policy and research context. The national document review focused on strategies of key organisations from other sectors, to understand the links between their forward plans and improving accessibility. Regional documents considered and referred to elsewhere include the Regional Spatial Strategy, Regional Transport Strategy, and regional sectoral plans and briefings. Locally the Community Strategies for Nottinghamshire County, and Ashfield, Bassetlaw, Mansfield and Newark & Sherwood District Councils were considered.

More detail on how the aims and objectives of these strategies are consistent with those of the Local Transport Plan and Accessibility Strategy is contained in Chapter 2, Wider Context.

The overall vision for the North Nottinghamshire Accessibility Strategy is:

The vision for accessibility in North Nottinghamshire is for everyone, particularly people from less affluent backgrounds, to be able to reach the opportunities and services that they need. This will be achieved by:

- **Mainstreaming accessibility considerations into land-use planning and locational decisions in the longer term**
- **Innovative and accessible service delivery and transport in the medium term, and**
- **Travel planning, service provision and co-ordination and information provision in the shorter term.**

This vision will guide future actions. Nottinghamshire County Council will therefore work with stakeholder organisations from a range of sectors to improve accessibility for all, but particularly for those without access to a car.

5.1.1 Objectives of the Accessibility Strategy

The objectives of the Accessibility Strategy are as follows:

- To improve access to schools for children aged 16 and under, and to further or higher education and training for students aged 16 and over
- To improve access to major employment sites
- To increase the accessibility of healthy and affordable food, and essential services to be found in town and district centres
- To improve access to hospitals and General Practitioners' surgeries
- To increase the accessibility of leisure, culture and tourism destinations
- To improve access to all destinations for older people and disabled people
- To enable people to access Nottinghamshire County Council's services more easily, to improve consultation on the public transport that the Authority provides, and streamline the way in which our transport services are delivered
- To integrate accessibility considerations into local planning decisions by providing support and mapping, and to maximise the accessibility of local plan allocations by assisting with site design where possible.

In order to achieve the vision set out above, Nottinghamshire County Council has established an Accessibility Partnership, which has the following remit:

- To assess accessibility need at a countywide, LTP-area, and local level, drawing on expert knowledge and previous studies and research, backed up with nationally and locally available data presented as accessibility indices and maps
- To achieve consensus locally on the issues and communities which should be prioritised for action to address poor accessibility
- To identify a longlist of options to incorporate within action plans, and to evaluate them according to effectiveness and deliverability, including an audit of resources available
- To approve action plans jointly owned by organisations participating in the partnership, including policy changes and specific actions to tackle accessibility problems where appropriate
- To identify and agree a portfolio of local accessibility indicators and targets to measure progress and performance towards the accessibility strategy during the LTP period
- To review and recast local action plans according to the agreed performance management procedures.

5.1.2 Accessibility implications of LTP strategies & policies

Nottinghamshire County Council's revised Bus Strategy 2006 and new Countywide Rail Strategy set out how the Authority will improve accessibility in North Nottinghamshire through public transport improvements. These revisions have allowed a fuller picture of people's needs, built up through the Accessibility Planning process, to inform the development of these strategies which are at the heart of ensuring people can reach jobs and services.

The Cycling and Walking Strategies and Rights of Way Improvement Plan also have a vital role to play in helping people get to more local facilities and opportunities, and for allowing travel at minimal cost. Awareness raising and behaviour change plans, in the form of the Smarter Choices strategy, will ensure that people have the information they need to make the most appropriate travel choice (as detailed within table 4.2). These strategies are summarised individually in sections 5.3 onwards of this chapter.

5.2 ACCESSIBILITY PLANNING PROCESS

In terms of the general public overall, and looking only at the shared priorities, more people ranked accessibility as more important than any of the other shared priorities. The County Council and its partners have considered the following five destinations as being of importance:

- Education and training
- Employment
- Food & essential services
- Health
- Leisure, culture and tourism.

The first four of these themes are highlighted in the national guidance on accessibility planning. Access to leisure and culture destinations was included as an additional local theme, as having a significant impact on quality of life.

5.2.1 Partnerships and consultation

In North Nottinghamshire, a partnership approach, involving local and regional organisations has been utilised in the development of the accessibility strategy through a variety of methods.

DfT pilot work

Pilot work undertaken in Bassetlaw during 2003-4 on access to employment assisted DfT in adapting their suggested method and guidance; however, it was also very useful in initiating partnership work with non-transport organisations in the North Nottinghamshire area.

Accessibility Partnership

The County launched the full accessibility planning process in Nottinghamshire through the development of an accessibility partnership in September 2004. The partnership itself is composed of two main elements, a wider reference group and a steering group. Partners involved include external organisations, regional bodies, transport operators, other Nottinghamshire County Council departments, and a wide range of local authority transport officers.

To supplement breakout sessions from wider reference group events, steering group meetings, and individual discussions with stakeholders. A series of workshops for each of the themes was held during 2005 to identify accessibility problems and highlight the main priority issues. A separate, larger workshop was held for representatives of older people's groups, and disabled people's groups, together with Nottinghamshire County Council's day service users.

Other expertise

Nottinghamshire County Council is a proactive member of all LSP partnerships in Nottinghamshire. Each of the LSPs were approached to request an officer's attendance at an appropriate meeting to explain the context and themes of accessibility planning and seek input from the LSP.

Cross boundary issues have been considered in the development of the accessibility strategy, as destinations may be easier to get to, or people may want to access jobs and services that are outside of the area. Examples of such include active participation in Derbyshire County Council's accessibility planning workshops and extensive work undertaken to progress improvements to cross-border travel to Robin Hood Airport Doncaster Sheffield (RHADS) in South Yorkshire.

Other local interest groups have an equally important role to play in the development of the accessibility strategy as they have expertise of the local area. Nottinghamshire County Council has engaged with groups such as Bassetlaw Health Modernisation Board and Action for Rural Care and Health in Nottinghamshire.

Working effectively with colleagues within the County Council was already critical to the Authority's work on a range of transport-related initiatives. Officers attended the themed problem identification workshops and also assisted in identifying major current or emerging County Council build or service development programmes and projects. Accessibility planning will be

progressed through these identified schemes in the future. Individual stakeholder discussions have taken place with organisations, such as Job Centre Plus and the Rural Community Council on the difficulties and issues that people experience in accessing particular destinations.

Mapping and analysis

Mapping was undertaken to illustrate the issues raised during the workshops and to present the overall context for accessibility.

Option appraisal and resource audit

Problems identified were evaluated to establish a realistic package of interventions for addressing the priority accessibility problems and to ensure the deliverability of the local action plans.

Action programming

Based on the above work and further discussions with partners, an action programme was drafted with underlying Local Accessibility Action Plans, worked up fully for the first year of the LTP period, and where possible in draft format for the remaining years.

5.2.2 Problems and priorities

In discussion with stakeholders, a range of issues were highlighted as factors which inhibit access to the five key themed areas. The work was also informed by a review of national, regional and local documents and strategies, as well as the use of Accession software. Basic context maps of key national and local data-sets were produced in advance of the workshops and further maps produced subsequently to support the accessibility planning work. Illustrative maps were produced to aid understanding of these issues and show graphically data from the 2005 National Core Accessibility Indicators as recalculated by Nottinghamshire County Council in January 2006.

Education and Training

In discussion with stakeholders, and using a recent study by the Nottinghamshire Learning and Skills Council (LSC), a range of issues were highlighted as factors which inhibit access to education.

The problems identified included the following issues:

* Integration: integration of fares, service co-ordination and information
* Physical accessibility and safety
* Curriculum expansion: expansion and flexibility outside usual school times and locations, specialisation and 'centres of excellence'
* Cross-boundary travel: 'migration' of students to other authority areas
* Rural inaccessibility
* Building Schools for the Future
* Cost
* Primary schools: parental preference, and safe walking routes
* Congestion and parking around schools: creating difficulties for buses.

Employment

The problems identified from discussions with employment and training sector stakeholders included the following issues:

* Differing needs: those already working, actively seeking work, or not able to seek work
* Hotspot destinations: pockets of regeneration and economic development, current and proposed employment sites
* Planning: areas of employment land availability
* Public transport provision: quality and suitability

- Engaging with employers
- Journey times: including shift patterns
- Information: lack of information or trust in it
- Interchange: facilities and infrastructure
- Cross border issues: and journey to work area difficulties
- Personal safety concerns: real and perceived.

Food and Essential Services

In discussion with stakeholders, a range of problems were identified, including the following:

- User Groups: different types of people with specific access issues
- Rurality: distances at which services are located and lack of accessibility
- Deprivation
- Communication: as to the services available
- Service Delivery: delivery often reliant on access a computer
- People: Research is needed as to how people currently access services.

Health

In discussion with stakeholders, a range of problems were identified, including the following:

- Appointment times: unreliable public transport leading to missed appointments; appointments at unsuitable times to provide easy access
- Disparity of costs: the cost of public transport can vary by area
- Split-site hospitals
- Out of hours service: inability to access health services out of hours
- Parking: availability of car parking at hospitals for patients, visitors and staff
- Gap in service provision: some people cannot use public transport but are not eligible for hospital transport
- Awareness of services: information on transport to health facilities needs to be improved
- Lack of direct routes
- Penetration of buses into hospitals: especially at Kings Mill hospital
- Location of GP surgeries
- Worksop town centre to Bassetlaw Hospital: limited public transport provision
- Choice of facility: patient choice is limited for people who do not have a car
- Diverse users and hard to reach groups
- Local Improvement Finance Trust (LIFT): a Government programme supplementing investment in primary health and social care premises by rebuilding local facilities, enhancing the provision of services and assisting social regeneration
- Regional Treatment Centres: specialist centres with a wide catchment area.

Leisure, Culture and Tourism

In discussion with stakeholders, a range of problems were identified, including the following:

- Cross-district, cross-county and cross-border access
- Service availability: accessing a specific event in a particular location
- Location: there is a lack of available land for leisure development
- Use of schools facilities: not generally available for the community use
- Tourism destinations: the majority of destinations are run by the private sector and may be difficult to engage with
- Signage: provide a strategic approach to highway signage to destinations
- Affordable transport
- Community Transport: limited capacity
- Information: lack of certainty on correct information; availability of information at venues.

Issues for disabled and older people

An umbrella workshop considering all five themes was held in addition to discussions with key Social Services and Welfare to Work officers, and the County's Flexible Transport Working Group. Attendees of the workshop included Learning Disabilities Partnership Board representatives and service users, the Disabled People's Movement, Senior Forum, Alzheimer's Society, Retinitis Pigmentosa Society, Older Persons' Advisory Group, and County officers from Social Services, Transport, Welfare to Work, and Disabled Workers' Group.

The workshop identified key issues in each of the five themes and several overarching issues. The full Accessibility Strategy details these in full.

5.2.3 Action programme

The action programme and its Local Accessibility Action Plans (LAAPs) have been developed for the Local Transport Plan Period (up to March 2011). The development work included the DfT pilot, through to the establishment of the Accessibility Partnership. The partnership identified problems and prioritised these through workshops. Mapping and analysis was conducted and finally an option appraisal and resource audit completed to establish a realistic package of interventions for addressing the priority accessibility problems.

Based on the above work and further discussions with partners, an action programme was drafted with underlying LAAPs, worked up fully for the first year of the LTP period, and where possible in draft format for the remaining years.

The action programme reflects the objectives outlined in the Accessibility Strategy. In addition there are three supplementary areas included in the action programme, which are:

- Access to Nottinghamshire County Council's services
- Cross-cutting issues
- Integrating accessibility into the planning system.

Resources

The problems identified were evaluated to establish a realistic package of interventions for addressing the priority accessibility problems. The crucial element in this process was to ensure the deliverability of the local action plans by assessing whether:

- The costs associated with an action are proportionate to the outcome and represent value for money
- There are partners or external sources likely to be able to fund it
- There are synergies with other actions
- The measures within the plan are a good mixture of short, medium, and long-term, and localised and strategic actions
- There are barriers to deliverability
- Fit with accessibility and LTP objectives, and national and local policy can be demonstrated.

Appropriate service or transport delivery agents were engaged in discussions on the options feasibility. On the basis of the influence of the partners and the potentially available resources, issues were then categorised as:

- Issues which could realistically be addressed during the LTP period, and which could therefore be used as a basis for discussion with partners to form an action programme
- Issues which were already being tackled in some way
- Issues for which interventions could not be progressed by the partnership during the plan period.

Issues that could be addressed, and for which there was local momentum and resourcing available, were then developed into the action programme given in the following section. Individual detailed LAAPs can be viewed in the separate Accessibility Strategy.

Each LAAP contains details on resources identified and allocated to take the work forward to achieve the plan's objectives. The financial resources available to implement each measure vary from a few hundred to several million pounds, from sources internal and external to the County Council.

Local Accessibility Action Plans

Chapter 7 of the Accessibility Strategy includes a summary table of the Local Accessibility Action Plans (LAAPs) as well as more detailed reference to first year LAAPs and outlines for those which are sufficiently developed for future years. These are outlined below.

Access to education and training

- **College travel plans**: promote and support, and assist development through mapping
- **Robin Hood Airport Doncaster Sheffield**: improve access to training opportunities
- **School travel plans**: promote and support
- **Building Schools for the Future**: support with accessibility analysis
- **Surestart children's centres**: support with accessibility analysis

Access to employment

- **Travel plans**: work with employers on, and promote the take-up of, travel plans
- **STEPS Travel Plan:** Promote and support the take-up of the County Council travel plan
- **Robin Hood Airport Doncaster Sheffield (RHADS)**: improve public transport links
- **Jobcentre Plus partnership**: joint action to tackle poor accessibility for highlighted groups
- **New employment locations**: work with district and borough planning authorities on their accessibility, and site layout and design

Access to food and essential services

- **Mansfield Stockwell Gate** accessibility analysis to support recommendations for the redevelopment of an area of the town centre that includes the bus station
- **Food accessibility**: support Ashfield District Council's research
- **Local Accessibility Transport Studies**: local consultation to establish improvements in a localised area

Access to health facilities

- **Hospital and PCT travel plans**: promote and support
- **Transport brokerage**: joining up service booking for health in Bassetlaw
- **LIFT sites**: accessibility analysis to support locational decisions
- **Hospital and GP appointments**: working with hospitals and GPs to provide information to allow convenient appointment times

Access to leisure, culture and tourism destinations

- **Rights of Way Improvement Plan**: accessibility modelling to support development of strategy
- **Leisure destination information**: exploring electronic public transport information support for Nottinghamshire destinations. Access to electronic information PCs, libraries, GPS mapping
- **Sherwood Forest Regional Park**: Living landmarks bid and visitor centre issues
- **Travel plans for major attractors**: promote and support

Improving access across all themes for older and disabled people

- **Concessionary fares**: negotiate, implement and promote new scheme
- **Diversity analysis**: Service Diversity Review of Local Transport Plan and Accessibility Strategy
- **Providing comprehensive accessible transport information**: publication and development of 'TATA' guide
- **Encouraging cross-country movements and assisting visitors to North Nottinghamshire**: input into RADAR guide
- **Driver awareness training:** explore and develop with public transport operators
- **Physical accessibility of bus fleet**: scheme to accelerate DDA compliance of bus fleet
- **Resource Centres**

Access to Nottinghamshire County Council's services

- **Efficiencies in transport provision**: feasibility and implementation of developments to Nottinghamshire Integrated Transport Centre
- **Ongoing consultation with service users**: through Bus User Forum
- **Travel Plans:** Promote and support the take-up of the County Council travel plan
- **Encouraging accessibility to be used as a factor in locating and designing services**: develop and promote guidance for in-house use

Integrating accessibility into the planning system

- **Assisting with LDF monitoring**
- **Development proposals**: assessing accessibility and providing public transport information for local planning officers
- **Planning gain**: assess implications to accessibility planning methodology

Cross-cutting issues

- **Performance Management Framework for tendered services**: maintain monthly, and use to assess changes to public transport network from accessibility mapping and partnerships
- **GIS based cycle route maps**: develop maps showing all existing cycle routes and facilities
- **Local Area Agreements**: promotion of accessibility indicator and target and follow-up action
- **Perceived personal security on public transport**: schools outreach work to promote acceptable behaviour

Review and expansion of the Accessibility Strategy during the LTP period

Nottinghamshire County Council and the wider partnership will review its Accessibility Strategy during the period April 2006 to March 2011. Performance monitoring, followed by revisions to the action plans and broader strategy, will be essential in ensuring that improvements to accessibility for the highlighted groups of people, destinations and geographic areas, are achieved.

Indicators and targets to be used to monitor progress are discussed fully in chapter 8 of the Accessibility Strategy.

5.2.4 Monitoring

The Core Accessibility Indicators produced by DfT from a 'snapshot' in 2004 were recalculated by Nottinghamshire County Council in 2006. These incorporated new information available on infill timings of local bus services down to intermediate stop level.   The indicators have provided the starting-point, or 'baseline' for monitoring improvements to accessibility in the plan area brought about by implementation of local accessibility action plans. The indicator 'Percentage of people of working age (16-74) within 30 minutes of a major work destination by public transport' has been chosen by the Accessibility Partnership as the mandatory indicator, which it will be most valuable to monitor and set a target for. Two local accessibility outcome indicators

and targets were also selected to measure progress against a wider range of objectives. Finally a number of output-related targets, which will contribute to improving access to the public transport network, have also been identified.

To ensure meaningful monitoring the targets are SMART (specific, measurable, achievable, realistic, and time-bound) and set on the basis of baseline data. They are also clearly linked to and consistent with Local Transport Plan targets, the prioritisation of Nottinghamshire County Council's revenue budget for supported bus services, easily measurable and, more importantly, relevant to the identified accessibility problems.

Ongoing and consistent monitoring will assist not only in assessing the impact of the action plans in terms of outputs and outcomes, but also with reviewing the needs audit over time, and consequent updating of the plan.

5.3 BUS STRATEGY

Buses are, and will remain, the mainstay of the local public transport network. As such they are a central component of the transport strategy for North Nottinghamshire. An effective bus network can help deliver many of the LTP's objectives, as illustrated in Table 5.1 below.

LTP objective	Contribution made by buses
Accessibility	Buses provide access to vital services such as education, shopping, healthcare and employment for those without access to private transport
Safety	Buses are a safer mode of transport than the private car, both for users and for other road users and pedestrians
Quality of life	Reducing levels of traffic will also reduce the environmental impact of noise
Congestion	By providing an attractive alternative to the private car, buses can encourage a reduction in cars on the road, and thereby reduce congestion
Air quality	By tackling congestion, and reducing the numbers of cars on the road, buses also help improve air quality. New buses are less polluting than older buses
Tackling climate change	For the same reasons reducing car traffic will also reduce carbon dioxide emissions which contribute to climate change
Economic regeneration	A good bus network supports economic regeneration by providing a way for business to access the workforce they need. Tackling congestion also helps businesses to transport their supplies and products
Neighbourhood renewal	Reducing traffic levels will improve environmental conditions in local neighbourhoods

Table 5.1 Bus strategy contribution towards meeting Local Transport Plan Objectives

Vision

In order to achieve these objectives, the County Council aims in partnership with bus operators and other stakeholders to develop and maintain a public transport system that is:

- Comprehensive
- Reliable and punctual
- Quick
- Fully integrated
- High quality
- Affordable
- Easy to understand
- Accessible
- Safe.

Objectives

Delivering this vision will require the achievement of a number of specific objectives for the bus sector:

	Objective	Comment
1	Maintain and extend the local bus network to maximise accessibility and choice	Accessibility and choice will be improved by maximising the coverage of the network in the following ways: • Geography - serving as many local communities as possible, and travelling to places they want go to • Time - operating from early in the morning to late in the evening • Frequency - operating frequently enough to fit in with customer needs • Level of integration - ensuring service connectivity, both between different bus services and between buses and other modes including the tram and heavy rail
2	Improve the quality of the services themselves	Bus services need to be high quality to attract users. This includes: • Service reliability and punctuality – ensuring scheduled services operate, and stick to the timetable • Journey times – ensuring journeys are as quick as possible • Vehicle quality - fully accessible, modern, clean, quiet and low emission buses • Driver standards – drivers who drive safely and are well trained in customer care, including the needs of the disabled
3	Improve bus infrastructure	The quality of facilities where people wait for buses (both the level of provision and standard of maintenance) are important. This includes: • Bus stops • Bus interchanges, including bus stations • Multi-modal interchanges with other modes
4	Reduce the relative cost of bus travel and improve ticketing	Reducing the relative cost of bus travel, in part by maintaining the concessionary travel scheme, will help ensure: • It is affordable to those on low incomes • It provides an attractive alternative for car drivers Introducing integrated ticketing, particularly enabled by smartcard, will also help remove the additional costs and inconvenience associated with changing services.
5	Improve information and the marketing of bus services	Actions to improve the provision of information needs to reflect both costs and users' preferences for different types of information including: • Roadside timetables and bus stop flags • Printed leaflets and other paper-based information • Telephone information • Internet-based information • Real time information – roadside, mobile phone and internet based • Face-to-face and personalised information Marketing of bus services, and other smart measures such as school and business travel plans, can play a significant role in increasing demand
6	Improving personal security	Users and potential users of bus services must feel secure through measures such as: • CCTV on buses and at waiting facilities • Lighting at bus stops

Table 5.2 Bus strategy objectives

Principles

The strategy for investment of funding in bus services in North Nottinghamshire is based on the following principles:

- A balance needs to be struck between investment in measures which improve accessibility and those which reduce congestion. Although both are important, in North Nottinghamshire improving accessibility is the top priority.
- Equally, revenue and capital funding must be sustained in parallel. Capital investment without adequate revenue funding would lead to an inability to maintain the investment. Conversely capital funding is essential to achieve step change in the quality of bus infrastructure.
- Investment in subsidised services, service quality, infrastructure, reducing the cost of travel, information and personal security must be pursued in a balanced programme
- Funding will be sought from all possible sources, including developer contributions, and regional and sub-regional bodies
- In all cases, investment must represent good value for money.

The County Council's proposals for the bus network are set out comprehensively in its statutory bus strategy. This has been revised and published in 2006 alongside the LTP.

Maintaining and extending network coverage and frequency

The County Council will seek to prioritise resources such that the existing network and levels of accessibility are maintained as far as possible. It will consider the merits of each service using its Local Bus Performance Management Framework, which is based on cost per passenger, number of passengers, journey purpose, availability of alternatives, the Index of Multiple Deprivation and availability of car. The ongoing application of this Framework to newly de-registered and existing supported services will ensure efficient use of limited funds, with maximum output.

As well as seeking to maintain network coverage, the County Council is also committed more widely to improving accessibility. This work is underpinned by the Accessibility Strategy for North Nottinghamshire, which sets out priorities for specific geographical communities, vulnerable groups, and types of journey (e.g. for employment, education, health, leisure and essential shopping). The Accessibility Strategy will be delivered through a series of Local Accessibility Action Plans, many of which will include recommendations on some aspects of local bus service provision.

The strategy will be particularly focused on meeting the accessibility needs of rural communities, and Rural Bus Subsidy Grant plays an important role in this regard. Where possible rural service provision, which will almost exclusively be under contract, will seek to provide services in the most cost effective way possible, linking rural communities with their market towns. Where demand is sparse, the use of demand responsive transport will be considered. However in all cases the Local Bus Performance Management Framework provides the basis for objective decisions on which services can and cannot be afforded.

Although useful in larger conurbations, there are no plans to introduce park and ride facilities in North Nottinghamshire in the lifetime of this bus strategy.

The strategy for education transport is to focus activity on those pupils who have a statutory entitlement to free bus travel, whilst subjecting bus services procured for non-statutory travel purposes to the same rigour of the Local Bus Performance Management Framework as is used for local bus services. The role that buses can play in meeting a school's transport needs will also be pursued through engagement in the school travel plan process.

Specific actions for developing and maintaining the bus network are set out below:

- Through the accessibility and land use planning processes, seek to locate new development along public transport corridors. In addition, where appropriate, to secure developer funding through Section 106 Planning Agreements to subsidise bus services, and ensure large new developments are designed to accommodate public transport
- Work with the bus operators to secure network stability through planned service change dates, and the integration of services via Quality Network principles

- Continue to use "de minimis" payments creatively to secure small operational improvements to otherwise commercial services
- Continually review our supported bus network through the Local Bus Performance Management Framework to ensure efficient use of funds, with maximum output
- Review the services funded by Rural Bus Subsidy Grant to ensure it is aligned with the County Council accessibility strategy, provides access to key services and ensures efficient use of this valuable resource
- Build accessibility planning core indicators into the prioritisation process, to achieve the best accessibility outcome with the revenue funding available
- Market supported services with the greatest potential to grow in order to increase patronage and income. This will reduce subsidy requirements, and thereby release funds for reinvestment elsewhere within the supported service network
- Wherever possible and cost effective to do so, secure supported services on a "minimum subsidy" basis in order to incentivise the operator to improve the service and grow the market
- Consider opportunities for using LTP capital funding to purchase or enhance vehicles in order to reduce the revenue cost of providing a subsidised service and enhance accessibility
- Seek external funding to pump prime and support new services or to enhance existing provision. In particular we will seek the use of external funding to enable the provision of better bus access to Robin Hood Airport Doncaster Sheffield
- Continue to seek innovative and new ways to provide accessibility where traditional local bus services cannot be justified financially. This includes demand responsive services, dial-a-ride, community transport and taxis where this can provide a more cost effective solution
- Continue to support community transport providers, both community minibuses and voluntary car schemes. This support will be both financial, and in the form of advice and other support such as free MIDAS training for volunteer drivers
- Continue to operate the Countywide dial-a-ride service for those whose disabilities prevent them from using mainstream public transport, community transport, or other sorts of transport provision
- Work with other transport providers, such as health, social services and community transport, where it may be appropriate and efficient to use their resources to provide supported bus services
- Develop the Nottinghamshire Integrated Transport Centre to ensure efficient use of vehicles and funding
- Continue to work with the Rural Transport Partnership to find innovative solutions to accessibility problems in rural areas
- Make as much use as possible of the existing conventional bus network to transport school pupils
- Consider the needs of students to access further education
- Continue to apply the Local Bus Performance Management Framework to non-statutory school services to ensure maximum value for money
- Continue to work with the Local Education Authority to ensure efficiency of the school bus network, co-ordinate services and assess the implications of the proposed extended school day
- Reduce demand in the longer term through the location of new educational establishments in accessible locations, and through the use of catchment areas to encourage pupils to attend their local school
- In the longer term, consider the scope for integrating dedicated school services with wider local bus services
- Participate in the Post-16 Transport Partnership and Strategy
- Respond to the provisions of the Education Inspection and Schools Bill 2006 if and when enacted.

Improving bus service quality

The County Council will continue to seek improvements to the quality of bus services along commercial routes wherever possible through voluntary bus quality partnerships (BQPs), working through the North Nottinghamshire Bus Quality Partnership Steering Group. It will make every effort to deliver agreed bus priority schemes, quality accessible waiting facilities and information along key corridors – matched by corresponding operator enhancements in new buses, route management, marketing and customer care.

Where the voluntary approach does not work, the County Council has statutory powers to use either statutory bus quality partnerships, or bus quality contracts to improve bus quality. Whilst these are by no means ruled out, the voluntary approach is to be preferred if it can achieve the objectives of the LTP and bus strategy.

The choice of which routes to invest in and which measures to introduce will depend on dialogue with operators, and a rigorous process of establishing the best value for money and return on investment. All such BQP schemes will be underpinned by a Memorandum of Understanding developed in partnership with bus operators which sets out the commitments of all parties.

Where punctuality is a particular problem measures to improve punctuality will be pursued under Punctuality Improvement Partnership (PIP) Route Action Plans. The scope of PIP improvements may include major projects such as junction re-engineering or bus lanes. However, PIPs and route action plans may include relatively small measures such as minor changes to traffic signal phasing or making stops more accessible. Traffic regulation enforcement, particularly parking in bus lanes and bus stops, will be a major factor in improving punctuality. Furthermore, many delays are caused by roadworks, and major efforts are currently underway to ensure effective and early notification of roadworks to bus operators. This will allow time for planned rerouting and/or re-timetabling of bus services and effective communication with passengers. Finally, operators have an important role to play in making sure that on-bus cash transactions are replaced where possible by smartcards and off-bus ticketing, and that buses are well maintained so that breakdowns are minimised.

Outside the key commercial corridors separate measures will be implemented under route action plans to improve punctuality and/or reduce journey time where it is cost effective to do so.

In relation to vehicle standards, the County Council will continue to pursue the 'best value' approach to tender evaluation, seeking improvements in vehicle standards over time, and remaining within legal standards, without jeopardising the coverage of the subsidised network.

Specific proposals for improving bus service standards within North Nottinghamshire include:

- Work with commercial bus operators to improve specific routes through voluntary Bus Quality Partnerships (BQP's), co-ordinated through the North Nottinghamshire Bus Quality Partnership Steering Group
- Closely monitor the effectiveness of voluntary BQP arrangements in order to determine the conditions under which it may be appropriate to pursue statutory BQP's or bus quality contract
- Through the decriminalisation of traffic offences, greatly increase the effectiveness of enforcement of offences such as parking in bus lanes and bus stops
- Maintain and improve the web-based system for informing and consulting bus operators of planned roadworks. In addition, use legal powers to improve the notification and co-ordination of roadworks implemented by third parties, particularly the utility companies
- Work with operators to expand off-bus ticketing and so reduce on-bus transaction times
- Improve information about bus services and payment options at bus stops to reduce delays
- Continuously review the balance between quality and cost in subsidised provision, and work with contracted operators to achieve improved vehicle standards over time. Particular emphasis will be placed on developing a programme for compliance with the requirements of the Disability Discrimination Act, and improving engine technology and maintenance to reduce air pollution

- Considering the use of LTP funds to purchase vehicles as a mechanism for improving vehicle standards within the supported service network
- Maintaining and enhancing inspection of the tendered network, working where necessary with the Vehicle and Operator Services Agency (VOSA), to ensure rigorous compliance with both contract conditions and legal requirements
- Introduce a 'Quality Bus Network' integrating schools, local bus services and community bus services. This will not be a statutory BQP or bus quality contract, but instead a new approach to tendering for supported services which seeks to secure a provider for a local network rather than individual routes
- Pilot free driver training courses for both the commercial and supported networks in issues such as awareness of the needs of people with learning disabilities
- Develop the 'mystery customer' programme of surveys on services operated under contract to Nottinghamshire County Council to ensure quality standards are maintained and improved.

Improving the quality of bus infrastructure

Improvements to vehicle standards and the extent of the bus network need to be complemented by investment in bus infrastructure. This includes the quality and environment of bus stations, interchanges and bus stops. As mentioned in the problems section, there is a need to tackle the backlog of investment in bus infrastructure with an investment programme which seeks to balance the needs of high quality commercial routes with those of the wider network. There is also a need to complement capital investment in new and improved infrastructure with revenue funding for ongoing maintenance.

Specific proposals include:

- Integrating the recent audit of the County Council's bus stops into the wider Transport Asset Management system
- Delivering a bus stop infrastructure investment programme which has been developed from this audit
- There are specific commitments in the investment programme to provide new poles, flags and timetable cases at all bus stops in North Nottinghamshire by 2011, and to replace 100 bus shelters which have reached the end of their operational life by 2011
- Also as part of this programme, there will be specific focus on the needs of people with disabilities, partly to ensure compliance with the Disability Discrimination Act
- There has also been specific focus in the investment plan on the need for further investment at rail-bus interchanges to ensure effective inter-modal integration
- The County Council will formally assume legal ownership of all existing roadside infrastructure (by agreement with bus operators), and place under a renewed maintenance contract.

In relation to the 4 bus stations and interchange facilities in Worksop, the following actions are proposed:

- A scheme to rebuild Retford bus station commenced in March 2006 and is due to be completed by 2007/8
- Mansfield bus station is proposed for complete redevelopment, and a major scheme has been submitted within the LTP. Subject to funding approval and planning consent, construction is expected to start on site by 2008 and be complete by 2010
- Newark bus station is likely to be redeveloped as part of a private retail development scheme. The County Council will engage closely in the planning discussions relating to the development with the district council and developer to ensure the new facility takes full account of the needs of buses and bus passengers

- Sutton bus station was subject to a minor refurbishment in 2003/4. Feasibility work is currently underway to establish whether a more substantial improvement scheme can be delivered within the five-year lifetime of this bus strategy
- The feasibility of new bus interchange facilities at Worksop are also being investigated. This may be in the form of a new bus station, but this is dependent on an appropriate location being found.

Ticketing and fares

The strategy for reducing the cost of travel, particularly to low income groups, is based on action by the County Council in three areas:

- Providing concessionary travel for particular groups, and extending it to further groups when funding is available
- Working with operators on particular ticketing products to improve opportunities for integrated travel and reduce costs
- Acting to improve the relative cost of bus travel to the use of the car by working with district councils on parking issues.

In relation to concessionary fares, as set out in Chapter 2, the Government has recently introduced a new enhanced standard which requires off-peak free concessionary travel to be available from April 2006. However, the County Council and its district partners have decided to continue to provide benefits greatly in excess of the statutory minimum (initially for a 2 year period, after which the scheme will be reviewed), i.e.:

- Free bus and tram travel on a county-wide basis and some journeys to locations outside the county including the City Council area of Nottingham
- Free bus and tram travel from 09:30 Monday to Friday and all day at weekends, whilst bus operators will operate a half fare concession before 09:30 Monday - Friday
- Half fare concessions on rail and community transport services within the county.

The new scheme is budgeted to cost £7.2m per annum – significantly in excess of the resources provided by government for the statutory minimum scheme.

The County Council will continue to invest in the use of smartcard technology to underpin the concessionary travel scheme, based on the ITSO platform (an industry standard specification for smartcard).

The County Council will assess the need for integrated ticketing schemes within North Nottinghamshire. There will be a particular focus on identifying situations where common journeys require a change in bus company, and where "through" ticketing is not currently available. It will work with the operators under these circumstances to agree improved ticketing arrangements. Opportunities will also be sought for promoting tickets which are valid on either operators' services where two operators work in similar areas; and for opportunities to combine bus ticket sales with those of common tourism and leisure destinations.

On wider cost differentials between bus and car use, the County Council recognises that bus fares need to be competitive with the cost of parking in town centres, particularly for families, in order to relieve congestion. It will seek to work with district council partners in this regard.

There is a strong commitment amongst the scheme partners to continue to provide concessionary travel benefits over and above the statutory minimum, although amendments will be required in order to allow it to comply with the new national free scheme, and these changes are currently being considered.

Specific proposals to improve ticketing and fare issues include:

- Implement the new free concessionary fares scheme, and market it to increase uptake and usage of passes
- Develop smartcard technology, and migrate 'Freedomcard' (the Nottinghamshire smartcard) to ITSO from March 2007
- Consider the extension of concessionary fares to other groups (e.g. young people aged 14-19) depending on the availability of revenue funding
- Work with the local education authority to assess the implications for school travel of the Education Inspection and Schools Bill 2006
- Develop and introduce integrated ticketing products in partnership with bus operators where there is a customer demand
- Continue to work with bus operators to develop and promote off-bus ticketing and smartcard usage
- In relation to the relative costs of car use, the County Council will continue to work with district councils on the level and cost of car parking provision in town centres.

Information and marketing

The main emphasis for information provision in LTP2 will be to ensure that basic provision of printed information, particularly at bus stops, is comprehensive and of high quality. At the same time, there will need to be considerable effort placed on other aspects of information provision, particularly electronic, to ensure that this type of information continues to be available and accurate for those who wish to use it.

In relation to marketing, the County Council has developed a marketing strategy 'NottsBus' for specific supported local bus services. However there is a lack of general marketing effort of the type employed by the Big Wheel campaign in Greater Nottingham, and this gap needs to be filled within the North Nottinghamshire area based on a similar style as the Big Wheel.

Specific proposals include:

- Revise the Nottinghamshire Local Bus Information Strategy by April 2007, with a separate strategy for North Nottinghamshire
- As part of the investment programme for bus stops, by 2011 provide and maintain bus stop flags and timetable cases at every stop in North Nottinghamshire
- Ensure that bus operators provide high quality information within these facilities in accordance with the Nottinghamshire Local Bus Information Strategy
- Ensure comprehensive provision of service leaflets for individual bus services by operators, again in accordance with the Nottinghamshire Local Bus Information Strategy
- Maintain the bus services database for the Traveline enquiry services and the Transport Direct online journey planner
- Work with other transport authorities and bus operators to develop real time information including the use of new mobile technologies
- Increase personalised travel planning and direct information to homes and businesses
- Market supported bus services in accordance with the 'NottsBus' initiative strategy, focusing in particular on those services which have the greatest capacity to grow and increase their patronage
- Develop a more general marketing campaign in North Nottinghamshire, using Big Wheel as a model
- In conjunction with this, strongly promote the use of buses in workplace travel plans, school travel plans, and other promotional campaigns and initiatives.

Personal safety and security

Although the perception of a lack of personal safety far outstrips the statistical reality, the County Council intends within LTP2 to continue and enhance its programme of works to improve personal security.

Specific measures include:

- Continue with the programme of installing CCTV on school and local bus services
- Provide CCTV at major bus stations and interchanges as part of the rebuild and refurbishment programme
- Resist calls for bus shelters to be removed as a response to anti-social behaviour, but seek to deal with the issue in other ways in partnership with the police and the local community, including the possible use of CCTV
- Where possible install lighting at bus stops as part of the programme of investment in infrastructure. In addition, the Authority will continue to test the effectiveness of solar power at bus stops in rural locations as a low-cost and environmentally sensitive solution
- Apply rigorous standards for repairing damage and vandalism at bus stops
- Develop a public awareness initiative, modelled on the Respect for Transport campaign in Greater Nottingham, which promotes responsible behaviour on public transport services
- Particular effort will be applied at working with police and bus operators in areas such as Mansfield where bus services play an important role in supporting the developing night-time economy
- Continue to allow free travel for police officers and community support officers on local bus services.

5.4 TAXIS

The County Council recognises the role that taxis have in an integrated transport system. During the last five years the County Council has worked closely with taxi groups in rural partnership work and through the Mobility Management Action Area (MMAA) programme.

Through this work the Council has developed and supported a variety of initiatives. These schemes include a pilot taxi voucher service offering flexible transport in rural areas, and working in partnership with taxi groups and district licensing officers to install CCTV in Hackney carriages, which will improve safety and encourage taxis to serve the night time economy. The Council is also undertaking wider feasibility work, such as considering the benefits and limitations of allowing taxis to use bus lanes.

The Plan aims to build on these solid foundations of partnership during the next five years to further develop the role of taxis in the overall transport system.

5.5 LOCAL RAIL STRATEGY

Rail has a strong role to play in improving accessibility; elements of the emerging countywide rail strategy most relevant to relieving congestion are given in Chapter 8.

Rail Quality Partnerships

The County Council has worked closely with the former SRA, with Network Rail and with the Government Office for the East Midlands to establish the most useful role that the Council could play in promoting the use of rail within Nottinghamshire, and it has been established that the Council has an important role to play in promoting and developing existing stations and services in the county. This is fully in keeping with DfT Rail's strong emphasis on making best use of existing facilities and services. (DfT Rail is the organisation that has taken over the responsibilities of the Strategic Rail Authority.) Small scale improvements to stations can significantly improve the environment for passengers to improve accessibility and encourage greater use of existing services.

An assessment has been made of all stations from which in excess of 10,000 journeys were generated during 2003/04, followed by site visits to identify opportunities at each station site. A focus on the following measures is likely to offer the most benefits for accessibility:

- Measures for personal security, such as CCTV and improved lighting
- Improved information, including passenger information screens at stations

- Enhancing interchange with other modes, including bus, car, taxis, walking and cycling, for which best practice guidance exists
- Rail information at bus stations and stops, and bus information at rail stations, consistent with the County's 'Strategy for the Provision of Information on Local Bus Services' (2003)
- Good quality waiting facilities
- Promotion of integrated ticketing to ensure that rail services can be accessed easily and affordably through appropriate ticketing options.

Maximum value would be gained by developing partnerships with train operating companies (TOCs), which might allow larger scale infrastructure renewals and improvements, such as enhanced provision for the disabled at stations such as Newark Northgate and Retford, to be secured.

The Council has well established practice of involving local people and communities in the development of its rail policy and practice. Many of the minor improvements to rail facilities over the first LTP period arose from suggestions made from local groups or individuals e.g. provision of toilets at Worksop; shelters, cycle lockers, and CCTV at Newark Castle; car parking at Fiskerton; and taxi contacts at Kirkby-in-Ashfield. It is not possible to say in advance exactly what suggestions local people may make over the coming five year LTP period, but the Council is committed to continuing to respond to such suggestions and to taking them forward wherever reasonably possible.

The Council will also assist in publicising and promoting new facilities, particularly those provided using LTP funds. Alternative funding sources should also be investigated to bring added value to Rail Quality Partnerships. These might include the Regional Development Agency, Section 106 agreements and developer contributions, and heritage funding sources.

The rationale for the pattern of stops on local services is not always clear, and currently some relatively well-used stations, such as Collingham, have relatively few services, with many trains passing through non-stop even though they continue to stop at other very sparsely used stations. Consultation has shown this to be a major concern to local people. Under the Rail Quality Partnerships, the Council will seek to review the service pattern to local stations within the LTP area, and press for increased stops at the busiest stations.

Improving physical access for disabled people

The Council will continue to promote improvements to rail infrastructure to assist people with disabilities. In March 2005, the Government announced that £370 million has been earmarked for accessibility improvements on the national rail network. A new 'Access for All' fund for physical and customer service improvements will run until 2015. The following stations in North Nottinghamshire are proposed by the SRA/DfT Rail for improvements through this fund:

- Mansfield: public announcement system
- Worksop: customer information system
- Newark Castle: to become fully staffed, i.e. to have platform staff available throughout the period of timetabled train services.

As part of the development of a countywide rail strategy, North Nottinghamshire's stations will be assessed and prioritised for physical accessibility improvements. In addition, GNER has announced that lifts will be installed at Newark North Gate by 2008.

Community Rail Lines and Partnerships

The Robin Hood Line and Barnetby - Retford lines were proposed for formal designation as Community Rail lines by the SRA's Strategy for Community Railways consultation paper (2004). In discussions with the SRA, the County Council recommended that these two lines be excluded from the first tranche of designations due to their characteristics. This was accepted by the SRA and they were not actually designated.

However, it is recognised that the designation of Community Rail Lines is a pragmatic approach to securing the future sustainability of rural and local railways, which will increase community involvement in the running of designated lines, and lead to improved accessibility through awareness of local need, and eventually, enhanced patronage.

In mid-2005 the Grantham - Skegness line, part of the Nottingham - Skegness line which passes through the LTP area, was designated as one of the pilot Community Rail Lines. Nottinghamshire County Council will liaise with their Community Rail Officer to explore the possibility of mirroring certain aspects of the Community Rail approach in the Nottinghamshire stretches of the line.

In addition the Council has had some initial discussions with local people about the possibility of establishing a Community Rail Partnership (CRP) for the Nottingham - Newark - Lincoln line. A CRP does not involve formal designation as a Community Rail Line, but rather it is a partnership, driven by the local community. Experience of CRPs elsewhere has shown they can provide opportunities for local involvement in the promotion and development of the rail service, making the rail service more responsive to local needs and thereby leading to increased usage. It is inherent in a CRP that it should be driven by the local community not a local authority, but the County Council will explore how it can most appropriately support the local people who wish to take a CRP forward.

Robin Hood Line half-hourly and Sunday service

In 2002, an additional Robin Hood Line half hourly off-peak service was introduced on Mondays to Fridays, complementing the Saturday pattern. This followed a bid to the Rail Passenger Partnership fund operated by the SRA. These off-peak services have been well used, and the provision of this service has been confirmed through to the end of the existing Central Trains franchise in 2006. It is a high priority to secure the inclusion of the service within the minimum service specification for the new franchise.

Robin Hood Line services, including the Saturday and off-peak services, carry around a million passengers per annum, and average load factors are above the average for other east midlands local services. This shows the strong demand/need for the services, yet currently the last train leaves Nottingham at 21.05 and there is no Sunday service. Thus a further high priority for the County Council is to secure the introduction of a Sunday service and late evening services on the Robin Hood line. A final issue is the desirability of some through services from Mansfield to London, at least in the peak periods.

The Council will press for these enhancements to be included in the new East Midlands franchise, and will undertake evaluations of the business cases for these initiatives with the future train operator for the service.

Rail access to Robin Hood Airport Doncaster Sheffield (RHADS)

RHADS at Finningley in South Yorkshire opened in April 2005. A limited passenger service operates on the adjacent Doncaster to Gainsborough line and the developer is proposing to build a rail station on the line to serve the airport. This would initially be an 'on-line' two-platform design, located on the existing Doncaster - Lincoln line, connected to the terminal by a shuttle bus.

The South Yorkshire Draft Rail Strategy (November 2004) identifies the development of a rail spur into the site, which would deliver rail access directly into the airport terminal, as a medium to long-term priority. Improved links to the airport will be important to provide access to employment opportunities for residents in the north of the county and the Council will therefore continue to support the rail to complement improved bus services from the north of the county to the airport. A further medium-term action is for the developer to consider the implications of a possible Parkway station on the East Coast Main Line.

Any service from Worksop via Gainsborough to Robin Hood Airport at Finningley and Doncaster would, at the present slow line speeds, have very unattractive journey times, which would also have a detrimental effect on the viability of such services. However, in consultation with them,

the local business community has articulated a demand for such a service. When the track is renewed - which is likely to be after this LTP period - there will be an opportunity for Network Rail to increase line-speeds, and the Council will press for this to happen as soon as it can be cost-effectively done, so as to facilitate a future service.

5.6 VULNERABLE ROAD USER STRATEGY

Almost everyone is a pedestrian at some time and therefore walking is the most accessible mode of transport available to residents of the county. It provides health benefits and avoids many of the drawbacks of motorised forms of transport, such as congestion and pollution.

Surveys in Nottinghamshire have shown that there are relatively high levels of cycle ownership throughout the county, including over a third of adults in North Nottinghamshire. There is therefore a realistic opportunity to increase the number of commuter and leisure journeys that are made by cycle. The Council's previous strategy (as described in the first LTP) has been developed since to be more consistent with the now disbanded ERCDT's 'bell ratings' format. This strategy is thus loosely based on the key measurements of that system.

Motorcycles or powered two wheelers have an important part to play in contributing to a number of the LTP priorities. They can provide added accessibility for trips beyond the range of walking or cycling and a cheaper and more efficient option to the car. With their efficient use of road space, powered two wheelers (PTW) can make a positive contribution towards tackling congestion. The generally low fuel consumption rates of typical commuter-type PTW can also bring air quality improvements.

The role PTWs can play in improving transport choice is therefore recognised and consequently the PTW strategy reflects this. In addition to this, a motorcycle forum is held quarterly at different locations around the county to gather views from motorcyclists to help form strategies on how to make motorcycling safer and more convenient.

For the purposes of this document and due to the common issues faced for many of these groups, an overarching vulnerable road user strategy has been developed covering the needs of pedestrians, cyclists, horse riders and motorcyclists. By its nature this to a certain extent also covers the specific needs of the elderly / disabled but more specific issues for the mobility impaired are detailed in section 7.4 under quality of life.

This strategy aims to help the County Council meet corporate and transport objectives, particularly those relating to:

- Enhancing accessibility to services through improved pedestrian conditions
- Enhancing accessibility to services through improved cycling conditions
- Promoting sustainability through reducing the reliance on the private car
- Contributing towards a healthier population through encouragement of walking / cycling / horse riding as regular exercise and/or a leisure pursuit
- Improving road safety and the positive effects this has on accessibility, social inclusion and safer communities
- Promoting interchange with other modes of transport for longer journeys where feasible
- Reduce levels of cycle/motorcycle theft by installing more cycle parking and education of security measures through publicity and promotional events.

Walking, cycling and powered two wheelers can provide affordable access to health, education, employment, food and essential services, and leisure. When investigating new routes these needs will always be considered and will be afforded greater priority.

5.6.1 Policy interventions

Nottinghamshire County Council has a number of policies in place to ensure the needs of vulnerable road users are met. These include:

- The non-motorised road user audit system - a checklist of key factors to ensure vulnerable road users' needs are met in highway projects is contained in the recently developed non-motorised road user audit system
- The Highway Network Management Plan (HNMP) - the HNMP details the Authority's policies and guidelines and all types of highway provisions. As well as the non-motorised road user audit information, policies on cleansing, gritting and inspections may have an impact on pedestrian / cycle / horse rider facilities
- The County Council's standard design details - standard designs for vulnerable road user facilities are contained in this document. They are reviewed as new standards develop in order to ensure the best possible provision for each different type of road user.

The Highways Asset Management System highlights cycle facilities in the county and what standard or condition these are currently in. Maintenance regimes are set in accordance with the Council's Highway Network Management Plan. This will be updated as necessary in relation to footways, crossing facilities, cycle tracks and other cycle provisions.

The County Council is also currently investigating the feasibility of implementation of decriminalised parking enforcement throughout the county, which should lead to better cycling conditions, for example through improved enforcement of bus lanes and cycle lanes etc.

National policy and guidance such as DfT's Inclusive Mobility and Guidance on the use of tactile paving documents plus the 'Cycling and Walking Action Plan' and associated 'Walking and Cycling Success Stories' booklet all impact upon local standards and provision for footways and mobility.

The Council's Cycling Design Guide was released in 2004 and has become the first source for information on designing cycling facilities for Council staff and external partners such as consultants, developers and district council officers. It is intended to be used in conjunction with documents such as CTC – Cycle-friendly Infrastructure: Guidelines for Planning and Design, London Cycle Network – Design Manual and IHT – Guidelines for Cycle Audit and Cycle Review. In a recent survey conducted on users of the guide, 100% of respondents felt that it was a helpful tool for designing for cycling schemes and over 70% thought that using the document had improved their awareness of designing for cyclists in comparison to before using the guide. It is proposed that the document will receive future updates, based upon feedback from the questionnaire and as national guidance changes on cycling.

It is also intended that the Authority will produce a pedestrian standards guide document in the medium term. This will contain best practice developed by the Authority, its partners and knowledge gained from examples elsewhere in the country.

5.6.2 Impediments to walking/cycling/horse riding/motorcycling

Consultation and studies have identified the following reasons sited for people not walking / cycling / horse riding more often:

- Risk (actual and perceived) of injury through traffic volumes and speeds
- Severance of direct and attractive routes
- Personal safety and fear of crime
- Poor route condition (maintenance)
- Poor image of walking / cycling
- Weather
- Length of journey – requires interaction with public transport over longer commuting journeys
- Air and noise pollution.

5.6.3 Programme of improvements

The Authority makes reference to the examples of good cycling delivery set out in the DfT's Walking and Cycling Action Plan and Walking and Cycling Success Stories in order to influence its own infrastructure improvements. Nottinghamshire County Council has been involved with the Cyclists' Touring Club led benchmarking project, both at a national and regional level. This demonstrates a willingness to observe and in turn recreate best practice examples from elsewhere. Examples of this include the introduction of more advanced cycle stop lines (ASLs) and an increased emphasis on providing on-carriageway facilities in suitable locations. Involvement with the group has also led to new ideas for promoting and marketing cycling in Nottinghamshire.

Pedestrian infrastructure facilities will continue to be considered as part of town and district centre improvements as well as Local Accessibility Transport Studies whenever possible, to help improve accessibility and economic vitality and viability.

The strategic approach used by the Authority aims to counteract the potency of the subsequent barriers wherever possible. These are detailed below.

Quality of footway provision

An attractive public realm will assist in encouraging more people to interact with urban centres on foot. It is important that generous footway widths are provided, particularly in busy pedestrian locations such as shopping precincts. The materials used must be of a sufficient quality to prevent early decay, which in turn could cause hazards for those on foot and increase the future maintenance burden. Hazards such as street furniture are located sensitively to ensure ease of passage for pedestrians and wheelchair and pushchair users.

Encourage greater provision of on-carriageway facilities in urban areas

DfT's Local Transport Note 2/04 'Adjacent and Shared Use Facilities for Pedestrians and Cyclists' advises that when considering new cycling facilities "the evaluation should be exhaustive to ensure that all possible on-carriageway solutions have been thoroughly considered" before off road provisions are contemplated.

This statement has been embraced in Nottinghamshire through the Cycling Design Guide. Therefore carriageway reallocation to form cycle lanes is customarily investigated, as best practice developed by other authorities and consultation with experienced cyclists generally show that this type of facility is normally preferred, as it enables cyclists to avoid losing priority at side road junctions. In some instances off-carriageway designs will be more appropriate, particularly where there is likely to be a high demand for inexperienced or more vulnerable cyclists to use the cycle resource. In more rural areas, off-road tracks are also likely to be attractive and provide marketable leisure routes. Thus full consideration is given to both types of facility on a site specific basis, along with a range of other measures, in order to encourage less confident cyclists as well as enhancing provision for regular, experienced users across the county.

Link improvements to the National Cycle Network

In order to expand the network in the county, the Authority will investigate developing new high quality routes to link the urban fringe to the countryside and leisure routes. This will help to promote more rural leisure rides and may assist with encouraging more long distance rides to work and leisure from satellite communities to towns.

Crossing provision

In order to ensure safe, convenient journeys on foot, the Authority provides pedestrian crossings. In densely used locations controlled facilities will be used if feasible, however, it is equally important that dropped kerbs and associated tactile paving is considered at other sites to assist with wheelchair and pushchair users. New crossing points are provided with a safe approach gradient and with a minimal dropped kerb height to ensure comfort and safety.

Following site investigations, the Council is also carrying out pedestrian upgrades to existing signal controlled junctions on a priority basis. These will introduce additional 'green man' provision at selected sites where it only partially exists at present. The time waiting for pedestrians to cross at formalised points is also kept to a minimum and, particularly in town and district centres, staggered crossings are avoided wherever capacity allows.

Enhanced priority measures for cyclists will be considered where appropriate at new and existing light signal controlled junctions. In densely used locations with signal crossing facilities, controlled facilities such as toucan crossings will be used if feasible, and in accordance with national and local design guides.

In line with lessons learned from best practice elsewhere in the country, ASLs will be considered for installation at new light signal controlled junctions or when carriageway resurfacing takes place at signal junctions. A series of ASLs have been installed at all suitable existing junctions in one borough of the county over the last two years and the Authority will continue to review sites over the plan area with a view to upgrading more current signal locations to feature this tool to assist cycling.

The County Council recognises the importance of pegasus crossings at key locations for horse riding. There are a number currently in existence across the county and there are already programmed for delivery a number of new ones during this Plan period.

Evaluate pedestrianised areas

Where appropriate, cyclists will be allowed an exemption to use these areas, unless there are overriding safety factors to do otherwise, to ensure that cycling is encouraged due to its environmental and health advantages over other forms of transport.

Roundabouts

Continental style roundabouts will be considered to assist cyclists where they will offer a significant casualty reduction benefit.

Reallocation of road space

Reallocation of road space will continue to be considered when appropriate to help increase cycling and walking levels, improve the vitality and viability of town and district centres and improve the safety of vulnerable road users. This could be in the form of major schemes such as pedestrianisation, home zones, or access restrictions for general vehicular traffic as well as cycle lanes, widening footways or the provision of build-outs at crossing points.

Rural facilities and leisure / recreational walking

Nottinghamshire has an extensive network of Public Rights of Way (PROW), comprising nearly 3,000 km of footpaths, bridleways and byways, and wider countryside access including Open Access, country parks and permissive routes. The opportunities for outdoor recreation and wider utility access are numerous; for example, through walking, horse riding and cycling. By the very nature of PROWs, the majority of this access is in an attractive traffic free environment, providing a welcome relief from the metalled highway network. The routes in this county are geographically spread and vary in type, status and surface. Therefore provision is provided in both rural and urban settings and importantly they also link these two environments together; different classes of PROW are available for different classes of user, with all routes available to

pedestrians; and the surface can also dictate the type of use; 'everyday' cyclists prefer a hard, wide surfaced path but horse riders and mountain bikers prefer a soft and more challenging natural surface.

The PROW network offers excellent opportunities and complements the wider transport network. Many paths, both urban and rural provide a community link in the transport network to access essential services and facilities, public transport and recreation; they provide a viable and valuable alternative to motorised transport and are a particular asset in encouraging social inclusion and healthy activity.

Access development together with network enhancement, as highlighted within the Rights of Way Improvement Plan (ROWIP), will be a priority to make the PROW network more useable and accessible to a wider section of the community in the 21st century. It is essential that the Authority works closer and more efficiently with all partners and stakeholders to achieve a safe and attractive network for all vulnerable road users. The Council is keen to link more PROWs safely into the wider highway network. For example, historically the road network has developed around the PROW network to a situation where some paths are unavailable due to the safety risks of accessing and exiting a particular path on a highway. This needs to be addressed strategically through future planning and a closer working relationship with our partners.

From the initial analysis of ROWIP surveys there is strong public support and commitment for making the PROW network more accessible and integrated. Continuity and improved funding for maintenance is essential in contributing towards providing good quality routes encouraging more people to walk, cycle and ride.

The continued promotion of Rights of Way to raise awareness, user rights, access opportunities and to encourage responsible use will remain a high priority.

Integration with public transport

The integration of walking and cycling with passenger transport will be considered whenever feasible to help increase passenger transport patronage as part of longer distance journeys. Improved access by foot and cycle will be considered at existing passenger transport interchanges (such as bus and rail stations) as well as part of the design for any new or improved interchanges.

Pedestrian access will also be considered when deciding the locations of bus stops or other passenger transport waiting areas. Safety and comfort of pedestrians whilst waiting at bus stops will also be considered through the provision of, for example, open, well lit bus shelters.

Maintenance of routes

The maintenance of routes to ensure that they continue to be usable is as important as providing new routes. Accordingly the County Council will continue to review its policies and strategies to ensure that effective repair, salting, cleansing / removal of litter, cutting back of vegetation etc. is undertaken to ensure that routes remain accessible and attractive. These policies are detailed within the Highway Network Management Plan.

Aspirational cycling map

Through cycle working group meetings and other consultation exercises, officers receive requests for new cycling facilities throughout the county. Cycling 'masterplans' were produced in 2003 in conjunction with cycling groups, and similar exercises are carried out regularly at cycling meetings in the North Nottinghamshire districts. As a result of this, a long-term aspirational map is currently being developed for the next five years and beyond to link realistic suggested schemes effectively to the existing network. Feasibility studies will investigate whether potential routes are coherent, direct, attractive, safe and comfortable for cyclists.

Review of parking

The level of cycle parking at all town centres and passenger transport interchanges will be investigated and reviewed as part of an overall integrated parking strategy. New or updated facilities will be provided on an area wide priority basis, along with adequate directional signing to these resources. A balance of short-term, visible parking and longer-term secure parking (i.e. lockers) will be provided depending upon the type of journeys likely to the particular destination. Cycle parking and storage facilities are also often a key feature of both workplace travel plans and school travel plans. Provision is also encouraged at other key attractors such as leisure facility sites.

Adequate powered two wheeler (PTW) parking provision will be considered as part of the County Council's parking strategy as well as within any integrated parking facilities that are provided. The provision will be considered further within Decriminalised Parking Enforcement and Transport Asset Management Planning. Where appropriate, and when layout allows, motorcycle parking provision is considered as part of town centre improvement schemes, such as in Newark town centre where specific motorcycle parking is being provided. Local planning authorities are also encouraged to consider the needs of PTWs in land-use planning (for example, appropriate parking provision at new developments).

5.6.4 Safety

Safety plays a key role in encouraging vulnerable road users as improved safety, both in terms of real and perceived dangers, helps to encourage more people to walk / cycle / ride horses. This in turn improves community safety and inclusion through reduced general fear of crime due to greater numbers of people on the streets.

Street lighting and personal safety

Fear of crime is a recognised barrier to walking / cycling. The County Council will endeavour to make monies available through funding arrangements such as fear of crime budget, developer contributions as well as enhancements and maintenance budgets for street lighting improvements that will make people more likely to use footways. Encouraging new or improved pedestrian / cycle routes along canal towpaths or disused railways should be highly visible and integrated with other activities, in order to maximise safety and security.

Road safety

Improved road safety will continue to play a major role in encouraging vulnerable road users. This will be achieved through targeted education and publicity, enforcement and engineering measures. Road safety schemes such as 20mph zones, home zones, school zones and traffic calming will help remove barriers caused by road traffic, helping remove social exclusion and producing a safer vulnerable road user environment.

To reduce barriers and increase accessibility, suitable pedestrian / cycle / horse crossing facilities will be provided as necessary.

Safer routes to school are vital to encourage more children to walk / cycle to school in a safe environment and will continue to be provided to address road casualties and on well used routes to school. Whenever possible such schemes will also be developed to provide enhanced benefits to all pedestrians / cyclists in the wider community.

Training

Adult cycle and child pedestrian and cycle training is considered within Nottinghamshire County Council's Cross-Service Road Safety Improvement Plan 2003-2010.

A programme of pedestrian training will be delivered to school age pupils throughout the county free of charge through schools and other organisations where children gather.

Cycle training is currently offered free of charge to all children aged eight and over throughout the county and is made up of:

- A foundation course carried out off-road aiming to develop cycling skills and control amongst younger children aged eight and nine years old
- An intermediate course carried out on-road with children aged 10 and over aiming to teach trainees how to carry out cycle manoeuvres and to develop their road user skills.

Child cycle training is available through schools and at other venues such as leisure centres, thereby making it more accessible.

Adult cycle training has been made available through the pilot 'RideWise' partnership scheme. RideWise has now developed into a Social Enterprise supported by a number of partners including the Local Authority and Primary Care Trusts (PCTs). RideWise is committed to providing practical solutions that make cycling an enjoyable and safe form of everyday transport. RideWise has a team of professionally trained trainers that aim to impart skills, knowledge and assistance with everything from the bike to route planning, but most of all to mature confidence and the observational skills to make cycling enjoyable. Cycle training is provided to individuals, families or organisations as part of their travel plan.

5.6.5 Health

Walking is possibly the simplest form of exercise and is readily available to the majority of the population. With current fears of obesity and a lack of exercise being taken by adults and children, awareness of health themes are a good way of encouraging people to walk more. The County Council will therefore continue to work in partnership with organisations to encourage regular walking for exercise, such as the Rushcliffe PCT Exercise Partnership to which General Practitioners refer people with heart problems to take light walks.

Cycling is also recognised as a good form of exercise and, given the high cycle ownership in the county, is available to a significant proportion of the population. Cycle education and training of adults, through marketing and health referrals, alongside the more established child cycle training courses will take place. The County Council will continue to work in partnership with organisations such as PCTs to encourage regular cycling for exercise.

5.6.6 Promotion/marketing and education

Previously authorities have spent significant amounts on infrastructure, and validly. But the maximum impacts achievable from these improvements have not been delivered as the implicit value and potential of these schemes has not been sold to the general public. The 'soft measures' highlighted here, and again in 'Smarter Choices' Chapter 8, should help lock in and maximise the benefits of these infrastructure improvements through 'not expensive' promotion, marketing and education techniques.

Consultation

The Authority will continue to consult interested parties on proposals for vulnerable road users. Examples of such consultation include public exhibitions held to promote Mobility Management Action Areas (now referred to as Local Accessibility Transport Studies), leaflets, website notices and Transport Consultative Groups.

Partnerships

Partnerships can be a useful means of promoting walking / cycling / horse riding / powered two wheelers as a means of travel to different groups. Joint ventures with district and borough Councils, PCTs and local interest groups will continue to be undertaken to help provide new ideas for provision in particular areas, and including health issues.

Walking Leaflets

The Authority will continue to produce various walking publications to promote it as a leisure-based activity. Information will also be replicated on the corporate website to help access to the information.

Cycle maps / leaflets

The Council provides various free maps and leaflets regarding cycling and these are popular sources of information for members of the public. It is important to ensure the accuracy and detail of information is enhanced in the future and work will take place to this affect as resources allow. The possibility of providing more detailed mapping and geographical information, available through the corporate website, will also be considered. Strategy has also been devised to ensure that newly incorporated cycling routes will be more effectively marketed. This may take the form of a leaflet / map and/or press release. It will have the benefit of being able to direct people onto new routes from the start, rather than waiting for people to discover facilities gradually, which in turn provides better value for the investment in the infrastructure provided.

Events

The Council holds stall promotion days at market places and work in conjunction with relevant cycle events in order to increase the profile of cycling amongst both Council staff and the general public. Events such as the free guided rural rides programme and the Great Notts bike ride have been successful ways of encouraging new cyclists.

Travel plans

Travel plans aim to change traditional attitudes to travel, reduce the need to travel by car and encourage more trips on foot and other more sustainable means of transport. The County Council undertakes extensive work in promoting and supporting commuter travel plans and school travel plans, including a range of associated education / publicity and engineering measures to facilitate them such as road safety training, passenger transport information, safer routes to school schemes and cycle / dry storage facilities.

Nottinghamshire County Council was the first local authority in the country to have its own travel plan. Launched in 1996, STEPS, has helped to persuade staff away from their reliance upon the private car. In 2004, the staff travel survey showed that nearly 8% of journeys to work are carried out by bicycle. This figure significantly increased in certain locations; which is likely to have been influenced by measures such as the cycle parking and changing facilities at County Council buildings. The 2004 survey also identified that nearly 12% of staff walked to work whilst 0.2% travelled by motorcycle. The Council also has a staff Bike User Group and a personal journey planning facility through the Staff Travel Co-ordinator. The Co-ordinator promotes an annual programme of events to support and encourage cyclists, walkers, public transport users and motorcyclists.

5.6.7 Developer contributions

Funds from Section 106 agreements will be negotiated in order to provide good links to and around new developments. The reliance upon the motor car will be minimised wherever possible and as part of this it is important that pedestrian / cycle provision is direct, safe and high quality. The County Council also looks to maximise funding from all other available sources to provide facilities for vulnerable road users. These include SUSTRANS, emda, SSP and our own Building Better Communities monies as detailed further in Chapter 12.

5.6.8 Monitoring

In the English Regions Cycling Development Team's last assessment of Nottinghamshire in 2004, monitoring was an area that was suggested as requiring improvement. In order to address this the following measures are now in place:

Automatic, manual and cordon counts plus surveying of users are carried out to see if the Authority's investment is encouraging modal shift to cycling. Annual cycle cordon counts are carried out at the county's four main towns. In addition there is a five year (2005-2010) programme to carry out monthly manual counts at 34 designated sites throughout the county. These will take place in April to September, except for seven locations where the monitoring will take place on monthly basis throughout the year. Before and after surveys often take place in relation to new transport schemes and it is suggested that formalising this for all new proposed cycle related projects would be of great benefit in comparing the cycle related benefits to the cost of a scheme.

Monitoring other vulnerable road user movements are more problematic. These tend to be assessed through general surveys (diary / household). No targets have thus been set for these areas but they are monitored for general background trends and particularly through surveys at schools and workplaces.

5.7 OTHER RELATED ELEMENTS

5.7.1 Rights of way

As detailed elsewhere within this chapter, accessibility plays a major role in improving a person's quality of life. Good access to the countryside is fundamental for wider quality of life issues. Not only will better connectivity between the town and countryside reduce the problems of rural isolation, but it will encourage a healthier lifestyle for urban residents. The natural environment and country parks, with opportunities for sports, recreation and exercise can contribute to health and well-being, tourism and the local economy as well as quality of life. An improved rights of way network basically means people are more able to access jobs, education, leisure, essential services, health and thus enjoy a better quality of life. To this end the County Council is currently developing its Rights of Way Improvement Plan. These are detailed more fully in section 7.6.3.

5.7.2 Smarter Choices

As well as reducing congestion, the Smarter Choices agenda aims to give people real travel choices. Its programmes include:

- School, workplace and individual travel planning
- Improving public transport information and marketing
- Setting up web sites for car share schemes and supporting car clubs
- Encouraging teleworking and teleconferencing.

All of these measures can be seen as positively affecting accessibility to jobs and essential services, and should be tailored to deliver Smarter Choices-related initiatives at appropriate times within local accessibility action plans.

The use of smaller engine PTWs is encouraged through travel plans and funding for secure PTW parking and equipment storage will be considered as part of workplace travel plans where appropriate. To ensure that those who choose to ride PTWs do so safely, road safety advice and advanced / further training information is also provided through travel plans.

Wheels to work

The Nottinghamshire Wheels to Work scheme provides an innovative solution to transport barriers. This moped leasing scheme is aimed at helping young people and the long-term unemployed in rural areas, where lack of transport can be a particularly major barrier. The scheme helps clients access training, employment and/or educational opportunities, where a lack of suitable public or private transport would have previously excluded them. It has been operating successfully in Nottinghamshire since its launch in March 2002 and has helped over

140 clients during this time. The County Council will continue to encourage PTW solutions, as an alternative to the car, to improve accessibility (such as the Wheels to Work scheme) where appropriate.

Workplace travel plans

Working with businesses and organisations to deliver effective travel plans, particularly those establishing new work sites, will be a critical way of promoting better access to employment – with knock-on benefits for the participating organisation in improving staff recruitment and retention.

Personalised travel planning

The Smarter Choices Strategy also proposes to support accessibility planning-prioritised geographical areas through pilot Travelsmart schemes in Nottinghamshire (subject to a value for money check), advertising new and amended public transport alternatives and travel choices through personalised travel planning.

School Travel Plans

The school travel plan process has a critical role to play in helping to identify and prioritise off-site road safety engineering improvements which would improve the walking and cycling journeys between home and the school gate. Road safety education and awareness activities are offered to all schools undertaking a travel plan to ensure that children are equipped with the skills they need to make cycling, walking and bus journeys. The identification and subsequent promotion of walking and cycling routes, as well as bus services (changing the routes of bus services to meet pupils' needs where necessary) are also major features of travel plans.

Further details on each of the above are detailed within Chapter 8, Congestion.

5.7.3 Local Accessibility Transport Studies

The County Council's Local Accessibility Transport Studies (LATS) can help to improve accessibility to local jobs, goods and services in district centres and rural market towns by identifying local need through thorough consultation with stakeholders and the public. Targeted improvements include footway improvements, cycle lanes and parking facilities, additional pedestrian crossings to reduce the severance impacts of major radial routes into district centres, bus route improvements (including the upgrading of bus stops and provision of timetable information) and interchange improvements or provision in the centres themselves.

Further details on LATS can be found in section 2.5.5, Consultation.

5.8 INDICATORS AND TARGETS

The phases of the recommended five-stage accessibility planning process places agreement of a robust performance monitoring programme after strategic and local needs assessment, option appraisal, and agreement of jointly-owned action plans. Nottinghamshire County Council is keen to adopt this method in order to engage its partners in every stage of the process.

Not only must targets be SMART (specific, measurable, achievable, realistic, and time-bound) and set on the basis of baseline data, but also be clearly linked to and consistent with Local Transport Plan targets, easily measurable and, more importantly, relevant to the identified accessibility problems. In order to be realistic, and secure commitment and buy-in to the action plans from the partners, who will want the indicators and targets to reflect their own objectives, it is imperative that the indicators and targets are agreed by the stakeholder organisations.

Targets must also take into account the prioritisation of Nottinghamshire County Council's revenue budget for supported bus services, using the recently-developed Performance Management Framework tool. Proposed new or revised bus services with a revenue funding implication will need to be prioritised against calls from other areas and existing network commitments.

It is anticipated that the locally-set indicators and targets will include both quantitative and qualitative measures, and outputs and resulting outcomes. As discussed below, ongoing and consistent monitoring will assist not only in assessing the impact of the action plans in terms of outputs and outcomes, but also with reviewing the needs audit over time, and consequent updating of the plan.

Committed targets

In addition to the mandatory and local targets discussed in Chapter 13, the Authority is keeping track of a number of other accessibility issues, as detailed below. Thus the County Council intends to:

- Undertake a full audit of the County's 4585 bus stops and take ownership of the whole stock
- Prepare an infrastructure investment programme with clear outputs and outcomes
- Replace 100 bus shelters by 2011
- Provide new poles, flagpoles and timetable cases at all 4,585 bus stops by 2011
- Continue to invest in bus stop infrastructure to increase the proportion of bus stops with raised kerbs (currently 53.7%)
- To increase the percentage of the population satisfied with public transport information (BVP103) from 52% current to 60% by 2011
- Continue the program of installing CCTV on school and local bus services
- Undertake a vehicle audit to assess the PSV fleet in terms of DDA compliance and work with operators to increase the availability of DDA-compliant vehicles
- Work with bus operators in a Bus Punctuality Partnership to improve running time, waiting time and the speed of the bus
- Introduce a pilot 'Quality Bus Network' integrating schools, local bus services and community bus services.

6. SAFER ROADS

Two key objectives of the LTP's overall transport strategy are to encourage more walking and cycling. To ensure that the transport objectives are complementary, much of the County Council's travel awareness and road safety functions are housed within the Road Safety Team. This has proved extremely successful in delivering road safety education, training and publicity whilst encouraging walking and cycling and developing travel plans at schools to reduce congestion.

It is therefore appropriate that the County Council's road safety strategy includes aspects of its travel awareness initiatives as well, and these are reflected within the County Council's Cross Service Road Safety Improvement Plan (2003-2010) which was launched in 2003. The plan has close links to the Community Safety Strategy to help build safer communities and several tasks within the Road Safety Plan are aimed at contributing to both road and community safety. Similarly, the Road Safety Plan has significant contributions to make towards regeneration, quality of life and accessibility strategies throughout the County, and these contributions are reflected within the tasks that are detailed within it. The reduction in accidents also has an impact on levels of congestion caused by accidents, resultant air quality and its obligations under the network management duty. The Road Safety Plan is available to read on the County Council's website at www.nottinghamshire.gov.uk/roadsafetyplan.pdf

The Road Safety Plan was drawn up in consultation with all internal and external bodies that have a role in casualty reduction in Nottinghamshire as well as Elected Members. The Road Safety Plan includes tasks to improve safety for all road users of all ages (children, elderly, pedestrians, cyclists, drivers, passengers, motorcyclists, and horse riders).

6.1 TRANSPORT OBJECTIVES FOR ROAD USER SAFETY AND TRAVEL AWARENESS (RSTA)

The objectives in the LTP most relevant to RSTA are to:

- Improve road safety (including perceived dangers), particularly for vulnerable road users and those identified as at 'higher risk'
- Encourage safer walking and cycling for short journeys, including travel to school, shops and other local facilities to reduce congestion, improve accessibility, improve air quality and improve health
- Reduce the fear of crime and improve accessibility
- Increase information and awareness of road safety and sustainable transport alternatives to reduce congestion, improve accessibility, improve air quality and improve health
- Minimise the number of accidents and thereby their impact on the highway network to help comply with our network management duty.

In practical terms this area of work cascades into three streams of work:

- Casualty reduction
- Accident prevention
- Changing people's travel behaviour.

These objectives and areas of work will be the basis for determining practical actions to help achieve the shared priorities within the Plan.

6.2 TARGETS

To help measure progress towards these objectives, targets have been set for road casualties and school travel and these are detailed within Chapter 13, Targets and Appendix B of the Plan.

Road casualties

The road safety strategy casualty reduction targets match the national targets set out in the Government's road safety strategy. Therefore by 2010 it aims, throughout Nottinghamshire, to achieve, compared to the averages for 1994-98:

- 40% reduction in the number of people killed or seriously injured
- 50% reduction in the number of children killed or seriously injured
- 10% reduction in the number of slight casualties per 100m vehicle kilometres.

Whilst these targets are still considered to be challenging, the programme of measures within the Road Safety Improvement Plan is felt to be sufficiently comprehensive and robust to achieve them, and the current performance for the whole of Nottinghamshire is on track to meet all of the above targets; and North Nottinghamshire is reasonably on track, especially considering recent strategy revisions.

Full details of the longer term targets and trends, as well as year on year progress to date in North Nottinghamshire are detailed in the graphs in Appendix B. Current performance towards the above targets is most encouraging, and in North Nottinghamshire it is on track for child KSI and slight road casualties. Whilst the KSI for all ages is slightly above the trajectory it is considered that the tasks included within the Cross Service Road Safety Improvement Plan (2003-2010) will help the Council to meet this target.

Local targets have also been adopted to help monitor/manage the identified casualty problems of motorcycle and rural casualties (these problems are detailed in section3.2 of Problems and Opportunities). The targets are detailed within Chapter 13 (Targets and trajectories) and Appendix B which details the rationale for the targets/trajectories as well as detailing the risks and management of such risks.

The table below details the numbers of casualties in North Nottinghamshire with comparisons of 2004 with previous years.

	1994-98 average	2003	2004	Comparison of 2004 with 2003		Comparison of 2004 with 1994-1998 average	
Casualty type				Change	% Change	Change	% Change
KSI (all ages)	486	412	404	-8	-1.9%	-82	-16.9%
Child KSI	77	38	55	+17	+44.7%	-22	-28.6%
Slight casualties (all ages)	2034	1953	1823	-130	-6.7%	-211	-10.4%

Table 6.1 Numbers of casualties compared to previous years

Stretch targets

The County Council has undertaken a number of challenging stretch targets through a Public Service Agreement with the Government, including one relating to road safety. The road safety target being a reduction in the number of KSI road casualties in the whole county to 599 by the end of 2005 (equivalent to a reduction of 27% from the 1994-98 average). Indications are that this target has been met, and it will be reported on in the review of LTP1 to be submitted in July 2006.

Nottinghamshire County Council Strategic Plan targets

The County Council's Strategic Plan 2001-05 recognised the need to prioritise casualty reduction and also included a road safety target to reduce the number of KSI child road casualties by 28% from the 1994-1998 average by the end of 2005. As can be seen in the table above, Nottinghamshire appears on course to meet this target, and early Indications are that it has been met. This will be reported on in the review of LTP1 to be submitted in July 2006.

6.3 ROAD SAFETY STRATEGY PROGRAMME OF MEASURES

The road safety strategy and the associated programme of measures to achieve its aims is set out in the Cross Service Road Safety Improvement Plan (2003-2010). Its action plan details the measures undertaken to reduce road casualties under the following nine headings:

- Investment
- Casualty reduction initiatives - travel awareness
- Operational improvements
- Communication and access
- Policy and strategy
- Sustainability
- Performance, monitoring and review
- Partnerships
- Development

Investment

The County Council currently spends in the region of £3m annually through various budgets which contribute to road safety and travel awareness throughout the administrative County of Nottinghamshire. Around £2.5m is directed at reducing casualties through engineering methods with approximately £250,000 spent on improving disabled facilities. Over £150,000 is spent on road safety and travel awareness education, training and publicity, over £500,000 on safer routes to school (£250,000 of which is allocated for North Nottinghamshire) and around £400,000 on the school crossing patrol service. A further £9.5m within the highway maintenance and winter maintenance budgets are influential in providing a safer environment for road users.

Budgets in 2005/2006 for Nottinghamshire for road safety service areas are as follows:

Activity	Budget	Amount
Accident engineering	capital	£ 1,400,000
	revenue	£ 280,200
Safety audit	staff costs	-
Disabled facilities	capital	£ 230,000
Safer routes to school/school travel plans	LTP settlement	£ 565,000
School crossing patrols	revenue	£ 402,400
Road safety education	revenue	£ 164,000
Awareness raising/publicity	revenue	£ 29,400
TOTAL COUNTY-WIDE	**All**	**£ 3,071,000**

Table 6.2 Road safety service budgets (for the whole of the County)

Current staffing resources allocated to road safety are as follows:

Service area	Staff no.s (FTEs)	Work undertaken
Accident investigation (including 1 PSA funded and 1 camera partnership short-term posts)	18	Safety engineering, safety audit, data management
Road safety and travel awareness (including 1 ACORN funded project officer short-term post)	17	Education, publicity, safer routes to school
Travel plans	4	School travel plans
Traffic services	1.1	strategy, policy, monitoring, research
TOTAL	**40.1**	

Table 6.3 Current road safety staffing resources (for the whole county)

In addition there are 230 school crossing patrol sites across the County.

6.4 POLICY AND STRATEGY

Since the Accident Investigation Unit and Road Safety Team were established in 1973 Nottinghamshire has constantly reviewed its performance as well as accident trends, and adjusted its approach accordingly in order to increase its success in reducing casualties.

The Cross-Service Road Safety Improvement Plan (2003-2010) aims to help improve the efficiency and effectiveness of the service, enhance partnership working, and focus resources towards key areas of road safety work to achieve national road safety casualty reduction targets by 2010.

The plan itself contains a range of actions from education programmes to highway maintenance programmes. All of the tasks are regularly reviewed and reported on to ensure their successful progress and therefore the effectiveness of the plan.

A Road Safety Board was established in 2003 consisting of officers representing the various strands of the County Council which make up the road safety service. Establishing the Road Safety Board helped to ensure a co-ordinated corporate approach to road safety service delivery as well as the close integration of strategies such as those relating to cycling, walking, motorcycling, accessibility, regeneration etc. and road safety. The Board also monitors and reviews performance on a quarterly basis, identifying weaknesses and risks to meeting targets so that strategy can be reviewed and revised to rectify any problems.

The Board also informs the County Council's political decision making and discussion through regular reports to the Environment and Sustainability Cabinet Member, Management Team, Corporate Management Board, Members Seminars and Select Committees.

A post has also been established to research casualty trends, identify road safety best practice, ensure policies are in place to meet the road safety service requirements, monitor the effectiveness of the different parts of the Cross-Service Plan and make recommendations for improvements to the strategy when necessary.

Policy and strategy continue to be reviewed annually based on the regular analysis of road accident and school travel data. In addition to this a comprehensive three year review of the effectiveness of the County Council's road safety strategy was undertaken in 2005 to ensure that it still fully meets the requirements of the service in delivering its casualty reduction targets. The review will also ensure that the road safety strategy remains focused on delivering the key outcomes in relation to:

- Improved safety (on the roads and in the wider community including reducing perceived dangers)
- Improved accessibility, air quality, congestion, fear of crime, health, regeneration, sustainability and the general quality of life in the County
- Helping to meet the Council's network management duty.

The review was carried out in two parts. The first part was carried out internally and included examination of road safety services and strategy delivered by other 'high performing' leading local authorities so that Nottinghamshire can learn from those offering enhanced services. This revealed that whilst the authorities' strategy are very similar to our own, different methods of delivering road safety education and publicity were identified. These are currently being considered further as to whether improved results can be achieved by using these methods. Where appropriate, other authorities' methods will be adapted to meet local needs. The second part of the review involved an external 'critical friend' carrying out an appraisal of our current policy and strategy.

The review has led to several recommendations to help meet our casualty reduction targets. These include:

- The need to enhance the ongoing programme of route management strategies particularly on the rural A-road network
- A stronger focus on speed management with a review of speed limit hierarchy and policies
- The prioritisation of additional measures identified for road safety education in terms of expected contributions to casualty targets and value for money.

An important development of service review has been the establishment of and a regular dialogue with key partners and stakeholders. Road Safety Forum was held with external stakeholders in July 2003 when the plan was presented and discussed with key organisations such as District Councils, Driving Standards Agency, Emergency Services, GOEM, Highways Agency, Local Education Authority, neighbouring local authorities, the Police, and Primary Care Trusts. This proved to be a very successful event and the Forum was held again in 2004 and 2005 and is to be held annually in future to ensure that partners have an input into policy formulation and strategy.

Partnership working and the blend of engineering, education and enforcement technology is at the forefront of Nottinghamshire's road safety strategy.

6.5 ROAD ACCIDENT DATA COLLECTION

Records of all injury accidents reported to Nottinghamshire Police (including those on City and Trunk roads) are collected, analysed, verified, validated and stored by the County Council using both computer and paper based systems. A close working relationship with the Police ensures that the accident data recorded is both comprehensive and accurate.

Accident problem sites as well as casualty trends are identified using the above data and a range of investigative methods and analytical tools. In total over 40 investigative approaches are used to identify casualty problems and their remedial action when necessary and cover a whole range of potential problems. During the period of this Plan particular emphasis will be placed on the following methods:

2005/2006 - vulnerable road users, lighting, surfacing, child pedestrians, rural routes, fatal and serious, traffic signals, motorcycles, safety camera sites

2006/2007- lighting, surfacing, formal pedestrian crossings in darkness, fatal and serious, motorcycles, safety camera sites

2007/2008 - bends, speed, cycle accidents, fatal and serious, lighting, surfacing, child pedestrian, safety camera sites

2008/2009 - overshoots, icing sites, zebra conspicuity, rural routes, lighting, surfacing, speed, fatal and serious, safety camera sites

2009/2010 - urban pedestrians, T junctions, zebras and pelicans, lighting, surfacing, fatal and serious, motorcycles, safety camera sites

These investigative methods form the basis for pro-active road safety work by the County Council as well as work carried out by partners such as the police and fire service.

6.6 ROAD SAFETY AND TRAVEL AWARENESS EDUCATION

A forward programme of road safety training and publicity is developed each year to support national campaigns and to address identified local road safety and travel awareness issues. The wide ranging programme of education, training and publicity is provided by the Road Safety Team with support and complementary activity from the Council's media and publicity specialists. This programme receives strong support and commitment from the County Council, the current budget has been safeguarded to continue an efficient, proactive and innovative service to all users.

The table below details the County Council's five year education, training and publicity programme for road safety, based on the concept of Life Long Learning. The table includes details of the education, training and publicity programmes aimed at addressing the problems identified within section 3.2.

Age	Subject	Outputs	Links to national RS strategy
0-5	Parents advice "toolkit"	• In-car safety, early pedestrian skills and healthy travel options	Safer children
			Safer pedestrians
			Safer vehicles
			Safer drivers
0+	Child car seat checks	• In-car safety	Safer children
			Safer vehicles
5+	Seat belts publicity and training	• Support seat belt campaigns with local emphasis and statistics • Target older children • Adults targeted through additional PSA campaigns	Safer vehicles
			Safer children
5-18	School Travel Plans	• Promote healthy options, walking route audits, walking routes • Implement RSE including pedestrian and cycle training • Survey local views	Safer children
			Safer pedestrians
			Safer cyclists
			Safer road use
			Safer vehicles
			Safer infrastructure
5-11	Child pedestrian training	• Pedestrian training • Practical skills training based on various individual topics including crossing roads, judging speeds of traffic, route planning, visibility - based on needs identified through child safety audit	Safer children
			Safer pedestrians
			Safer cyclists
			Safer road use
7-11	Road safety Quiz	• In-car safety, cycle, pedestrian and horse-rider skills, travel options and Highway Code for young road users - based on problems identified through child safety audit.	Safer children
			Safer pedestrians
			Safer cyclists
			Safer road use
			Safer horse riders
7-14	TravelWise teachers curriculum based education pack	• Promotes sustainable travel, safety and environmental issues	Safer road use
			Safer children
			Safer cyclists
9+	Cycle training	• Practical on-road training • Promote RideWise adult training • Promote cycle helmet wearing • RSE on route planning	Safer road use
			Safer cyclists
			Safer children
9+	Safety Zone	• Multi-agency safety event • Promote RSTA	Safer road use
			Safer children
			Safer pedestrians
			Safer cyclists
5-18	Safer routes to school	• Publicity/promotion of schemes	Safer road use
			Safer children

			Safer pedestrians
			Safer cyclists
			Safer infrastructure
11-16	Move-up to secondary education	• Inform/promote safer independent travel, healthy travel options, bus travel • Cycling skills/road user skills	Safer road use
			Safer children
			Safer pedestrians
			Safer cyclists
11-13	Road safety project	• Introduce road safety project to cover in-car safety, cycle, pedestrian and horse-rider skills, travel options and Highway Code - based on problems identified through child safety audit.	Safer road use
			Safer children
			Safer pedestrians
			Safer cyclists
11-18	Curriculum based education	• Introduce programme of road safety and travel awareness education based on curriculum activities based on local needs • Promote national lesson plans	Safer road use
			Safer children
			Safer pedestrians
			Safer cyclists
			Safer drivers
11-18	Education through theatre	• Promote/support road safety and travel awareness education through theatre productions	Safer road use
			Safer children
			Safer pedestrians
			Safer cyclists
16-18	Pre/novice driver publicity and training	• Promote/support DSA education programmes • Promote/support Emergency Services education programmes • Driver attitudes • Hazard awareness and seat belt use • Build awareness of vulnerable road users • Introduce dedicated 'young driver' training scheme	Safer drivers
			Safer road use
			Safer vehicles
17+	Adults with learning difficulties/disabilities training	• Practical skills training including public transport, cycling, walking, in-car safety, crossing roads, judging speeds of traffic, route planning, visibility - based on needs identified through pre-course assessments	Safer road use
17+	Motorcycle publicity and training	• Promote CBT • Established and have active involvement in shiny side up partnership, carrying out driver awareness campaigns and publicising dangers to motorcyclists • Publicity and education aimed at different types of rider, eg. sports bike and scooter riders • Motorcycle forum held quarterly • Introduce 'young rider' training scheme	Safer motorcyclist
			Safer drivers
			Safer road use
			Safer speeds

17+	Drivers publicity and training	• Speed casualty reduction awareness • Safety camera awareness • Speed awareness courses • Casualty reduction awareness relating to rural bends	Safer motorcyclists
			Safer drivers
			Safer road use
			Safer speeds
			Safer pedestrians
			Safer cyclists
			Safer horse riders
17+ 17+	National Driver Improvement Scheme Proposed speed awareness courses	• Hazard perception, driver attitudes, practical in-car training • Driver awareness of all vulnerable road users	Safer motorcyclist
			Safer drivers
			Safer road use
			Safer speeds
			Safer pedestrians
			Safer cyclists
			Safer horse riders
17+	Further development of driver development courses	• Hazard perception, driver attitudes, practical in-car training • Driver awareness of all vulnerable road users	Safer motorcyclist
			Safer drivers
			Safer road use
			Safer speeds
			Safer horse riders
17+	Drink, drugs, drowsiness publicity	• Support local/national campaigns in partnership with Police • Publicity re: driver fatigue/company driver pressures	Safer drivers
			Safer road use
17-25 26-60	Young drivers Drivers publicity and training	• Publicity re: speed, drink/drive, drugs, seat belts, loss of control • Driver attitudes • Build awareness of vulnerable road users • Introduce occupational road risk education and publicity materials and distribute to employers	Safer drivers
			Safer road use
60+	Older drivers publicity and training	• Travel options • Feasibility of practical driver training • Information and publicity re: fatigue, route planning, in-car safety • Build awareness of vulnerable road users	Safer drivers
			Safer road use
60+	Older pedestrians publicity and training	• Publicity and information • Promote/publicise new pedestrian facilities • Proposed practical training for elderly road users	Safer road use
			Safer pedestrians
			Safer infrastructure

Table 6.4 Education, training and publicity programme

6.7 LOCAL SAFETY SCHEMES

In 2004, 32 local safety schemes were implemented in North Nottinghamshire. Identified through analysis of casualty data, the schemes are prioritised on a First Year Rate of Return (FYRR) accident savings basis, with each scheme achieving at least predicted 200% savings. The type of scheme implemented depends on the type of problems and engineering solutions identified, for example traffic calming in urban residential areas such as in Northfield estate in Mansfield Woodhouse, or safety cameras on rural lengths with speed problems such as on A631 on the Scaftworth and Gringley By-passes.

Where it is predicted that a scheme will not meet the 200% savings they are considered and prioritised within other elements of the Council's programme of integrated transport measures.

Between 2001 and 2003 a further 77 local safety schemes were introduced in North Nottinghamshire. Analysis into the effectiveness of these 77 schemes is detailed in the table below.

Year of implementation	No. of schemes	Before accidents per annum	After accidents per annum	Actual savings per annum
2001	21	58.30	41.32	16.98
2002	30	60.77	42.00	18.77
2003	26	53.51	32.00	21.51
Total	**77**	**172.58**	**115.32**	**57.26**

Table 6.5 Analysis of effectiveness of Local Safety Schemes

(Before accidents are based on accidents occurring for a minimum of 3 years before implementation. After accidents are based on all the years after the year of implementation up to 31.12.04)

As can be seen in the table above, the schemes have produced significant casualty savings. Each scheme is monitored to ensure it is effective, and where schemes do not meet the predicted 200% FYRR accident savings they are re-evaluated and further improvements made at the location.

Participation in the Regional Best Value Group Partnership helps to ensure that the County Council shares information and best practice and learns from others so that new techniques can be applied to existing problems. Examples of such techniques that have been adopted from other authorities include the use of flicker boards at roundabouts, intelligent cat's eyes and the development of the use of inter-active road signs.

The County Council has pioneered road safety engineering measures since the formation of its Accident Investigation Unit in 1973. Some of the techniques employed are summarised below:

- Area-wide traffic calming schemes
- Signing and lining improvements (including inter-active signing)
- Surface improvements and anti-skid treatments
- New and improved street lighting
- New and improved traffic signals
- New and improved junctions
- Geometric improvements
- Red light and safety cameras
- Improvements for vulnerable road users such as cycle routes, pedestrian and cycle crossings and refuges.

In addition, all highway improvement schemes costing over £5,000 are subjected to the safety audit process. This involves a three stage examination of the proposals, from the preliminary design to post-completion inspections to highlight and remove potential safety problems, thus reducing the potential for death and injury in future years.

The County Council is a member of the East Midlands Safety Audit Forum (part of the East Midlands CSS) which gives the authorities in the region the opportunity to learn from one another through sharing best practice and exchanging views on how to deal with problems at specific sites.

6.8 DEPRIVED AREAS

The decline of the coal industry in North Nottinghamshire over the last 20 years led to the County Council becoming one of the first authorities to recognise and investigate the connection between road safety and deprived areas. The process of investigating areas of deprivation and applying accident remedial schemes has therefore been ongoing for a number of years. The continued investigation of areas of deprivation is also a key action within the Cross Service Road Safety Improvement Plan (2003-2010).

The County Council's publication 'The Condition of Nottinghamshire' is used to identify the most deprived wards in Nottinghamshire and casualty reduction methodologies are then used to identify road casualty sites and characteristics within these wards.

During the last 11 years (ie. to the end of financial year 2004/05) the County Council has spent £2.23m on casualty reduction traffic calming schemes alone in Nottinghamshire. Significantly more than £1m of this funding has been spent in 16 of the most deprived wards in the county. This investment has saved approximately 400 accidents over this time period. At the latest DfT valuation of the benefits of prevention of road accidents (Highway Economic Note No.1 - December 2004), this has delivered a rate of return of over 1500%.

Links have been established with Accident Prevention Groups throughout the districts in North Nottinghamshire to help ensure that these cross service working groups consider road safety alongside their other work particularly within deprived areas.

6.9 CHILD SAFETY

The annual child safety audit is used to formulate the child road safety strategy.

In addition to the various education, training and publicity detailed in section 6.6 the following measures will continue to be used to help improve child road safety in Nottinghamshire.

Safer routes to school

The safer routes to school programme encompasses a variety of engineering measures both outside and in the vicinity of schools, aimed at improving road safety and increasing the number of pupils cycling and walking to school.

The types of measures installed range from signing and lining schemes, to formal crossing facilities, to the provision of cycle paths.

In a major piece of research work, casualty details of accidents occurring on school journeys during the last 10 years have been investigated to identify and prioritise potential

schemes. Very few child casualties occur in the vicinity of schools, so whilst child casualty locations are still used to prioritise schemes, they are also prioritised to coincide with the development of school travel plans to help encourage walking and cycling to school.

The targets for the introduction of school travel plans will mean an increasing demand for resources for new infrastructure to improve road safety around schools, as well as on the routes to and from them.

Between April 1999 and March 2005 a total of 114 safer routes to school schemes were installed throughout Nottinghamshire, exceeding the target of 103 schemes by March 2005. Of the 114, 56 schemes have been introduced throughout North Nottinghamshire improving road safety and cycling/pedestrian routes at 54 schools.

The most recent child safety audit identified that:

- Only 11% of 0-15 year old child pedestrian and cyclist KSI casualties (4 out of a total 35) occurred on school journeys
- 26% of 0-15 year old child pedestrian and cyclist slight casualties (26 out of a total 100) occurred on school journeys
- No child cyclist KSI casualties occurred on school journeys.

The audit also showed that of the total number of 5-11 year old and 12-15 year old pedestrian casualties (which includes KSI and slight casualties), 38% and 39% respectively were on school journeys. The majority of slight child pedal cyclist casualties on school journeys involved 12-15 year olds.

Based on this information the safer routes to school schemes will therefore currently focus primarily on journeys made to comprehensive schools.

It is important to note however, to add value to other Council programmes of work, such as the County Council's reorganisation of child services with child centres being located on school sites, coupled with schools reorganisation will also affect where safer routes to school are installed.

Subsequently a target to implement 203 safer routes to school schemes throughout Nottinghamshire by the end of March 2010 has been set.

Safer routes to play

The County Council is currently working with partners to introduce two pilot safer routes to play schemes in deprived wards within the Plan period. The intention of these schemes is to introduce safer cycling and walking routes to play areas, to improve road safety around the play area as well as to encourage play and therefore a healthier lifestyle. The effectiveness of the pilot schemes will then be monitored to determine whether further schemes will deliver value for money through casualty savings.

School crossing patrol service

The County Council provides a high quality school crossing patrol (SCP) service at 230 sites across the county, at an annual budget for 2005/2006 of £402,400 (including 131 sites in North Nottinghamshire).

There are no established national criteria for the provision of SCP sites, although the recognised level is a PV^2 count of 4.0 million. This count is based on the number of 5-11 year old pedestrians crossing within 50m of the location of the site (P) and the volume of traffic passing (V) through the site during the two busiest half hour periods in which the SCP would operate (usually the half-hour before and after school start and finish times).

The County Council however currently sets a significantly lower PV^2 count of 1.3 million, and establishes sites at any location that meets the criteria in both the morning and afternoon sessions. There is one proviso to this in that there should be a minimum of at least 15 children aged 5-11 years crossing at the site, in both the morning and afternoon sessions.

The SCP service not only offers safety benefits but also aims to encourage walking to school, thereby helping to promote health and reduce congestion. To ensure the effectiveness of the SCP service an evaluation of the service was undertaken in 2004/2005 which has resulted in several recommendations to re-focus service provision.

School travel plans

School travel plans (STP) also play a key role in the child safety strategy, however, due to the significant role they play in the strategy to address congestion STP are detailed within Chapter 8, Congestion.

Summary of strategy initiatives

Whilst analysis of casualty data and the child safety audit will determine the future strategy, a variety of ongoing initiatives detailed in the table below will continue to be used to help address the problem of child road casualties.

Initiative	Status	Description
Analysis of child accident/casualty data	Ongoing	To carry out a detailed child safety audit and to determine an effective child casualty reduction strategy.
Inter-active road safety education	Ongoing	Various inter-active road safety education delivered/ resources provided to schools, youth clubs/groups etc. for children of all ages.
Curriculum based road safety education	Ongoing	Promotion of DfT curriculum based education.
	Ongoing	Provision of curriculum based road safety based on local issues.
Road safety quiz	Ongoing	Annual quiz delivered to over 30,000 primary aged pupils.
Child cycle training	Ongoing	Carry out child cycle training across the County.
	Planned	Develop third stage of course for older school pupils.
IMPACT course	Ongoing	Joint initiative carried out with City/Fire Service on safety impacts of use of seat belts and stealing cars.
Safety Zone	Ongoing	Joint initiatives with Police/Fire/Ambulance Service on all aspects of child safety at various locations across the County.
Area wide road safety publicity	Ongoing	A series of general campaigns aimed at reducing child casualties such as magazines for pupils moving to secondary school, both individually and in partnership with neighbouring authorities.
Local road safety publicity	Ongoing	A series of specific campaigns aimed at reducing casualties/promoting road safety at certain locations/areas based on casualty data analysis.
Child pedestrian training	Ongoing	Child pedestrian training carried out as part of school travel plans.
	Pilot underway	Development of child pedestrian training scheme for reception age groups and parents, offered to all primary schools.
Education/publicity surrounding use of child car seats	Ongoing	Child car seat fitting campaigns carried out in partnership with trained fitters.
	Ongoing	Publicity/education to promote seat belt use amongst children.
Review/establish casualty reduction effects of education	Ongoing	Review of effectiveness of all education programmes to be carried out.
Safer routes to school schemes	Ongoing	Implementation of schemes across the county to help ensure safety of children on school journeys.
Safer routes to play scheme	Planned	Introduce pilot safer routes to play scheme in deprived area working with other partners/agencies.

School travel plans	Ongoing	In partnership with school communities, introduce school travel plans at all schools in the County to reduce congestion and improve accessibility, health and road safety.
School crossing patrols	Ongoing	To help pupils cross roads safely on their journeys to/from school.
Develop integrated approach linking road safety with education and school transport	Ongoing	Joint partnership working group to link road safety with education and school transport.

Table 6.6 Summary of strategy initiatives relating to child road safety

6.10 SPEED MANAGEMENT

The Cross-Service Road Safety Improvement Plan (2003-2010) has clear reference to developing speed management as part of the authority's casualty reduction work aimed at achieving the Government's 2010 targets. The methods detailed below are applied to both rural and urban roads throughout the County.

Traffic calming

The County Council applies criteria for the provision of the following:

- Urban traffic calming
- Rural traffic calming and village gateways
- Safer routes to school
- Pedestrian crossing facilities (zebra, pelican, puffin and toucan)
- School crossing patrols.

The first three subjects are detailed within the **Traffic Calming Design Guide** whilst the County Council's **Highway Network Management Plan** (HNMP) details criteria for the provision of pedestrian crossings, and the **School Crossing Patrol Manual** caters for the provision of School Crossing Patrols (which will be reviewed once national SCP guidelines currently being developed by LARSOA are published).

All three of these documents are reviewed regularly, to ensure that they take account of current best practice. The HNMP was reviewed and updated in 2003, the Traffic Calming Design Guide reviewed and updated in 2004 and the School Crossing Patrol Manual being reviewed most recently and updated in 2005.

Traffic calming is installed in Nottinghamshire as a measure to reduce road casualties and/or as a measure to reduce through traffic to improve local environments. Most schemes have been in urban areas but a small programme for rural villages has also been implemented. The criteria for the provision of traffic calming is detailed within the County Council's Traffic Calming Design Guide to ensure that sites requiring the treatment most are prioritised accordingly.

The County Council has installed 29 traffic calming schemes throughout the county aimed at reducing vehicle speeds and improving road safety. Sixteen of these sites are located within North Nottinghamshire.

Monitoring of these schemes indicates that on average 49 accidents per year are saved as a result of them.

20mph zones

The County Council is currently drafting a proposed 20mph speed limit policy and four pilot sites are to be identified including variable 20mph speed limits outside schools. The pilot speed limits will be monitored thereafter for their effectiveness in reducing vehicle speeds and road casualties, in order to determine their value for money.

Village speed limits

The County Council has a policy and programme for the introduction of appropriate speed limits at villages throughout Nottinghamshire to help address the issue of speeding in rural areas and reduce the resultant accidents and casualties.

A policy and programme of works has been developed for the introduction of speed limits at villages throughout Nottinghamshire to help address the issue of speeding in rural areas and reduce the resultant accidents. Phase one of this programme is the introduction of 30mph speed limits in villages with a history of accidents. Sixteen villages have been prioritised for treatment and phase one of the programme will be completed in 2006.

Phase two of the programme will look at the introduction of reduced speed limits at remaining villages that currently have the national speed limit but no accident record and a review of villages with 50mph speed limits. The introduction of phase two will be determined once sufficient time has passed to ascertain the effectiveness of the measures installed so far (in terms of casualty and speed reduction) and Government's new Traffic Advisory Leaflet "Setting Local Speed Limits" has been finalised.

As part of the new road safety funding arrangements, speed limits will be reviewed on all A and B classified roads by 2011, as well as any other road which have poor casualty histories.

Safety cameras

Safety cameras have a major part to play in reducing speeds, particularly on rural roads with a history of accidents. The County Council is a member of the Nottinghamshire Safety Camera Partnership along with a number of other road safety agencies in the area. Each of the three local highway authorities, Nottinghamshire County Council, Nottingham City Council and the Highways Agency is represented on the Partnership's Steering Group alongside the Police. Staff from both the City and County Councils' Accident Investigation and Road Safety Teams sit on the Partnership's Technical and Education working groups alongside representatives from the Police, Highways Agency and Ambulance and Fire Service where appropriate.

This ensures there is a co-ordinated consistent approach between the activities of the partnership and all of the road safety practitioners detailed above. It also ensures that the education programmes and activities devised to support the partnership are complementary.

Fixed safety cameras are installed on the roads with the worst casualty record where speed is known to be a significant contributory factor, and which meet the DfT site selection guidelines. Speed Violation Detection Deterrent digital cameras are also considered for the worst sites, particularly when casualties are recorded along a length of road rather than at particular locations (for example, on A631 in the Bassetlaw District and on A46 in the Newark and Rushcliffe Districts). Use is also made of the full range of other permanent cameras including Gatso, Truvelo and Redspeed equipment.

Mobile cameras are used in lieu of permanent cameras being installed, as well as on roads that have a casualty and speed history but do not meet criteria for permanent camera installation. The Partnership has a programme for installation of more static cameras on the key casualty reduction routes, and whilst it is recognised that mobile enforcement is not as effective overall, such enforcement will continue to be used where necessary.

The effects of the programme for safety camera installation in Nottinghamshire have not been fully realised yet although it is anticipated that these will have a significant impact on casualties during the lifetime of this LTP.

Revised road safety funding arrangements

The revised funding arrangements for road safety offer an opportunity to provide greater flexibility within road safety expenditure, as well as providing financial stability to help facilitate long-term planning.

The County Council only installs safety cameras where no other road safety measures can be used to address safety problems, and the revised arrangements recognise and support this approach.

The authority is currently in discussions with all the organisations/agencies involved in the existing safety camera partnership to develop a strategy to ensure that the new funding arrangements offer the greatest benefits in delivering casualty reduction.

It is anticipated that the existing Nottinghamshire Safety Camera Partnership will be maintained in principle but ultimately succeeded by a Casualty Reduction Group. Whilst safety cameras will remain an aspect of the work undertaken by the group, the responsibilities of the group will be much broader expanding into other areas of casualty reduction work.

Different partnerships already exist with both internal and external organisations/agencies involved in the delivery of casualty reduction. It is intended that the Casualty Reduction Group will be an amalgamation of many of these existing partnerships, helping the continuation of the pooling of resources to maximise casualty reduction benefits.

Inter-active speed signs

A policy has been developed for the installation of permanent and temporary inter-active signs in the County. Permanent signs are installed where the criteria, based upon recorded speeds and traffic flows at a location, are met or as part of safer routes to school. Temporary inter-active signs are also used in lieu of permanent signs being installed, as well as on roads that have a history of speeding vehicles but do not meet criteria for permanent sign installation.

Speed awareness courses

It is anticipated that speed awareness courses will be introduced in the county in accordance with the Association of Chief Police Officer guidelines. This course will complement the existing Driver Improvement Programme (run in partnership with the Police and City Council) offered to motorists as opposed to prosecution and will be based on the national template developed by DfT as best practice which will be available in the autumn 2006.

Summary of strategy initiatives

Whilst analysis of casualty data will determine the future strategy, a variety of ongoing initiatives detailed in the table below will continue to be used to help address the problem of speed related road casualties.

Initiative	Status	Description
Analysis of accident/casualty data	Ongoing	To determine effective speed management casualty reduction strategy
Surveys/data collection	Ongoing	Data is collected across the County to determine where speeding is an issue. Surveys are carried out to better understand perceptions on speeding and speed management techniques.
Area wide speed management publicity campaigns	Ongoing	A series of general campaigns aimed at reducing speeding such as cinema magazine advertising concurrent with appropriate films and bus back advertisements, both individually and in partnership with neighbouring authorities.
Local speed management publicity campaigns	Ongoing	A series of specific campaigns aimed at reducing speed at certain locations/areas based on casualty data analysis. Particular focus on rural areas.
Driver improvement programme	Ongoing	Continuation of existing programme for offenders run in partnership with Magistrates, Police and Nottingham City Council.
Driver improvement programme for speeding offenders	Planned	Development of existing driver improvement programme to include specific course for speeding offenders.
Pre-driver/young driver training	Planned	Development of driver training courses to include speeding and its consequences.

Safety camera partnership	Ongoing	Installation of fixed speed cameras and use of mobile speed cameras at casualty locations that meet criteria.
Highway design guide	Ongoing	Standards supplied to developers to ensure speeds are kept to appropriate levels on residential developments.
Local safety schemes	Ongoing	Implementation of local safety schemes to reduce speeds at locations where speed has been identified as a contributory factor in a number of casualties
Interim speed limit policy	Ongoing	Setting appropriate speed limits including village speed limits, 20mph zones etc.
Route Management Strategies	Ongoing	Implementation of whole length route treatment strategies to reduce speeds and reduce casualties.
Safer routes to school schemes	Ongoing	Implementation of safer routes to schools including speed reducing features where appropriate.
Traffic calming	Ongoing	Implementation of traffic calming at locations that meet criteria for casualty reduction.
Inter-active signs	Ongoing	Provision of fixed and mobile inter-active signs at locations that meet criteria.
Flashing amber warning lights	Ongoing	Use of automatic and manual flashing amber warning lights outside schools and playgrounds to warn drivers to reduce speeds when approaching areas where children will be present.

Table 6.7 Summary of strategy initiatives relating to speed management

6.11 WORK RELATED ROAD SAFETY

It is not currently possible to determine the level of the problem in Nottinghamshire. However, owing to high levels of work related vehicle collisions reported nationally, a one-day driver development course has been developed focusing on work related road safety. This utilises the resources of the existing Driver Improvement Programme, which is run in partnership with Nottinghamshire Police, Nottinghamshire Magistrates and Nottingham City Council.

The driver development course has been attended by County Council employees who drive as part of their job and it will also be offered to local businesses. The County Council is also currently finalising procedures for managing the occupational road risk of its own employees. In addition, it is also developing programmes of publicity and educational resources to promote the management of occupational road risk to all employers in Nottinghamshire.

Summary of strategy initiatives

Whilst analysis of casualty data will determine the future strategy, a variety of ongoing initiatives detailed in the table below will continue to be used to help address the problem of work related road casualties.

Initiative	Status	Description
Implementation of work-related road safety strategy	Ongoing	Development of strategy for County Council employees
Driver development course	Ongoing	Work related road safety course offered to local businesses.
Analysis of accident/casualty data	Ongoing	To determine effective work related casualty reduction strategy
Distribution of work-related road safety cd-rom	Planned	Distribution of LARSOA work-related road safety cd-rom to all major employers in the County
Distribution of publicity/ advisory literature	Planned	Development of advisory leaflets with local references for distribution to employers in the County

Table 6.8 Summary of strategy initiatives relating to work related road safety

6.12 MOTORCYCLES

Detailed analysis of motorcycle casualties in Nottinghamshire during the last 10 years has highlighted that casualties mainly fall within two distinct groups of riders - older riders on large engine bikes and younger riders on small engine bikes.

Older riders on sports bikes

Riders of large machines, predominantly ridden by those aged over 30, still account for the majority of motorcycle KSI casualties. Detailed investigation highlights three main causes of accident involving larger machines over 125cc KSI casualties:

- Speed - motorcycles going ahead and losing control on a bend
- Being seen - other vehicles failing to see a motorcycle when making a right hand turn
- Overtaking - motorcycles overtaking and/or filtering past turning vehicles.

Nottinghamshire County Council was a founding member of the Shiny Side Up Partnership which was established in 2001 to address these problems, particularly aimed at sports bike riders. This regional partnership has carried out various innovative publicity and training campaigns (such as events at race meetings and the production of a video featuring John Reynolds) as well as undertaking research to better understand the psyche of sports bike riders. The work of the group was recognised in 2003 when it won the Prince Michael Award for Road Safety.

Younger riders on 'twist and go' scooters

As the popularity of 'twist and go' scooters increases, so has the number of casualties involving riders and passengers of machines equal or less than 125cc, particularly involving younger riders. The smaller capacity machine accidents occur mainly in built up areas. Detailed investigation highlights three main causes of accident involving smaller machines of 125cc or less KSI casualties:

- Being seen - other vehicles failing to see a motorcycle when making a right hand turn
- Overtaking - motorcycles overtaking and/or filtering past turning vehicles
- Inexperience of riders (perception, skills, roadcraft etc.).

Whilst targeting the accidents at source is hard, the majority of injuries suffered could be easily prevented if young riders appreciate the benefit of wearing adequate protective clothing.

The County Council has therefore established, in partnership with the Police and Nottingham City Council, the "Bare Bones" project to attempt to address this problem. The project targets teenage scooter riders and is a hard-hitting campaign aiming to encourage the use of adequate protective clothing and promote safer riding. This project is currently being considered by several authorities in the region.

Summary of strategy initiatives

Whilst analysis of casualty data will determine the future strategy, a variety of ongoing initiatives detailed in the table below will continue to be used to help address the problem of motorcycle road casualties.

Initiative	Status	Description
Analysis of motorcycle accident/casualty data	Ongoing	To determine an effective motorcycle casualty reduction strategy
Surveys/data collection	Ongoing	Regular surveys are carried out to better understand the road safety issues of riders as well as to better understand their psyche and actions.
Study of best practice	Ongoing	Research is undertaken to learn from other authorities and share best practice.
Motorcycle forum	Ongoing	An equal partnership between the County Council, local riders and dealers aiming to make motorcycling in Nottinghamshire safer and more convenient.
Targeted routes	Ongoing	In partnership with the Police, routes where there is a high incidence of motorcycle casualties are identified. Police attending incidents travel along these routes whenever possible to establish a Police presence with the aim that this will affect rider behaviour.
Shiny side up partnership	Ongoing	An award winning casualty reduction partnership consisting of all the regional road safety practitioners (including Police) aimed at addressing the attitudes/behaviour of sports bike riders.
Fatal attraction video	Ongoing	Developed through the shiny side up partnership featuring superbike champion John Reynolds, an updated version of the video has been produced and is used at events or venues where it is felt it may have benefit.
Think Bike! / To Die For signs	Ongoing	Signs erected around the County during the riding season at locations motorcyclists were involved in fatal and serious injury accidents: • Think Bike! signs located near junctions aiming to educate drivers to look out for bikes before turning • To Die For signs located before bends aiming to educate riders to consider their speed, visibility, positioning etc before entering the bend
'Bare Bones' campaign	Ongoing	A hard hitting campaign aimed at teenagers to promote the use of adequate protective clothing and safer riding delivered through colleges.
Pre-rider training	Ongoing	As part of casualty reduction activities aimed at teenagers as they start driving/riding to promote the use of protective equipment and safer driver/riding to be delivered through schools and CBT centres.
Motorcycle training	Ongoing	One day advanced motorcycle training/assessment course with advanced instructors.
Website information	Ongoing	Information and advice on safe riding and use of protective equipment as well as links to motorcycle trainers can be found on the County Councils' website.
Engineering measures	Ongoing	When introducing engineering measures, the engineering needs of motorcyclists are pro-actively considered in all schemes and during safety audits carried out on them.

Table 6.9 Summary of ongoing strategy initatives related to motorcycle road casualties

6.13 PARTNERSHIPS AND CROSS BOUNDARY WORKING

The County Council recognises that it cannot achieve its road safety strategy alone and therefore has long standing partnership arrangements with a range of organisations. Partnership working brings additional insight and resources into all stages of the strategy, from initial policy formulation to the implementation of specific measures. The multi-agency approach adopted by the County Council, on both long-term and short-term projects helps to coordinate and focus efforts thereby maximising improvements in casualty reduction and road safety and travel awareness. This approach has also helped to share best practice and learn from other service providers. Partnerships such as those with neighbouring authorities on publicity or training campaigns are part of the everyday work of the road safety service.

The table below details some of the partnerships that the County Council is involved in to maximise road safety output.

	Key organisations involved
National partnerships	
LARSOA	Local authority road safety service providers
RoSPA	Safety practitioners
DfT LPSA	DfT, Nottinghamshire County Council
CSS	DfT, Highways Agency, local authorities
Regional partnerships	
Accident Reduction Group	DfT, GOEM, LARSOA, East Midlands regional local authorities, Highways Agency
Best Value Group	GOEM, East Midlands regional local authorities
Older Drivers Forum	East Midlands regional local authorities, Driving Standards Agency, elderly person interest groups, Emergency Services, Police, PCTs, Social Services
Shiny Side Up Partnership	East Midlands regional local authorities, Police, Highways Agency
Safety Audit Forum	DfT, GOEM, LARSOA, East Midlands regional local authorities, Highways Agency
School Crossing Patrol Working Group	East Midlands regional local authorities,
Local partnerships	
'Bare Bones' project	Nottinghamshire County Council, Nottingham City Council, Police
County and District Accident Prevention Groups	District Councils, Nottinghamshire County Council, Parish councils, Police, PCTs, Social Services
Driver Improvement Programme	Nottinghamshire County Council, Nottingham City Council, Police
Motorcycle forum	Motorcycle dealers, motorcyclists, motorcycle lobby groups, Nottinghamshire County Council, TRL
Pedestrian Safety Partnership	Nottinghamshire County Council, Nottingham City Council, Police
Planning for new school buildings	Architects, Education Department, External contractors, Highway Engineers, Road Safety Team
Safety Camera Partnership	Nottinghamshire County Council, Nottingham City Council, Police, Highways Agency, Magistrates
Road Safety Forum to determine policy/strategy/performance	GOEM, district councils, Driving Standards Agency, Emergency Services, Education Department, Highways Agency, neighbouring local authorities, Nottinghamshire County Council road safety service providers and highway engineers, Police, PCTs
School Travel Joint Working Group	Education Department, Elected Members, public transport, road safety service providers, school head teachers
School Travel Plan steering groups	Local residents, Nottinghamshire County Council representatives, parents, Parish Councils, pupils, school governors, teachers

Table 6.10 Examples of road safety partnerships

The Council works with neighbouring authorities on cross boundary issues on all aspects of roads safety service delivery. As detailed earlier, the Council is part of several partnerships delivering road safety education, training and publicity programmes such as the Shiny Side Up partnership and Older Driver Forum.

The Council also works on specific education, training and publicity on cross boundary issues with neighbouring authorities. For example, joint advertising and publicity of specific road safety messages on corridors that cross administrative boundaries have been undertaken recently (such as a Christmas Drink/Drive campaign with Derbyshire and Leicestershire County Councils and a summer Drink/Drive campaign which is being developed based on an idea from Derbyshire County Council).

Engineering measures are also developed jointly with neighbouring authorities. Speed limits on roads that cross administrative boundaries have been reduced to ensure consistency (for example, on A619 at the Nottinghamshire/Derbyshire boundary). Similarly, local safety schemes have been developed jointly with neighbouring authorities to address problems that occur on bends on rural roads that cross administrative boundaries (for example, on A6006 at the Nottinghamshire/Leicestershire boundary).

Cross boundary co-operation is supported through the Network Management Duty as part of reducing congestion and effective co-ordination of road works whilst ensuring that road safety is of prime importance at all times.

7. QUALITY OF LIFE

Nottinghamshire is unique in the diversity of its regions, varying from the 'rural idyll' of some of the villages in the south and east of the county to the industry-affected settlements in the north and west. In spite of extensive programmes of renewal to refresh local villages and to reclaim waste and brownfield sites, the environmental impact of heavy industry and the legacy of purpose built high-density housing still affects many areas. The industrial past has not only affected the environment of many communities, but has also impacted on their social and economic stability.

Recent surveys show however, that residents of North Nottinghamshire are generally proud of their areas, but want to see improvements in:

- Crime reduction and fear of crime
- The quality of their environment - particularly cleanliness
- Access to good schools, health services and jobs
- Access to the countryside
- Availability of leisure facilities, parks and amenity areas - particularly for young people.

The well-being of people is a central strand of the Council's strategic plan. The quality of the environment has a major impact on many aspects of community life and many environmental measures have a positive social and economic regeneration impact. There is also clear evidence that the response of individuals to their environment is closely linked to the quality of their everyday surroundings (including public spaces and streetscape), it affects the pride that people have in their community and has a major influence on their outlook on the wider world.

In the following sections, a number of factors important to the county's quality of life and additional to the shared and local priorities in this Plan, are considered. These relate to the quality of the physical environment, access to the countryside, education, social needs, crime and fear of crime, noise and needs of the disabled. Engaging with the community to deal with these aspects through a partnership approach is seen as essential.

7.1 PARTNERSHIP APPROACH

In the first LTP, the County Council developed a very successful model for establishing the wider needs of a community and the capability to deliver those needs. It is intended that this strategy is developed further in LTP2 as Local Accessibility Transport Studies (LATS) and this is detailed within section 2.5, Consultation.

The culmination of this community activity is the development of an agreed and fully supported Action Plan for the community. Inevitably this Action Plan will include a wide range of proposals which may include requests for better litter cleaning, more play areas, removal of graffiti, provision of parks and trees, as well as a range of transport measures. With the right level of support from a range of agencies, many of these issues can be tackled. The funding available from the LTP can also be used to match-fund wider work. For example in Harworth a community project is being developed to establish an urban park and improve the quality of life for nearby residents. The park will include an element of funding from the LTP to provide a safer route to school, a cycle route and additional lighting for safety. This funding has helped to release substantial partnership funding from various grant funding agencies (£200K from WREN, £168K from ERDF and £1K from TWEEG, a local environmental group) enabling the proposals to include comprehensive measures, e.g. nature trails, performance areas, play areas etc. This partnership approach has also engaged the Police to address issues of safety in the park, with the area being declared a zone of special policing.

7.2 STRATEGY OBJECTIVES

The transport strategy throughout this Plan contributes to people's quality of life within the Plan area. Some key elements of how the transport strategy can contribute to a better quality of life are to:

- Target urban areas of deprivation to complement the work of the 'Neighbourhood Renewal' initiatives. These areas, five in Mansfield and four in Ashfield, have been identified by Central Government as being within the top 10% of deprived wards in the country
- Give priority to communities with a perceived low quality of life (these areas correspond closely to areas of deprivation, but may also affect areas of relative prosperity but with intrusively high volumes of traffic)
- Work in partnership with the community to develop comprehensive plans for their areas
- Combine measures in a package approach to add value and to give value for money
- Improve links with health, education, police, social and economic agencies. Understand and bring forward their agenda to integrate with plans
- Provide the funding and capacity to implement agreed programmes
- Raise awareness of environmental issues.

Table 7.1 below highlights how measures and policies in the transport plan will help to address these quality of life factors.

Quality of life issue	How transport strategy will help	Engagement
Physical Environment	- Use of perception studies, consultation and partnership working to identify priorities - Link to wider agenda from other agencies - Improve environmental awareness throughout the county to reduce waste, energy usage and unsustainable transport - Link to regeneration proposals - Invest in the infrastructure of town centres, particularly market towns, to ensure that they remain or become vibrant and attractive places to work and visit - Locate funding sources - Link transport measures with Building Better Communities initiative - Support the development and implementation of town centre renewal plans - Support local partnerships - Increasing interest in local marketing and supply - Crime prevention measures	- LATS/Local Development Framework - Partnership working - Consultation - Building Better Communities - Grant Funding Bids - Sustainability initiatives
Education and Training	- Utilise accessibility planning techniques to identify and respond to need - Complement local health, education, policing and social initiatives - Target these areas to improve walking, cycling and access to leisure facilities - Encourage sustainable and attractive developments - Link to wider agenda from other agencies - Improve access to education and skills training - Improve access to employment zones - Encourage the development of skilled/knowledge industries in target areas suffering from unemployment and low paid work through the provision of quality sites with good access - Increase local awareness of environmental issues	- LATS - Accessibility Planning - Local news reports - County Council publications - Media press releases
Needs of the Disabled	- Use of perception studies, consultation and partnership working to identify priorities - Support and consult with local interest and user groups - Implement Disability Discrimination Act requirements, follow best practice to ensure availability of physical access	- LATS - Accessibility Planning - Consultation - Equality Impact Assessment

	• Utilise accessibility planning techniques to identify and respond to need • Provide appropriate access to information	
Social Needs	• Use of perception studies, consultation and partnership working to identify priorities • Provide improved public transport infrastructure • Improve transport services to towns and district centres where jobs are concentrated • Use accessibility planning techniques to assess problem areas • Complement and promote access to local health, education, policing and social initiatives • Utilise accessibility planning techniques to identify and respond to need • Provide safe attractive environments with good quality schools and services to encourage skilled people to stay in the area	• LATS • Accessibility Planning • Community empowerment
Community and Personal Safety	• Use of perception studies, consultation and partnership working to identify priorities • Support local partnerships and initiatives to combat crime • Promote 'safe by design' measures • Measure and provide information on real statistics • Crime prevention measures (eg, improved lighting) • Invest in local infrastructure	• Partnership working • Consultation • LATS • Accessibility Planning
Noise	• Appropriate traffic management measures • Environmental weight restriction • Noise reduction measures (fencing, bunds, etc)	• LATS/Local Development Framework • Partnership working • Consultation • Building Better Communities

Table 7.1 Measures and policies in the transport plan to help address quality of life factors

7.3 SOCIAL NEEDS

At the core of the County Council's wider policies, is the desire to create sustainable and cohesive communities. The Nottinghamshire Community Strategy seeks to tackle social exclusion in its widest sense. In the development of this Plan, much greater effort has been made to support the integrated needs of the community, with the transport strategy detailed throughout this Plan. The benefits of this type of approach have become more and more obvious during the course of the first LTP, and this Council has embraced that change by developing new integrated ways to engage with the needs of communities using Local Accessibility Transport Studies (LATS) as described in section 2.5.5, Future Consultation. The development of the Accessibility Strategy and the impact accessibility planning techniques will have on shaping the direction, priority and response of proposed measures will specifically address a variety of social needs, as described in Chapter 5, Accessibility.

The LTP2 will also seek to support regeneration schemes that will enhance the viability and vitality of towns and villages to encourage greater inward investment from businesses with the intention of addressing the issues of low income and unemployment.

7.4 NEEDS OF THE DISABLED

The County Council is well aware of its core statutory obligations under the Disability Discrimination Act and has long been involved in promoting its policy of equal opportunity for the whole community. The ability to move around the local community in a comfortable, safe and quick way, with a choice of modes of transport, is an essential aspect of our quality of life.

The County Council is committed to the development of positive policies to promote equal opportunities in employment and service delivery regardless of race, disability, gender, age and sexual orientation. The Council has already achieved level two of the Local Government Association Equality Standards.

The County Council has therefore developed the Service Diversity Review process to ensure all policies, practices and functions meet the equal opportunities commitments. Service Diversity Reviews assess if a service has adverse impacts on any community and where this is the case, and it cannot be justified, then the service is adjusted or amended accordingly.

Areas where the LTP plays a significant role in meeting the needs of disabled users are:

- Understanding the needs of the community through partnership working and appropriate consultation. In the North Nottinghamshire Plan area, the legacy of the mining industry has resulted in higher than average numbers of the community being incapacitated and disabled
- Physical access to the transport network across a range of modes. This is particularly important for public transport as many disabled people will not have access to a car
- Access to information about transport service provision and choices.

7.4.1 Consultation and awareness

Key to the process of understanding the needs of a wide range of people with differing abilities in our communities is communication and partnership working. It is important to understand the needs of disabled users. Disability Discrimination Act training was given to highways and transportation practitioners in 2004. During 2005 workshops were also carried out for Council and partner organisation highway design and operations staff, along with external partners at district councils, and contractors on the subject of highways infrastructure. These exercises have helped to raise the needs of disabled people further amongst staff who provide highway improvements for them. Such training will continue to be delivered as needs arise to ensure officers consider the needs of disabled users. Whilst consultation with disabled groups takes place on a regular basis further measures have been developed to enhance this, such as those detailed below:

- The County Council has developed a 'public engagement policy' as detailed in section 2.5 (Consultation) and the engagement of all service users (including vulnerable road users) is a key feature of the policy. Vulnerable groups, including disabled groups and disabled service users are consulted on a variety of transport and individual scheme issues
- Ensure that people with a disability are included within public consultation exercises. Consultation on the provisional and final LTP2 has included an extensive range of stakeholders (including those representing disabled groups). In fact 32% of respondents to surveys on the integrated transport measures programme to be included in the final LTP2 considered themselves to have a disability.
- An 'Equalities Impact Assessment' (which has now been succeeded by Service Diversity Reviews) has been undertaken on both the provisional and final second LTPs as part of the consultation
- Local Accessibility Transport Studies aim to improve the local mobility needs of all groups, with a particular emphasis placed upon vulnerable road users (as detailed within section 2.5.5 Future Consultation) Extensive consultation has taken place with disabled organisations in all of the locations where these types of studies (previously MMAAs) have been carried out.
- Public meetings and consultations are carried out at buildings that have access for the mobility impaired.

7.4.2 Physical access and infrastructure

A new non-motorised road user audit system has been put into place and it is intended that it will be used for all highway schemes to ensure that quality standards are maintained for vulnerable road users. It allows for the reasons to be formally documented wherever there is a good reason to deviate from the normal standards or guidelines, but also seeks that measures be put in place to ensure that this does not disadvantage non-motorised road users.

Mobility standards are set out in the Council's Highway Network Management Plan, which have been developed with reference to national standards such as the DfT's 'Inclusive Mobility' and 'Guidance on the use of tactile paving'.

The Council is proactive in constantly upgrading pedestrian provision at junctions for mobility, safety, quality of life and making best use purposes. Access improvements are in progress at signalised junctions, with the upgrading of all sites in the county with full pedestrian green man provision so that they have up to date dropped kerb and tactile facilities. In addition to this, sites with partial and no green man stages are being investigated on a priority basis in order to enhance pedestrian provisions at these locations. Both sets of work help to make access easier, and therefore improve the quality of life, for the visually and mobility impaired.

Budgets are also made available each year for the planned programme of improvements to, and installation of, dropped uncontrolled crossings in all areas of the county. Opportunities are also taken to introduce new dropped crossings as part of highway improvement and maintenance schemes.

In terms of physical environment improvements for disabled users, the County Council intends to continue many of the measures already being implemented during the period of the first LTP. These include:

- The installation of raised kerbs at bus stops (52.7% installed at the end of March 2005). This extensive programme of improvements continues based on priority routes as well as through co-ordinated maintenance programmes
- The continually increasing availability of accessible transport in Nottinghamshire, through grants for operators to modify non-accessible vehicles in order to make entry for wheelchairs easier, ie, through ramps and lowered floors
- Maintaining and improving the pedestrian environment
- The County Council's programme of access improvements at signalised junctions:

  - Phase one comprised the upgrading of existing signal crossing facilities to meet BVPI 165. As of March 2006 all sites fully comply with this performance indicator. This is an example of the County making 'reasonable adjustments' for users as defined under the Disability Discrimination Act
  - Phase two will include reviewing all 47 signal junctions that have no controlled pedestrian facilities. An initial appraisal has been completed for the 19 highest priority sites. Further survey work, feasibility and draft improvement designs must now be carried out, commencing with the top 19 locations, with a view to installing full or partial controlled provision in the future at the top ranking locations
  - Eighty signal locations have partial green/red man provision. Viability work is being carried out with regards to upgrading these to full provision at the locations wherever this is suitable and where the on-site constraints allow

- Assessments and upgrades of all zebra crossings in the county have been carried out to provide paving and dropped kerb heights wherever possible to improve access for mobility and visually impaired people. New crossings will continue to be provided to meet these standards
- Provision of tactile paving at uncontrolled pedestrian crossing points at all locations along distributor roads and on routes to shops/schools. It is also a requirement that all new developments have tactile paving at dropped kerbs

- Existing uncontrolled crossing points are monitored and annual improvements are made to such crossings on a priority basis as budgets allow. For example, tactile paving is added to locations where this has not been present before, or trip hazards and faults caused by wear and tear are addressed
- The County's recent 'Parking Provision for New Developments' document means enhanced standards of disabled parking provision, with at least 5% of all spaces being required for blue badge holders in car parks at sites of employment and 6% or more at shops or leisure locations. Partnership working with district councils on development control matters will help to ensure that these standards are applied across the Plan area
- Access to Council buildings, such as libraries, were assessed in 2003/04. Items such as new ramps, dropped kerbs, and high visibility markings to warn of hazards and handrails have been introduced wherever this requirement was identified. The Council will ensure that access to new Council buildings continue to meet the needs of disabled users
- Accessibility audits are currently being carried out on the rights of way network, giving an insight into the needs of all users (including those whom are blind, partially sighted and those with mobility problems). The audits will be developed into action plans to improve access for all users. Consultation with disabled users is also underway through the rights of way improvement plan. A programme of works will be developed to address the needs identified in the audits, where practical.

7.4.3 Information

As detailed earlier, careful scrutiny of strategy and policy to ensure that the needs of the disabled are not being overlooked is vital, as is the dissemination of relevant information in a variety of forms and media to reach all groups. Information on public transport and highways proposals is available in a variety of formats. These include audio and large print versions of documents. The Council's hotline contact number has a minicom and publicity is available in braille and on tape upon request. Public meetings and consultations are always carried out at buildings that have access for the mobility impaired.

The County Council has developed the TATA (Transport Accessible to All) guide, which was published in 2005. The guide aims to help people, who for reasons of disability or isolation, need to use accessible transport to reach the essential services, lead a more independent and fulfilling life. The guide aims to provide information on a number of public transport services, including social car schemes, minibus schemes, flexible bus schemes and dial-a-ride.

7.4.4 Other issues

Nottinghamshire will be introducing a revised concessionary fares scheme from 1 April 2006 which plays a significant role in helping disabled public transport users to access services they need. The new scheme will offer off-peak travel free of charge.

Accessibility planning techniques will be used to help identify the needs of all vulnerable road users including those with a disability, as well as identifying measures to improve access to such measures and therefore their quality of life. Section 5.6, Accessibility of this document gives further information on the vulnerable road users strategy.

7.5 EDUCATION

One of the County Council's top priorities is to provide an environment that encourages learning and LTP2 will play an integral part in the County Council's strategy to drive up educational attainment and access to quality employment. Education and training has a fundamental impact on the well-being of individuals and affects their ability to secure good quality jobs, their appreciation of leisure and cultural activities, and their health which has a significant impact on the development and cohesion of communities. Access to education and training, as part of the accessibility planning process, forms a cornerstone of this transport Plan and is detailed within chapter 5, Accessibility.

The accessibility planning work will be able to define, over the plan period, those areas of the county that have the greatest problems with educational attainment, skills training and access to employment sites. Measures will be developed to improve access for those communities.

To improve the quality of its educational establishments, the County Council has embarked on a major programme of school rationalisation and renewal in Mansfield and Bassetlaw using the Private Finance Initiative process. The benefits of these new schools are considerably enhanced when linked to good and easy access arrangements with the communities they serve and strong links have been established between education, road safety and transport officers to maximise these benefits.

One of the main ways that quality of life will be improved is by improving accessibility to training sites. Much of this work is detailed within chapter 5, Accessibility, and in the accompanying accessibility strategy, however some of the measures that will be explored and/or promoted during the period of this plan are:

- Travel plans at colleges of further education, including area based travel planning solutions
- Install public transport information kiosks at colleges of further education, including the installation of electronic departure boards for inter-site and the general bus network
- Promote the take-up of cycle training.

7.6 HEALTH

Transport provision affects the way people choose to travel, and the way people choose to travel is closely linked to health. Transport helps contribute towards developing healthy communities and addressing health inequalities, and can therefore help improve both quality of life and life expectancy. The obvious links between transport and health include the fact that around 3,200 people are killed in addition to 31,000 seriously injured each year on UK roads, and traffic levels are one of the predominant factors in contributing towards exceedences of national air quality standards. A 2005 study by the European Commission calculated that poor air quality is thought to result in over 32,000 premature deaths in the UK alone each year.

A Health Development Agency report in 2005 reported that ensuring people have easy access to health facilities and services, leisure facilities, employment, education and healthy food provision can all contribute to preventing ill health. The Government White Paper, 'Choosing Health: Making Healthy Choices Easier' also states that improved access and individual lifestyle choices will result in healthier communities.

It is therefore considered that there are four key areas that transport influences health:

- Improving road safety
- Improving air quality
- Increasing accessibility
- Encouraging more physical activity.

7.6.1 Road safety

The perception of road safety contributes to deterring people from using more sustainable and healthy modes of transport, such as cycling and walking. The use of publicity campaigns to address these pre-conceptions is therefore vital to help people make the change, as well as providing training to help people of all ages cycle and walk safely.

Good progress is being made on meeting the 2010 casualty targets of 40% reduction in killed or seriously injured (KSI). In 2004, when compared to 1994-98 baseline average the number of KSI casualties in North Nottinghamshire has decreased by 17%. Full casualty details and the strategy to meet these targets is detailed within section 3.2, Problems and Opportunities and Chapter 6, Safer Roads of this Plan.

7.6.2 Air quality

Whilst no Air Quality Management Areas have been declared in North Nottinghamshire there is still room to improve air quality across the Plan period. Air quality assessment, monitoring and strategy is detailed within section 3.5, Problems and Opportunities and Chapter 9, Air Quality. The strategy to help manage current traffic levels and stem future traffic growth are detailed within chapter 8, Congestion.

7.6.3 Accessibility

As detailed elsewhere within this chapter, accessibility plays a major role in improving a person's quality of life. In relation to health, this is both in terms of access to services, such as doctor's surgeries, health centres and hospitals, as well as access to leisure facilities that provide healthy activities. Access to these types of services are detailed within Chapter 5, Accessibility.

Access to the countryside

The quality of the local environment is important. However, good access to the countryside is also fundamental for our wider quality of life. Not only will better connectivity between the town and countryside reduce the problems of rural isolation, but it will encourage a healthier lifestyle for urban residents. The natural environment and country parks, with opportunities for sports, recreation and exercise can contribute to health and well-being, tourism and the local economy as well as quality of life. The county's built and archaeological heritage also makes a significant contribution to local distinctiveness and quality of life.

The county has a wide range of significant natural assets with areas such as Sherwood Forest and the Trent Valley. The 'On Trent' initiative has recently underlined the importance of the latter and has drawn attention to the potential of other waterways such as the Grantham and Chesterfield Canals. Wetlands and flood plains, some of which are the product of earlier extractive industries, are key natural assets, which are not only important for wildlife but also offer recreation and economic opportunities.

Details of the developing Rights of Way Improvement Plan are given below.

RIGHTS OF WAY IMPROVEMENT PLAN

All local highway authorities are required (under Section 60 of the Countryside and Rights of Way (CROW) Act 2000) to develop a Rights of Way Improvement Plan (ROWIP) by November 2007.

After the passing of the CROW Act, the Department for Environment, Food and Rural Affairs (DEFRA) required the Countryside Agency to develop best practice guidance for use by all local authorities. In order to achieve this, the Agency identified eight exemplar local authorities to take part in producing pilot ROWIPs from which best practice could be drawn. Nottinghamshire County Council was selected as an exemplar authority and Nottinghamshire's Pilot ROWIP was published and submitted to DEFRA in March 2004.

Links to transport objectives

The ROWIP has clear links with the County's quality of life objectives. One of the three key strands, as stated by the ROWIP statutory guidance, is an assessment of the opportunities provided by public rights of way for exercise and other forms of outdoor recreation and enjoyment of the countryside.

Clearly, any work to enhance the public rights of way network will encourage greater use and lead to improvements in overall health and well-being. The network has a major role to play in quality of life, particularly in areas on the urban fringe.

Overall, the ROWIP and network are intrinsically linked with wider quality of life issues. These include:

- Social inclusion: rights of way are available to use for all; they are free to use and link all members of the community with friends, relatives, services and leisure facilities
- Land use and planning: rights of way contribute to providing an attractive environment to live and work. Corridors are retained and protected providing a relief from development and reclamation
- Environment: rights of way enable users to access and understand both the built and natural environment and their culture and heritage. This is particularly relevant when linking urban centres with the peace and tranquility of the countryside
- Wildlife and biodiversity: not only do rights of way link users with the natural environment, the rights of way network itself provides a green corridor and refuge for flora and fauna
- Education: rights of way provide excellent opportunities for studying both the built and natural environment and they are a very important part of our history and heritage
- Sporting activities: opportunities arise from the use of rights of way for a whole range of sporting activities from jogging, access to water based activities, cycling, climbing and horse riding to motor sport. They are also used for other interests such as bird watching, orienteering, photography and dog walking
- Local economy: visiting the countryside and using rights of way contributes to tourism, and the local and regional economy directly through user spend thus ensuring the viability of local services and employment (particularly in rural areas)
- Health: the use of rights of way through walking, cycling, riding and other physical activities contribute to overall health and well being. The very nature of the countryside enables users to relax, unwind and enjoy fresh air.

Rights of way also serve as functional routes, especially in the urban fringe, and have a role to play in improving accessibility to local schools and other facilities. (For more specific accessibility opportunities afforded by the rights of way network see the Local Accessibility Action Plans within the accompanying Accessibility Strategy).

As part of the ROWIP the Council will identify and enhance routes that link to the wider transport network, with emphasis on the development of linear access, such as former railway corridors and riverside paths and towpaths.

The following list gives examples of potential schemes that will make a significant contribution to the shared LTP2 and ROWIP objectives:

- Trent Riverside Path
- Extension of Silverhill/Teversal Trails
- Other railway lines as part of the strategic multi-use network, for example: Bevercotes, High Marnham, Bilsthorpe, Rainworth, Ollerton and Newark to Bottesford
- Whitewater Bridge, Ollerton.

Partnership working has been key to the success of several schemes. The Council will continue to build upon this. For example, a major £50 million bid and project to set up a regional park in the Sherwood Forest area includes a significant element of improving access for all in Nottinghamshire and importantly, regionally into the surrounding counties. The ROWIP and LTP will play a major part in achieving this.

The County Council will continue to seek to ensure the widest participation in the planning and delivery from all stakeholders. A comprehensive business plan will be developed in parallel with the ROWIP, with particular emphasis on building upon the ROWIP action plan. The provisional key objectives will be worked on in recognition of the key findings from the needs consultation and assessment of the network, and linked with the LTP's shared objectives.

Many of the Council's ROWIP provisional objectives, key themes and actions align with the LTP and therefore assist in delivering wider transport and quality of life objectives. The ROWIP also meets other objectives not directly linked with the LTP, such as wider health benefits and targets, recreational activities (e.g. Sport England objectives) and education through history and heritage. We will continue to work with our partners in achieving these 'other' shared objectives.

In order to achieve these objectives the Council recognises that more resources are needed. However, by working more efficiently and prioritising, working closer with our partners and seeking new funding opportunities, improvements, benefits and best value to all sectors of the society will be possible.   This type of working is already producing benefits.

The production of Nottinghamshire's acclaimed pilot plan, drawing upon best practice (such as adopting York City Council's whole network approach rather than individual routes), guidance and the work completed so far, will ensure that Nottinghamshire produces a productive and forward thinking ROWIP in Spring 2007. This will contribute to the overall LTP shared objectives and prepare this new priority area for full integration into the LTP process.

In order to enable the ROWIP to be implemented in parallel with the LTP a funding contribution will be made from the LTP throughout the Plan period. In Nottinghamshire, £50,000 per year for rights of way improvements and £20,000 per year for signing improvements has been provisionally allocated from LTP funding, in addition to £200,000 revenue funding. Further LTP funding is also available for specific identified schemes during the Plan period. This will be supplemented with bids for external funding from Landfill Tax opportunities and Aggregates Levy funding, as well as important contributions in kind from local stakeholders.

Progress summary

The Council is progressing well towards the submission of its final ROWIP. Consultation on, and amendments to, the pilot plan have been undertaken and a draft of the final version is planned for public consultation in October 2006. Publication of the final Plan is still on schedule for March 2007.

For the purposes of the pilot, a smaller area was identified on which to test a series of principles covering the districts of Ashfield, Broxtowe and Gedling (and therefore stretching into the Greater Nottingham Plan area).

The pilot ROWIP provided a well researched overview of the problems and opportunities for rights of way in three of the seven districts in Nottinghamshire. It also set a framework for the preparation of the full ROWIP by November 2007. A considerable amount of data collection on the condition, use and demand of the network was undertaken. A large number of provisional policy statements and an action plan were identified, which required evaluation and consultation (detailed below) before being taken forward into the full ROWIP.   Some key areas for development emerged from the pilot including:

- More awareness raising about the network
- Better standards of provision on existing routes
- A more connected network
- Safer and more accessible environment for users
- More pro-active procedures for planning and 'definitive map' work
- Better information on user distribution and network conditions.

A Local Access Forum was established in July 2003 as a requirement of the CROW Act 2000 which incorporates a ROWIP sub-group. The role of this consultative sub-group is to advise and make recommendations to the County Council on the development of the ROWIP.

The pilot ROWIP has been very well received by all, including the sponsors of the pilot plan, and a lot of the thought process, layout and policy will be used as the basis for the draft final ROWIP.

The County Council has continued to work towards the development of a full ROWIP for submission by the Government's deadline. Work has focused on five key areas which are detailed below.

1.   Ascertain the needs and demands of different users (walkers, horse riders, cyclists, less able, carriage drivers, motorised users etc.)

During the last year a major consultation exercise was undertaken, consisting of:

- A detailed and comprehensive survey of 14,000 County Council employees, which had a 10% response rate
- A smaller survey, based on the above questionnaire, of visitors attending two major Nottinghamshire public events, resulting in over 500 returns
- Bespoke user surveys aimed at individual user groups (walkers, horse riders, cyclists and recreational motorists) have been distributed widely and subsequently collated from individuals and organisations interested and involved in Nottinghamshire's rights of way network
- A specific 'land manager' survey has been distributed to both members of land owning/management organisations as well as individual farmers. The Countryside Access team attended an agricultural event to gather farmers'/land managers' views and priorities on access
- From the pilot plan it was identified that there is a lack of information on the density and distribution of horses. Consequently, a survey of the number and location of horses in the county has been embarked upon. This information will be used to identify priorities in the bridleway and byway network
- External research specialists have carried out a series of three focus groups (established users, the 'general public' and land managers) on our behalf focusing on a series of access related issues
- The pilot plan has provided valuable data for a particular geographic area of Nottinghamshire and this information will be integrated into the main ROWIP document
- Key trends have been identified from the consultation so far: a full analysis is in progress and the results will form the action plan and policy setting in the full ROWIP. These initial findings have helped us formulate immediate short-term and medium-term plans such as a signing and waymarking programme aimed at increasing user confidence of the network thus providing, for example, viable sustainable transport alternatives, recreational opportunities, healthier lifestyles, greater social inclusion for disadvantaged groups and rural economic regeneration.

It is intended that the consultation process and analysis will be completed by March 2006.

2.   Assess the opportunities provided by local rights of way for exercise and other forms of outdoor recreation and enjoyment of the authority's area

As part of the ROWIP, councils are required to assess their definitive map and statement, requests for improvements, the condition of the current network and assess the wider non-definitive network. The County Council has started this exercise by examining, in detail, four areas in the county and recording the findings on GIS software. The main thrust of this mapping exercise is to examine all current rights of way unsurfaced roads, permissive paths, open access, commons, etc. This will identify a large number of issues; for example, the current state of the network regarding condition, maintenance and missing links; incorrect status of routes; required improvements; the ease of making these improvements; resource requirements; and the nature and extent of barriers – both built and natural. A detailed review of non-definitive access countywide, including GIS mapping is also being undertaken. These exercises will help the Council produce a business plan to roll out for the whole of the county.

Also in these four areas, the Council has consulted in detail on satisfaction levels and work priorities with parishes, parishioners, land managers, borough and district councils and user groups including people with disabilities. This will include the production of a local 'wish list'. This

list will be used not only to make a priority list of improvements but will provide the Council with an example of a structured and costed programme to use as a model for the rest of the county.

The assessment will be taken together with a review of current management, strategies and policies to identify priorities, gaps and missing links in the county's network. The assessment will be finished and completed by Easter 2006. This 'case study' data will be summarised and fed into the main ROWIP document and the full studies annexed. Findings will also be used as part of the proposed business plan.

3. Accessibility of local rights of way for blind and partially sighted people and others with mobility problems

A full accessibility audit has been completed in one of the four network assessment areas. This survey, undertaken by the Fieldfare Trust has given an invaluable insight into the needs of all users in a 'typical' path network in Nottinghamshire. The survey has highlighted the challenges ahead in improving access, through identifying and surveying the natural and built network environment; for example, cross and linear gradients, surfacing, furniture, resting places and rural gateways. The findings will be progressed into an action plan on improving and opening up the countryside to all users. Consultation is on-going with disabled users through individual interviews, organisations and the Local Access Forum, both on wider access issues and on the access audit. This qualitative data will feed into the action plan.

As part of the pilot ROWIP process a detailed policy document on network structures and the Disability Discrimination Act 1995 has been developed. This has enabled the County Council to be more proactive and structured in its approach with reference to the replacement and installation of new structures. The Council will continue to build upon this whereby the provision of the least restrictive option becomes part of everyday work programmes. To complement this, the provision of clear information (to enable someone to make an informed decision of whether to use a particular route) will be enhanced thus promoting confidence and independence. The Council's ROWIP consultation process on the needs of the network identified this of being of particular importance in enabling 'an access network for all'.

4. Reviewing the relationship of the ROWIP to plans, strategies and other documents

In the pilot plan the Council emphasised the importance of the ROWIP in picking up key themes and complementing the aims and objectives of existing plans and strategies. The Council will continue to build upon this work and ensure the integration of the ROWIP into wider polices and plans (nationally, regionally, county and district, and parish and community).

5. A review of existing internal policies

The Council will keep under review its existing policies relating directly to rights of way areas of work such as those regarding motor vehicles in the countryside, Disability Discrimination Act policy in relation to stiles and gates and crime and rights of way.

High level statement of policies and objectives for improving the rights of way network

As part of the pilot ROWIP 18 policy statements were drafted: 11 relating to network improvement, six to network users and one on supporting partnerships. The policy statements are detailed in nature and will form the basis of the first draft of the full ROWIP which will be subject to consultation in 2006.

The objectives of the ROWIP recognise the Council's statutory duty to assert and protect the rights of the public to use and enjoy the public rights of way network, and to maintain an accurate and up-to-date definitive map. The full ROWIP also needs to recognise the interests of agriculture, forestry and other land occupiers in the management of the public rights of way network.

The provisional key objectives of the full ROWIP are:

a. To protect, maintain and seek to enhance the network for all lawful users
b. To improve access to the network for all, including those with visual impairment or mobility problems, by adopting the principle of the least restrictive option
c. To improve the safety and connectivity of the metalled road and rights of way network
d. To increase awareness of the network and the understanding of the wider benefits arising from its use, such as leading an active and healthy lifestyle, and making a positive contribution to the local economy
e. To ensure that both the LTP and ROWIP complement and assist each other in the delivery of their common objectives
f. To provide a complete and up-to-date definitive map and statement, with particular reference to map anomalies and the 'Lost Ways' project.

Table 7.2 below sets out some provisional actions included in the pilot ROWIP (and likely to be included in the full ROWIP) and an indication as to which provisional objectives they link to.

Actions	Objectives					
	√√ = direct link √ = indirect link					
	a	b	c	d	e	f
Network Maintenance						
Signing and waymarking	√√	√	√	√	√	√
Structures	√√	√√			√	
Surfaces	√√	√√			√	
Ploughing and cropping	√√	√√				
Enforcement	√√	√√			√	
Network Enhancement						
Disabled Enhancement	√√	√√	√	√√	√	
New and enhanced routes	√√	√√	√		√√	√√
Road safety and connectivity	√		√√		√√	√
Planning and development	√√	√√	√	√	√√	√
Transport interchange / gateways to countryside paths and sites	√	√√	√	√√	√√	
Network Awareness						
Publicity and promotion	√√	√√	√	√√	√	
Information on the accessibility of routes 'for all'	√	√√	√	√√	√√	
Definitive Map						
Up to date	√√		√		√	√√
Up to date information conveyed to external agencies	√	√	√	√√	√	√√
Ensure users / landowners are confident regarding legal status	√			√	√	√√
Lost ways	√		√	√	√	√√
Partnerships						
Land occupiers / farmers	√√	√	√	√	√	√√
Parishes	√	√	√	√	√	√√
Internal colleagues	√√	√√	√√	√√	√√	√√

Other public and private bodies	√	√	√	√	√	√

Table 7.2 Provisional actions included in the pilot ROWIP

7.6.4 Encouraging physical activity

The health community has particular priorities associated with tackling health inequalities, obesity and coronary heart disease. The LTP offers a significant opportunity to contribute to meeting these health priorities and other objectives through measures to promote cycling and walking, increase accessibility to health establishments, and reduce congestion, air pollution and accidents. Transport's main contribution towards people undertaking more physical exercise is a two-pronged approach, promotion/marketing and infrastructure.

The first LTP began to address the dominance of the car in provision of road space, with greater emphasis being given to cyclists and pedestrians, and this is something LTP2 hopes to build upon. The provision of safer walking and cycle routes will create more opportunities for people to exercise with new facilities providing the basis for a more active lifestyle and creation of safer communities.

The continued development of walking and cycling networks includes traffic free routes attractive for promoting physical activity, which will be implemented and improved over the Plan period. Extensive sections of canal towpath have been upgraded to form high quality cycle and pedestrian routes and it is envisaged that the links to the wider network will be improved during the course of LTP2 (Figure 7.1 shows the current national and regional cycle network in Nottinghamshire).

The continued provision of highway infrastructure to enable people to cycle and walk, as well as ensuring the rights of way network is available, offers further opportunities to encourage people to lead more healthy lifestyles. This work will also help deliver wider health benefits and targets as well as those aimed at recreational activities, such as Sport England's objectives.

One of the key benefits of the County Council's initiative to improve the environment has been the provision of better quality and safer public open spaces, which also encourage healthy activity. Under the Building Better Communities programme, which specifically targets the most deprived wards in the county, major investment in urban parks and amenity areas has taken place around the county which have been integrated with transport programmes. Examples of this successful partnership can be found at Harworth, where community 'planning for real' exercises identified the need to develop Snipe Park as a hub for recreational activity as well as an important route to school for local children, which in turn encourages children to walk to school.

To complement the development of infrastructure, promotion and marketing of physical exercise will be undertaken. The Council already works in partnership with organisations, such as primary care trusts and the Obesity Strategy Prevention Steering Group to promote healthier lifestyles and travel choices, and this work will continue during the lifetime of this Plan.

Whilst the Council has been a partner in setting up health linked programmes, such as adult cycle training courses in partnership with primary care trusts, much of this work has been developed through effective travel planning.

The implementation of workplace travel plans is a key tool in improving the health and well being of the workforce, and the new LTP will seek to build upon the existing schemes in place, which currently cover around 10% of employees. Travel plans help raise awareness of sustainable alternatives to car trips and promote the benefits of walking and cycling to work, helping to improve levels of fitness through the encouragement of cycling and walking.
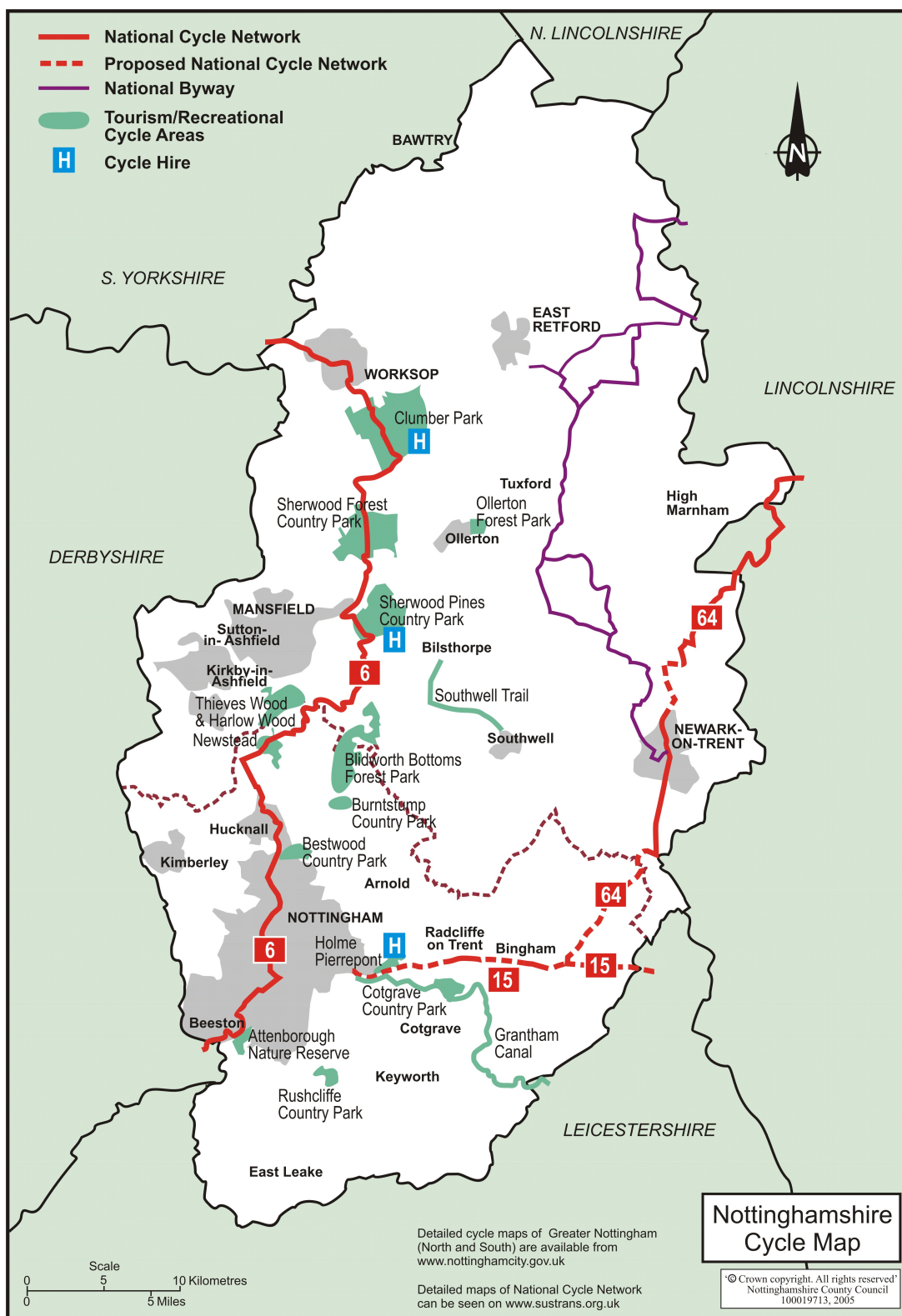
Figure 7.1 Cycle network in Nottinghamshire

TransACT partnership funding can further influence this by providing on-site infrastructure such as changing and storage facilities for those who walk or cycle to work. The Smarter Choices programme of work will continue to offer opportunities to help address health issues through the development of plans as well as active travel campaigns carried out to support national campaigns such as 'National Bike Week' and local campaigns such as the 'Walk Week' which is carried out in conjunction with 'Walk to School Week'. The opportunity to carry out local active

travel campaigns is also likely to feature as part of LATS. The smarter choices programme of work also plays an active role in Nottinghamshire's Obesity Prevention Strategy through membership of the Obesity Strategy Prevention Steering Group.

Similarly school travel plans play a vital role in encouraging children to lead more healthy active lives. Plans are even more effective when they are developed in conjunction with the 'Healthy Schools Initiative' and therefore schools are encouraged to develop the links between the two initiatives jointly whenever possible.

The County Council is also currently investigating the feasibility of adopting a similar marketing concept to the Greater Nottingham Plan area's 'Big Wheel' branding in North Nottinghamshire. Whilst any such branding would be associated with all modes of transport, it could be utilised to convey the importance of the link between the way people travel and health benefits.

More detail on Smarter Choices is detailed within Section 8.2 of the congestion strategy.

The amount of exercise undertaken by the Nottinghamshire public will continue to be monitored through the personal travel survey to be undertaken towards the end of the Plan period and via Sport England's Active People Survey.

7.7 PHYSICAL ENVIRONMENT

The attractiveness of the physical environment plays a vital role in creating sustainable communities, thereby reducing the need to travel, and the County Council's Highway Design Guide and Sustainable Develop Guide detail the standards that are required of developers so that they provide high-quality spaces for people, that are not dominated by motor vehicles.

By making town centres, other shopping areas, residential streets, and rural roads places for all road users, the quality of life in these areas can be greatly improved. Making better provision for walking and cycling facilities can also contribute to wider objectives such as improving community health. The County Council has therefore invested substantially over recent years in supporting environmental improvement programmes that have benefited the centres of Mansfield, Kirkby in Ashfield, Newark, Retford, Southwell, Tuxford and Worksop.

The County Council recognises that the design and maintenance of public transport infrastructure (e.g. bus stops and shelters, stations and interchanges) are also important in improving perceptions of the ease, security and comfort of travelling by public transport to deliver the congestion, pollution, accessibility, and safety benefits of increased public transport patronage. Consequently there is a programme to upgrade all bus stops in the county (as detailed within the accompanying bus strategy) and the provisions of improved interchanges are included within this document in both the major and minor schemes detailed in Chapter 12, Five year Programme.

7.7.1 Building Better Communities

The Building Better Communities (BBC) programme aims to invest around £25m of Council funds between 2004/05 and 2008/09 in the county's built environment. The initiative will concentrate on physical improvements across the county with an emphasis upon the more deprived wards.

The first year of the project was in 2004/05, with 240 schemes being delivered and 85% of the spend being in the top 25% of deprived wards (based upon Indices of Multiple Deprivation 2000).

Requests for schemes are invited annually on a 'ground up' basis from parish councils/community groups which then need to be endorsed by the local County Council Ward Member to be considered for inclusion in the programme.

Funded projects in 2004/05 were prioritised against the following criteria:

- Maximum impact on improving the appearance of the area
- Impact upon social disadvantage by providing community benefits
- Ease of completion
- Ability to lever in additional funding
- Satisfying a long standing or community defined need.

In addition, requests are taken through a cross checking process that looks at the added value and integration that can be achieved if maintenance issues, transport measures, health and education benefits and additional grant funding bids are packaged together.

There are several examples of BBC and LTP programmes being matched to achieve added value and broaden the extent of the proposals, such as:

1. Carlton Hill Shops. This scheme has been jointly funded through BBC and LTP. The project involves an environmental improvement outside a parade of shops adjacent to an area that benefited from an improvement scheme during the late 1990s. Dropped kerbs were provided and high quality paving materials used to link the shops to the remainder of the shopping area. The improvements have been very well received and have reinvigorated this local shopping area. Upon completion the project was badged as the 300th completed BBC scheme and had good media coverage.

2. Sherwood Drive, Ollerton. Funding for this £300,000 project has been contributed from four different sources demonstrating the cross checking procedure to best effect. The project is essentially an environmental improvement scheme using high quality materials and incorporating widened footways, new street furniture, taxi and loading bays and a dedicated cycle route. Funding for this scheme was made of contributions from: Sub Regional Strategic Partnership (SSP) £95,000; Developer Contributions £60,000; BBC £70,000; and Local Transport Plan £75,000.

More generally, measures will be developed to:

- Enhance the attractiveness, appearance and safety of 'rural' towns and villages to ensure that they are attractive to both businesses and the community. This type of work can be supported by a complementary range of measures within LTP2 such as improvements to pedestrian, cycle and bus facilities
- Target urban areas of deprivation to complement the work of the 'Neighbourhood Renewal' initiatives. These areas, 5 in Mansfield and 4 in Ashfield, have been identified by Central Government as being within the top 10% of deprived wards in the country. Although additional Government funding has been ear-marked for these wards, the County Council is expected to use its existing budgets to provide additional help. This new capital fund will help to complement this process and can be linked to a prioritisation of measures from the LTP2 programme. An example of where this approach has already been effective is in Warsop. The re-shaping and regeneration of the town centre is complementing the 'Making Places' work on the adjacent Royal Estate (one of the Neighbourhood Renewal Area target wards). Substantial community partnership work has already taken place to develop an agreed programme of works that is now being implemented
- Address areas of special need in the county e.g. Worksop with its recent history of job losses. The Bassetlaw Task Force Group has identified a number of economic measures required to stimulate local regeneration. One of the key economic drivers in Worksop has been identified as the town centre. Marrying LTP2 and BBC measures together to support, for example, the Townscape Heritage Initiative, could be used to revitalise run-down retail areas. This approach may also be appropriate for encouraging the redevelopment of under-performing town centre areas such as the 'White Hart Street' area of Mansfield
- Improve environmental awareness throughout the county to reduce waste, energy usage and unsustainable transport
- Integrate accessibility planning analysis, local transport needs studies and economic health-check surveys, to establish appropriate master plans and action plans for towns and villages. Community involvement in this process is essential, together with the support of the local planning authority.

Flexibility to ensure deliverability is retained in the BBC programme by approving a greater number of schemes for implementation in each year than can be delivered. A number of approved schemes are identified for delivery in the subsequent year and these make up the 'front end' of that subsequent year. Should it be necessary to identify additional projects to be built at any time, schemes can be accelerated forwards from this pool awaiting delivery. This ensures a full budget spend annually.

7.7.2 Maintenance

Effective maintenance of the Council's existing assets will play a major role in providing a good quality of life, not only in terms of helping improve accessibility but also in terms of the physical environment. The County Council's strategy to deal with such issues is detailed within chapter 11, Making Best Use.

7.7.3 Heirarchy

An important factor in improving pedestrian routes is a clear road/street hierarchy. The Council's obligations under the Network Management Duty and emerging road user hierarchy (as detailed within Chapter 11, Making Best Use) will help to develop such a hierarchy. A consistent approach to paving, lighting and street furniture provision helps create a sense of place and confidence for unfamiliar users. Government guidance promotes the undertaking of route audits and these are carried out by the County Council as a means of identifying deficiencies that are dealt with through the Council's footway programme to improve discontinuous routes. Such routes will help ensure people feel safer, and through improved lighting, clearer sight lines and slower traffic, are safer, fulfilling the Council's obligations under section 17 of the Crime and Disorder Act 1998.

7.7.4 Housing

Whilst the provision of housing is largely out of the County Council's control, close partnership working with district councils in the development of local plans and on new developments helps to ensure that they are located with good, sustainable transport links. Sensitive but effective control of land use planning is vital in delivering a successful sustainable development strategy and consequently 'sustainable communities', and more detail on this is included within the strategy to manage congestion in Chapter 8.

7.7.5 Waste

The effective disposal of waste is vital in delivering a good quality of life. The County Council's strategy for dealing with waste is detailed within its Waste Local Plan which can be found on the County Council's website http://www.nottinghamshire.gov.uk and is set within the context of the Nottinghamshire Structure Plan Review. The Plan sets out the policy framework for dealing with future waste management proposals and identifies a range of possible future sites.

7.7.6 Landscape and Biodiversity

The effects of transport on the environment, landscape and biodiversity, including wildlife, is assessed within the Strategic Environmental Assessment (SEA), which accompanies this Plan. A summary of the SEA can also be found in Chapter 9, Air Quality. Consultation and close working with the Environment Agency/English Nature on individual scheme selection (including new, renewal and maintenance schemes) and design will also help to protect wildlife from the effects of transport.

Landscapes can make an important contribution to the quality of life of local communities. Not only do they play a role for their natural beauty, but they also offer opportunities for outdoor recreation thereby encouraging physical activity and improving health. The County Council consult local communities and stakeholders on all its policies and schemes, including the impact

they may have on the landscape and biodiversity. These impacts can usually be mitigated through careful, sympathetic design, and this is particularly important within conservation areas, and other rural areas to ensure that they do not increase the urbanisation of the countryside.

When designing all sizes of schemes a variety of alternative schemes are explored to ensure that environmental (as well as other) factors are considered as part of the design process. For example, when designing town centre improvement schemes in Newark and Southwell, the historic landscape of these towns was a major consideration. Similarly, the Council is currently reviewing its cycle design guide, in particular the provision of cycle facilities in rural areas, to ensure that they are suitable for the rural environment. On the MARR major scheme many environmental considerations were made including provision of crayfish ponds, culverts for badgers, water vole protection of riverbanks and planting of wild flowers.

The Council has designated 25 'notified road verges' as species rich requiring special management. These sites are maintained in separation to the remaining highway verges, and 'hay meadow management' is undertaken to maintain their natural environments. In addition to this there are numerous 'sites of importance for natural conservation' across the county and the Council is reviewing the way that these verges are maintained.

7.8 COMMUNITY AND PERSONAL SAFETY

The creation of safer and stronger communities is an integral part of the Council's Community Strategy. Transport has an important role to play in tackling crime and improving personal security. Section 17 of the Crime and Disorder Act 1998 created a duty on local authorities to take account of community safety in all areas of their work and this is reflected in the LTP. It includes crimes committed by motorists, individuals on public transport and in terms of people feeling safe whilst using the highway.

The County Council acknowledges that crime and fear of crime is one of the top areas of concern for many of its communities. The Council will therefore continue to work in partnership with district councils, the Police, the local community and other key partners to identify and help fund appropriate measures.

Fear of crime on public transport

Crime and fear of crime on public transport is a major constraint in encouraging people to use more sustainable modes of transport. A DfT study in 2004, 'People's perceptions of personal security and their concerns about crime on public transport' envisaged that effectively introducing measures to enhance personal security would result in a 12% increase in journeys.

To fully address this problem all elements of the public transport journey will be investigated including the walk to and from a bus stop, the wait at the bus stop and the bus journey itself. Similarly measures will be put in place to address such shortfalls, for example improved street lighting, improved waiting infrastructure and CCTV on buses.

Safer Environment

Poor quality public spaces and traffic-dominated environments (such as lack of lighting and poor urban design) can result in people feeling disorientated, isolated, intimidated and unsafe. Investment in measures to address such things are included below and also within section 7.7 of this chapter.

Traffic violations

The Council works in close partnership with the Police to try and ensure effective traffic enforcement. Enforcement of static and moving traffic violations will, however, be considered in due course as part of the County Council's developing decriminalised parking enforcement strategy (which is detailed within Chapter 11, Making Best Use).

7.8.1 Measures undertaken to reduce crime and fear of crime

A range of measures are undertaken to reduce transport related crime and fear of crime to meet the Council's Strategic Plan and transport objectives. These measures include:

- Improvements to street lighting in areas where there is a record of crime or perceived fear of crime. During 2005/06 £50,000 of Council funding (in addition to £100,000 of external funding) was spent on these schemes in North Nottinghamshire and this amount has also been allocated for 2006/07. These schemes are generated by reference to public concerns and crime statistics. In addition partners provide matched funding in some areas. Financial contributions to this work have been received from the Neighbourhood Renewal Fund and the County Council's Building Better Communities initiative
- Continued partnership working with district councils, parish councils, crime and disorder reduction partnerships, local businesses and the Police to enable CCTV to be installed on the highway and on highway infrastructure where technically possible. Temporary CCTV cameras installed on suitably converted lighting columns have been employed by the police to target crime hotspots. Most town centres have CCTV installed or proposed and these cover identified routes between key facilities. Networks will be encouraged where possible on routes covered by CCTV
- Improved security associated with public transport, such as the use of CCTV on buses, improved lighting at bus stops and the use of CCTV in taxis
- Where appropriate, crime is designed out of all transport infrastructure, for example, open bus shelters
- Partnerships to reduce town centre violence
- Working in partnership with district councils to introduce secure cycle parking. In Mansfield stands covered by CCTV have been built in a town centre car park that is very close to the shopping area. Additionally secure stands have been provided at the Water Meadows Centre a public facility that previously had no cycle parking
- The introduction of procedures to close or divert footpaths and rights of way on crime and reduction grounds, under Section 118/119B of the Highways Act 1980. The agreed protocol identifies closure as a final measure. Initially the local Crime and Disorder Partnership will consider any options to reduce criminal behaviour in the area
- The statutory duty to consider crime and disorder in all that it does under the Crime & Disorder Act 1998, Section 17 is recognised within the Council's Cross-Service Road Safety Plan 2003-2010, and the Plan has a clear emphasis on speed reduction measures
- As part of the Town Centre Management Partnerships, the establishment of community safety wardens in town centres such as Mansfield
- Integration audits undertaken to identify improvements to links between bus and rail stations, bus stops and cycle and walking routes. Improved security is a key element of this process
- Help points at rural rail stations in Nottinghamshire have been installed by Central Trains as part of a rail quality partnership
- Addressing vandalism issues on the railway. In partnership with the British Transport Police and Railtrack, a series of crackdowns on vandalism and trespass on the Robin Hood Line have been carried out, including an ongoing monitoring process
- Replacing subways with other appropriate forms of crossing (in line with recognised good practice)
- Responding to local concerns, such as 'stranger danger', which may arise from reports from the public or in the preparation and implementation of school travel plans.

7.9 NOISE LEVELS

The UK National Noise Attitudinal Survey 1999/2000 undertaken by BRE for DEFRA surveyed the community response to environmental noise, involving over 5,000 respondents. Of the respondents 84% heard road traffic and 40% were bothered, annoyed or disturbed by road traffic to some extent.

In 2001 the Government published its consultation paper 'Towards a National Ambient Noise Strategy' which recognised the EU policy that was being developed and proposed a phased approach to its implementation.

Phase one (2001-2005) aimed to establish the ambient noise climate in England as well as the adverse effects of ambient noise, paying particular regard to the quality of life. It also aimed to establish the techniques available to improve the situation where it was bad, or preserve it where the situation was good. Phase two (2004-2006) aims to evaluate and prioritise options for action in terms of costs and benefits. And in Phase three (2007) the Government will agree the necessary policies to move towards the completion of the National Ambient Noise Strategy.

The County Council will consider the implementation of Government's noise strategy when it has been defined. Wherever possible, particularly as part of major transport projects and planned structural maintenance, 'quieter' surfacing materials and techniques are used to minimise and reduce noise. Planning policies also seek to protect occupants in noise sensitive developments from traffic noise, by design or insulation, to achieve recommended internal noise standards.

Nottinghamshire County Council will continue to be represented on the Air Transport Forum for Robin Hood Airport Doncaster Sheffield, which includes a noise monitoring sub-group to oversee the impact of noise by aircraft movements, including freight, on the local community. The County Council is also keen to input into any noise assessment where freight traffic is a primary cause for concern.

The County Council will review its current policies on environmental weight restrictions to minimise the flow of heavy goods vehicles (HGVs) in residential areas where possible. The Council recognises that a number of towns and villages in the Plan area have long standing aspirations for bypasses for their communities to reduce nuisance from intrusive levels of traffic. It has not been possible to include many of those plans in this LTP, however the Council intends to review those schemes to see what low cost traffic management measures could be introduced to reduce nuisance.

The LTP has a major role in reducing and preventing the severance of communities. Substantial elements of the transport strategy detailed within the Plan play a part in reducing severance of communities, for example through strategies to improve accessibility, regeneration, improve real and perceived road safety dangers, reduce congestion and through direct measures such as the provision of infrastructure to remove severance, provision of services within communities, and provision of information to make smarter choices.

8. CONGESTION

Congestion has an impact on several of the LTP's other priorities, such as improving accessibility, air quality and health, regeneration, quality of life and making best use of the existing network (particularly in relation to the Network Management Duty). It is therefore essential that current levels of traffic are managed effectively and that congestion does not become a problem in the future. As such the strategy to deal with congestion will focus on continued monitoring of traffic levels and the provision of both demand-side solutions and supply-side solutions to restrain traffic growth (as detailed within Chapter 8 of this Plan). This pro-active approach to congestion management will hopefully prevent increasing traffic volumes to significantly worsen and cause congestion.

Managing and addressing existing traffic levels, as well as the impact congestion has on other objectives, therefore places a great importance on delivering the strategy detailed within this chapter. The Authority will proactively manage congestion so as to prevent congestion issues becoming more serious in the future despite the predicted growth in traffic levels. Consequently, to address, manage and restrict current and future congestion levels, resources will continue to be aimed at monitoring existing and future problems as well as delivering the Council's congestion strategy. This strategy looks to address both existing and predicted congestion/traffic growth across the whole Plan area as well as to help meet the various other priorities detailed within this Plan.

Where necessary, additional resources will be allocated to reducing congestion at known hotspots, particularly where this congestion also has a detrimental impact on public transport services. Where localised congestion does exist and is also being flagged up as an additional concern by bus operators for service reliability issues (or through the Bus Punctuality Improvement Partnership), added weight will be given to these localised problem sites. It is recognised that congestion should ideally be measured by person delays and not vehicle delays. This information is not currently available within the Plan area but, the County Council is currently investigating the most appropriate method of collecting this data (as detailed below).

8.1 POLICY MEASURES AND PROGRAMME

The emphasis of the LTP strategy will be to manage existing and predicted traffic levels to prevent congestion occurring, making the most efficient use of the existing transport network and ensuring that air quality remains within exceedence parameters.

Although not anti-car, the County Council intends to manage congestion by reducing traffic growth and the need to travel, and by encouraging greater use of public transport, walking and cycling across the whole Plan area. Traffic management improvements will be undertaken where possible and targeted engineering improvement measures will be made to make the network more efficient. The County Council will work to ensure that transport supports economic progress by providing the infrastructure to move people and goods efficiently.

The five-year programme of schemes will include a balanced mix of demand-side solutions, such as travel plans, land use planning, and decriminalisation of parking, as well as supply-side solutions, such as intelligent transport systems and improved public transport, cycling and walking facilities, as highlighted in table 4.2.

In order to ensure that our programme is able to respond to changes in congestion levels during the course of the five-year Plan, regular monitoring of vehicle flows along the radial routes of each of the main district centres of Mansfield/Sutton-in-Ashfield, Newark, Retford and Worksop will be undertaken.

The County Council is also currently investigating the most appropriate method of gathering statistically robust data for the purpose of measuring actual journey times. It is in discussion with companies offering data derived from in-car GPS equipment, but it is too early to know whether this data will be available in a form that will enable suitable monitoring. If, however, this proves not to be the case, the County Council has its own in-house data collection team

that will be used to undertake journey time surveys using the floating observer method as undertaken previously. If considered necessary to spread the workload it is likely that each town will be surveyed every other year and that the towns will be split into two groups.

If, during the course of the five-year Plan, it is felt that congestion levels have deteriorated, or potentially could in the future, to the point where the setting of specific congestion targets will provide an appreciable benefit, the County Council will review its position. It is anticipated that any future congestion target will apply only to the sub-area affected.

The County Council has policies in place (originating in various departments, teams and sections) that are monitored and reviewed regularly to ensure that they meet the requirements of the LTP. The impact that policies have on congestion, as well as their contribution to meeting the traffic level targets are therefore considered as part of this process.

Land use planning

Sensitive but effective control of land use planning is vital in delivering a successful sustainable development strategy and consequently 'sustainable communities'. If and where it is possible to cut out congestion at source, by removing or reducing the need to travel, this is preferable and more beneficial than dealing with the problem as and when it has occurred – thus land use planning is imperative to the Council's overall aims. The County Council will, through control of land use planning, seek to deliver the three aims of the Regional Transport Strategy (RTS) in a manner which also supports economic progress and the efficient movement of people and goods:

- Reduce the need to travel and traffic growth
- Promote a step change in the level of public transport
- Only deliver highway capacity when all other measures have been exhausted.

Nottinghamshire and Nottingham Joint Structure Plan

The most important influence on achieving sustainable land use planning is the location of development. To ensure development is located appropriately the Joint Structure Plan (JSP) reflects the Regional Spatial Strategy (RSS) by requiring a sequential approach to site selection. This encourages the development of 'brownfield' or previously developed land in urban areas before 'greenfield' land. The JSP policy on sustainable development will influence site selection as local planning authorities update their local plans and/or move to Local Development Frameworks (LDF). The County Council has developed close partnership working with the district councils which will be continued throughout the development of the LDFs.

The JSP requires all new development to work towards the principles of sustainable development. The County Council will promote sustainable development through adopting the sequential approach to the location of development set out in RSS and by encouraging:

- A range of quality employment land to promote economic growth and appropriate employment opportunities; residential development of a type and in locations which meet the needs of the community
- An integrated transport network to support new development whilst reducing the need to travel, especially by private car
- A range of services and facilities to support business and to meet the needs of communities
- As a priority, development to improve the economy, services and environment in disadvantaged areas and those with high levels of social need.

8.2 DEMAND-SIDE SOLUTIONS: REDUCING THE NEED TO TRAVEL

8.2.1 Car parking

The control of car parking has an impact on all Government and locally determined shared priorities detailed within this Plan as it is an important influence on modal choice. In fact, PPG 13 says that, "the availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of car parking can be more significant than levels of public transport provision in determining means of travel." In response to this the County Council revised its parking standards for new developments in line with the RTS in May 2004 and will continue to keep the standards under review. Parking restraint, as a method of encouraging modal shift, will be greatly assisted by the implementation of 'Decriminalised Parking Enforcement' (DPE), which allows the County Council to manage on-street parking. The County Council is looking to implement DPE in 2007 (and this is detailed further within Chapter 11, Making Best Use).

Integrated Parking Strategy

Parking provision and enforcement in town centres has a particularly important role to play in demand management. The County Council and district councils are working in close partnership to introduce parking enforcement which will have a significant impact on the use of parking in Nottinghamshire and will consequently allow the effective development of further co-ordinated policies to influence parking and travel patterns. Such policies complement and support land-use policies designed to reduce the need to travel.

The County Council has a range of policies relating to parking, including:

- On-street parking restrictions (including cars, cycles, motorcycles and taxis)
- Public off-street parking
- Parking provision for new developments
- Park and Ride
- Cycle and motorcycle parking.

The County Council are also currently developing further enhancements to the above to cater for the proposed decriminalisation of car parking in the county. Policies currently being developed include:

- Decriminalised Parking Enforcement
- Extended controlled zone parking
- On-street pay and display.

Within these policies particular emphasis is given to the guidance in PPG13 (Transport) and PPS6 (Town Centres). The guidance seeks to balance demands for parking in ways which maintain the economic viability and attractiveness of the town/district centres, whilst helping to reduce congestion and encourage sustainable travel patterns consistent with the aims of the Joint Structure Plan and the emerging Regional Transport Strategy for the East Midlands.

A balance between on-street and off-street parking facilities is required to ensure the vitality of town centres, recognising the need for using the car whilst encouraging the use of alternative modes. Each town centre will be assessed individually as part of ongoing Decriminalised Parking Enforcement, town centre master planning and LATS.

On-Street Parking Restrictions

On-street parking restrictions serve two purposes - reducing obstructions to pedestrians and other road users; and by reducing parking supply, thereby providing an incentive for car users to consider other modes. Indiscriminate on-street parking is tackled by a combination of simple waiting restrictions, controlled parking zones and/or residents only parking, as appropriate. Peak period parking and loading restrictions are also introduced on key routes to maximise the

efficiency of public transport and to help meet the Network Management Duty, reduce congestion and thereby help improve air quality. The criteria for the introduction of these are detailed in the County Council's Traffic Regulation Order Manual.

Public off-street parking

Public off-street parking is heavily influenced by parking charges, and the County Council encourages the district councils to adopt charging structures in their car parks to work in tandem with on-street restrictions to favour short-term parking. In addition, the aim is to progressively increase charges for longer term parking in parallel with development of alternatives to the car. The overall approach is consistent with the advice given in PPS6. The application for DPE powers will include off-street car parks to ensure cost-effective enforcement that is readily understood by the public.

Parking provision for new developments

Based upon advice contained within PPG3 (Housing), PPG13 (Transport), RPG8 (Regional Planning Guidance for the East Midlands), and the Joint Structure Plan (2004), as well as County Council policies, a guide for developers on parking provision in new developments has been produced - 'The Sustainable Developer Guide for Nottinghamshire'. The guide was produced in conjunction with the district councils so that it could be used as a basis for development control by planning authorities.

The overall aim of the guide is to ensure that developers fully consider the implications of parking and the positive effects this can have on other modes of transport. Although the guide gives details of national, regional as well as local maximum parking provision, it stresses that these figures are not targets, and that developers should seek to provide the appropriate provision for the location of the development.

The guide promotes alternative modes of transport and the introduction of measures such as travel plans so that a much reduced parking provision can be successfully introduced, although on-street parking restrictions may be required to ensure that the potential for overspill is minimised. It is hoped that the guide will also, by encouraging non-car modes of transport, ensure that road safety problems are not created by overspill car parking.

To help developers consider these issues, the guide includes an innovative Transport and Parking Appraisal in which the developer can detail how non-car modes of transport (as well as car sharing) are to be encouraged/included as part of the development.

Park and Ride

High quality park and ride facilities associated with efficient public transport services have proven successful in attracting car users to use public transport for at least part of their journey. They improve accessibility of urban centres and contribute to reducing traffic on congested radial routes.

The County Council therefore considers the development, and use, of park and ride facilities in appropriate locations to reduce car borne journeys into the principal urban areas and along strategic corridors. It is also recognised that the provision of well designed and accessible park and ride facilities can reduce the need for long-stay public car parking in urban areas, whilst maintaining the competitiveness of urban town centres.

Cycle parking

Cycle parking at town centres and passenger transport interchanges is provided on an area wide priority basis as part of the integrated parking strategy, along with adequate directional signing to these resources. A balance of short-term, visible parking and longer term secure parking are provided depending upon the type of journeys likely to the particular destination. The standard of cycle parking provision is detailed within the County Council's 'Cycle Design Guide'.

Cycle parking and storage facilities are also often a key feature of both workplace travel plans and school travel plans. Provision is also encouraged at other key attractors such as leisure facility sites.

Decriminalised Parking Enforcement

The County Council recognises that there are considerable traffic management opportunities offered by Decriminalised Parking Enforcement (DPE). Many of the initiatives detailed within the LTP, such as bus priority schemes cannot be achieved without the effective enforcement of supporting Traffic Regulation Orders (TROs). Having previously commissioned a detailed financial model to calculate the implications of DPE in Nottinghamshire, the County Council is now working in close partnership with the district councils to deliver an enforcement regime that is acceptable and economically viable to all parties. It is anticipated that enforcement will be managed locally but under a central contract which will give the joint benefits of local knowledge and flexibility together with the consistency a central contract can offer. A single ticket processing centre is also being proposed which will provide economies of scale and ease of operation. Close liaison and consultation is ongoing with Nottinghamshire Police, the Highways Agency, neighbouring authorities and all other interested external parties.

In introducing DPE, the County Council is actively exploring national examples of best practice to ensure that the transition is effectively and sensitively realised. Large scale public consultation and information will commence in the months prior to the start date to ensure the public are fully informed of the change to the enforcement regime. More details of this process are included in section 11.7 of Making Best Use chapter.

Extended controlled zone parking

The introduction of DPE is anticipated to alter the existing pattern of parking around town centres and to counteract this the County Council is actively considering the re-introduction of residents parking schemes to prevent any displaced parking. Such schemes effectively protect residents from the inconvenience of commuter parking whilst allowing the Council greater control over parking patterns.

On-street pay and display

The Council is financing a study to report on the feasibility and implications of introducing on-street 'pay and display' in selective town centres which, if viable, should financially assist DPE and improve the understanding and availability of town centre on-street parking. It is hoped that with effective enforcement of on and off-street parking and protected residential areas there will be the opportunity to encourage modal shift amongst commuters to town centres. In turn, the availability of short-term parking for shoppers will improve, thus assisting the retail trade. The control of new parking attendants can also help ensure that a consistent approach to enforcement can be achieved.

Developer Contributions

The increased emphasis on re-using 'brownfield' land places more stress on overcoming constraints to development such as a lack of infrastructure and/or access problems. Developers are required to meet the costs of access and infrastructure directly relating to the development in question. However, to seek to hasten modal shift, an 'Integrated Transport Measures and Developer Contribution' policy is in place whereby financial contributions are collected to support LTP schemes promoting walking, cycling and the use of public transport in the vicinity of the development. This policy has already been incorporated into a number of local plans and the County Council will press for its inclusion in emerging Local Development Frameworks (LDFs). The County Council will continue to develop this policy to seek to maximise developer contributions.

The Planning and Compulsory Purchase Act 2004 has introduced radical change to the planning system. The County's emerging 'Accessibility Strategy' will inform the LDF process by identifying the level of accessibility in the various parts of the county. This will allow development sites

to be located in areas with high accessibility, or conversely, highlight areas where additional infrastructure provision is required to make them suitable for sustainable development to take place. Building on the success of the 'Integrated Transport Measures and Developer Contribution' policy, the County Council is developing a revised developer contributions policy that will provide a consistent and transparent approach to be used across the county. Whilst the revised policy will include contributions to sustainable travel, it will also cover the full range of facilities that can be the subject of developer contributions, e.g. education services, community facilities etc. The RSS emphasises that 'travel education' is an increasingly important area of transport policy. The County Council, along with other regional partners, is developing guidance on the best practice use of travel plans.

8.2.2 Smarter choices

The Department for Transport (DfT) published the 'Making Smarter Choices Work' report at the end of 2004. This report proposed that soft measures, now called Smarter Choices could reduce traffic congestion at peak times locally by up to 21% and make life more pleasant for local people. Whilst these sorts of reductions are highly aspirational, Nottinghamshire County Council strongly believes that a Smarter Choices package will certainly provide benefits and will, therefore, expand the elements of work that it has been doing throughout the first LTP to include the wider package of measures as detailed below.

Smarter Choices include local programmes to encourage school, workplace and individual travel planning; improving public transport information and marketing; setting up web sites for car share schemes and supporting car clubs and encouraging teleworking and teleconferencing. DfT identified particular success where local authorities promote Smarter Choices 'vigorously'. Nottinghamshire County Council has a positive track record of implementing many of the elements of the Smarter Choice programme over the past 10 years and the Council was the first local authority to implement a workplace travel plan under the name STEPS.

Smarter Choice	Local Example
Workplace travel plans	Internal Travel Plan co-ordinator (since 1995). Travel Plan Officer. Commuter Planners Club. TransACT grant scheme. Delegated sustainable transport fund. Travel blending
School travel plans	School travel advisors. Safer routes to school programme. Road safety education programme
Personalised travel planning	Travelwise centres. TravelSmart Pilot
Public transport information and marketing	Web based journey planners. Bus strategy. TravelWise centres
Travel awareness campaigns	In Town Without My Car. Bike week. Sustainability weeks. The Big Wheel. Regional TravelWise member. ACT board member
Car clubs	Commitment to explore viability
Car sharing schemes	Nottingham*share* internal car share scheme. Bassetlaw share a ride
Teleworking	'Home working' policy
Teleconferencing	Businesses supported through the TransACT grant scheme

Table 8.1 Smarter Choices schemes undertaken at a local level

In response to the Smarter Choices publication at the end of 2004, Nottinghamshire County Council has established a Smarter Choices Strategy and Action Plan. This action plan contributes to the national shared priorities to reduce congestion, improve accessibility, improve road safety and improve air quality and local priorities identified in the second Local Transport Plan to promote economic regeneration, improve quality of life and making best of the existing highway infrastructure. The 'Strategy/Plan for Developing and Implementing School Travel Plans' provides further information about the school travel plan element of the Smarter Choices programme. The Smarter Choices strategy sets out nine aims for the next five years.

	Local Transport Plan Objective						
	Access	**Safety**	**Quality of Life**	**Congestion**	**Air Quality**	**Economic Regeneration**	**Making best use**
Ensure the longer-term future of Smarter Choices			√	√	√		√
Workplace travel plans	√	√	√	√√	√	√√	√
School travel plans	√√	√√	√	√√	√	√√	√
Personalised travel plans	√	√	√	√	√	√	√
Public transport Information and marketing	√	√	√	√√	√√	√√	√
Travel awareness campaigns	√	√	√	√√	√	√√	√
Car sharing	√	√	√	√√	√	√	√
Car clubs	√√	√	√	√√	√		√
Reduce the need to travel	√√	√√	√	√√	√√	√	√

Table 8.2 Smarter Choices contribution towards Local Transport Plan Objectives

Key   √√ = high impact   √ = medium impact

The County Council intends to actively promote Smarter Choices through LTP and other funding sources. This will include measures that are already highly developed as well as measures and initiatives that are new to the County Council. A more detailed list of work to be undertaken during LTP2 is outlined in the Smarter Choices Action Plan in tables 8.3 to 8.11 below, but these measures and initiatives will include:

- **Workplace travel plans** - The County Council has been at the forefront of workplace travel plan development in the UK since 1995. It set up the first travel plan (STEPS) for its own employees in 1996 and has played a key role in developing the uptake of other travel plans throughout the county. The County Council are committed to sharing best practice and have held a number of workshops to share the knowledge gained over the past 10 years with other local authorities. The Council will continue to build and expand the successful workplace travel plan grant scheme TransACT in partnership with Nottingham City Council and business groups. The scheme provides advice, guidance and funding to companies working to reduce sole car journeys, both in the course of work and for the actual journeys to work. This initiative helped the Authority meet its targets in this area during LTP1 and has been reviewed and refreshed to maximise the potential outcomes of the process for LTP2
- **Travel awareness campaigns** - The Council will continue to support travel awareness campaigns at a national, regional and local level and will establish a yearly campaign of events across the two Local Transport Plan areas in Nottinghamshire
- **Partnership working** - The Council is an active board member of the Association of Commuter Transport (ACT) and a member of the National Travelwise Association. The County Council works closely with the local planning authorities and development control teams to ensure that travel plans, car parking standards and transport impact assessment issues are addressed efficiently
- **Personalised travel plans** will be used to support the work of Local Accessibility Transport Studies
- **Complementary infrastructure** - In support of Smarter Choices it is important to implement complementary infrastructure measures to lock in the benefits. These will

include a programme of walking and cycling schemes, bus priority measures, traffic calming and stringent parking control measures. These are described elsewhere in the LTP.

- **School Travel Plans** - The work specific to school travel plans is described in more detail following the Smarter Choices Action Plan. School travel plans are also integrated into the overall Smarter Choices activities.

Smarter Choices Action Plan

The following action plan details the aims, actions and steps required to achieve the Smarter Choices targets.

Aim 1: Ensure the longer-term future of Smarter Choices

Objectives: Congestion, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
1.1	Identify and pursue means of supporting the costs of travel plans through sponsorship and research grants with outside bodies	Investigate funding opportunities through planning process and grants	2006/07
1.2	Promote the links between sustainable transport and other development objectives	Build 'soft measures' closer into planning development control, 'hard measures'	2006/07 – 2010/11
		Investigate use of developer contributions to facilitate Smarter Choices	2006/07
1.3	Promote the aims and actions of the Smarter Choices strategy to the County Council and businesses in Nottinghamshire	Create a Smarter Choices virtual e-mail group to discuss and progress the strategy	2007/08 – 2010/11
		Further develop a section of Nottinghamshire County Council intranet to promote travel plans and Smarter Choices	2007/08

Table 8.3 Actions to ensure the long-term future of Smarter Choices

Aim 2: Support workplace travel plans in Nottinghamshire

Objectives: Congestion, regeneration, accessibility, safety, air quality, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
2.1	Advise and encourage employers in Nottinghamshire to develop sustainable travel options within the context of travel plans	Promote and administer the revised TransACT, TransACT lite and TransACT gold scheme for workplace travel plans in partnership including Nottingham City Council and the Nottinghamshire Chamber of Commerce	Launch April 2006 2006/07 – 2010/11
2.2	Establish targets for the implementation of travel plans and improve the process for their monitoring and reporting.	Investigate the use of CO_2 emission targets as a requirement of workplace travel plans	2007/08
		Establish a criteria on which to judge travel plans and ensure that reported plans meet this criteria	2006/07
		Improve the travel plan monitoring process to provide tangible information about the success of smarter choice schemes implemented by employers	2006/07
2.3	Support the Nottinghamshire County Council internal travel plan action plan and strategy 2005-2010	Continue to actively support internal travel plan events and initiatives to promote sustainable travel to County Council employees	2006/07 – 2010/11
		Set car parking standards for new and existing NCC sites and improve parking management systems (to include the investigation of staff car park charging and its implications)	2006/07 – 2010/11

	Action	Steps	Timescale
		Investigate and implement systems that incentivise business journeys by means other than private car	2006/07 – 2010/11
		Continue to benchmark progress of the travel plan with other authorities and share good practice	2006/07 – 2010/11
2.4	Liaise with sub-regional and local partnerships on travel plans and travel awareness activities	Continue to actively support the work of ACT and TravelWise	2006/07 – 2010/11
		Support the accessibility work of the local accessibility transport studies	2006/07 – 2010/11
2.5	Establish and manage a network of Nottinghamshire organisations with an interest in travel plans	Build on the partnership work with Nottingham City Council and local business groups through the support of the Commuter Planners Club	2006/07 – 2010/11
		Build on the partnership work with Nottinghamshire's neighbouring authorities	2006/07 – 2010/11
2.6	Create and provide educational material and guidance for businesses, developers and planning officers	Create guidance for developers to provide travel plans as part of the planning process for residential developments	2006/07
		Create guidance for developers to provide travel plans as part of the planning process for leisure developments	2007/08
		Create a travel plan interactive education scheme available to travel plan co-ordinators	2008/09

Table 8.4 Actions to support workplace travel plans

Aim 3: 80% of schools in Nottinghamshire to have a school travel plan by 2010 (further information detailed below)

Objectives: Congestion, accessibility, safety, regeneration, air quality, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
3.1	Support the strategy/plan for developing and implementing school travel plans	Develop school travel plans with 80 % of the total primary, secondary, special, independent and LEA nursery schools in Nottinghamshire by 2010 by encouraging, advising and supporting schools	2006/07 - 2010/11
		Encourage and support schools to implement and run the school 'walking bus' and 'park and stride' scheme	2006/07 – 2010/11
		Annually update and incorporate school travel plans within the school's development plan into the national curriculum.	2006/07 – 2010/11
		Support national, regional and local campaigns that promote sustainable travel to school.	2006/07 – 2010/11
		Work with all neighbouring local authorities on cross border issues e.g. faith schools with cross border catchment areas	2006/07 – 2010/11
		Work within the Smarter Choices remit to encourage more parents to walk with their children to/from school, promote cycling, use of public transport and encourage car-sharing schemes	2006/07 – 2010/11

Table 8.5 Actions to deliver school travel plan targets

Aim 4: Promote the use of personalised travel plans.

Objectives: Congestion, accessibility, safety, air quality, regeneration, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
4.1	Liaise with sub-regional and local partners on personalised travel plans.	In partnership with development control and planners, integrate the funding for personalised travel planning into planning conditions, specifically residential travel plans	2007/08 onwards
4.2	Support accessibility planning areas through personalised travel plans	Undertake a pilot 'travel smart' scheme in each of Nottinghamshire districts (1 per year)	2007/08 onwards
		Advertise new and amended public transport alternatives and travel choices through personalised travel planning	2007/08 – 2010/11

Table 8.6 Actions to promote personalised travel plans

Aim 5: Provide public transport information and marketing to people travelling within Nottinghamshire.

Objectives: Congestion, air quality, regeneration, accessibility, safety, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
5.1	Support the work of the public transport information strategy	Promote all-operator tickets in Greater Nottingham to relevant organisations	2006/07 – 2010/11
		Support the investigations into all-operator ticket schemes throughout Nottinghamshire and potentially with neighbouring LTAs	2006/07 – 2010/11
		Ensure that businesses are aware that leaflets are available from buses, bus stations, operator's travel offices, libraries, County Contact Centres, on-line from the Authority's website	2006/07 – 2010/11
5.2	Prepare and distribute high quality materials to promote sustainable transport options thoughout Nottinghamshire	Create an electronic database of organisation travel plan co-ordinators to enable up to date information to be circulated	2006/07
		Establish a process to ensure that new public transport services are promoted to nearby companies	2006/07
5.3	Continue and build on involvement in regional and national networks relating to sustainable transport	Investigate and publicise web based journey planners	2006/07
		Promote and market the 'real time' bus information service	2006/07 – 2010/11
		Attend regional and national TravelWise meetings to support the dissemination of public transport information	2006/07 – 2010/11
		Work in partnership with neighbouring local authorities through partnership groups to disseminate cross boundary public transport information	2006/07 – 2010/11

Table 8.7 Actions to provide public transport information and marketing

Aim 6: Promote travel awareness campaigns to encourage changes in travel behaviour

Objectives: Congestion, regeneration, accessibility, safety, air quality, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
6.1	Undertake travel awareness campaigns and support national initiatives	In partnership with Nottingham City Council promote sustainable transport options in the region through an annual travel awareness campaign	2006/07 – 2010/11
		Organise and support national, regional and local level events, such as In Town Without My Car, 'bike week', sustainability weeks and 'Walk on Wednesday'	2006/07 – 2010/11

	Action	Steps	Timescale
		Work with Nottingham City Council and business groups to publicise the TransACT scheme to employers	2006/07 – 2010/11

Table 8.8 Actions to promote travel awareness campaigns

Aim 7: Establish and promote a car sharing scheme

Objectives: Congestion, accessibility, safety, air quality, regeneration, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
7.1	Evaluate the success of existing local car share schemes and aim to provide a system or systems that cover the whole county that best serves the general public.	Investigate the promotion of car sharing schemes through cross boundary working groups	2006/07
		Pilot the expansion of the County Council internal car sharing scheme to make it available to organisations and the general public across the county	Launch April 2006 2006/07 – 2008/09

Table 8.9 Actions to promote car sharing

Aim 8: Investigate the feasibility of a car club in Nottinghamshire

Objectives: Congestion, accessibility, safety, air quality, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
8.1	Investigate the feasibility of a car club in partnership with Nottingham City Council	Research car club best practice across the country	2006/07 – 2007/08
		Investigate evidence of problems and barriers to 'sharing' cars	2007/08
		Undertake in partnership with Nottingham City Council a Car Club feasibility study	2007/08
		Support and co-ordinate residential developers to establish car clubs	2007/08

Table 8.10 Actions to investigate the feasibility of car clubs

Aim 9: Reduce the need to travel

Objectives: Congestion, accessibility, air quality, regeneration, safety, quality of life, making best use of the existing highway infrastructure

	Action	Steps	Timescale
9.1	Support the Nottinghamshire County Council teleworking strategy	Through the TransACT scheme promote, advise and match fund ICT solutions to reduce the need to travel	2006/07 - 2010/11
		Investigate best practice and create a guide to teleworking for businesses	2008/09
9.2	Promote and support the use of teleconferencing by businesses in Nottinghamshire	Assess barriers to using teleconferencing within Nottinghamshire County Council to enable the production of an education program offered to other organisations	2008/09

Table 8.11 Actions to reduce the need to travel

School travel plans

The following section supports aim three of the Smarter Choices Action Plan detailed earlier.

School Travel Plans (STPs) play a key role in seeking to reduce the number of car journeys to school, thereby reducing congestion and improving air quality. They also help to improve accessibility to schools, improve road safety around schools, as well as encouraging cycling and walking as a component of a healthier lifestyle. STPs therefore have a vital role to play in the Healthy Schools Initiative. The reductions in car borne journeys can also help to improve the quality of life of local residents as well as helping the County meet its Network Management Duty.

Government's aspiration to introduce STPs at all schools by 2010 has led to the introduction of ambitious and challenging targets of an average 40 new plans per year from 2005 to help meet Government's target for every school (including comprehensive, independent, primary, private and special schools) to operate a travel plan by 2010. The County Council believes this target is laudable but unlikely within the given timescales. For North Nottinghamshire to deliver this it would need to sacrifice plan quality (and thus outcomes) for quantity (number of plans achieved). This 100% target is what the Authority is aspiring to eventually, more details of this rationale are included in Appendix B.

The County Council has formed a Joint Steering Group to review the effectiveness of the current school travel plan process as well as to ensure a co-ordinated corporate approach to school transport issues. The Steering Group consists of elected Members as well as officers from education, road safety and passenger transport together with head teachers.

There are currently five key features to a Nottinghamshire STP:

- The local school community taking ownership and responsibility of the plan, having reached agreement on its travel problems and their solutions. Approval for the plan must be agreed through the governing body
- Commitment from the County Council and other agencies to the plan
- Adaptability: each school (or group of schools) identifies its own travel problems and solutions, and these problems and solutions may also change over the lifetime of the plan
- Importance of changing travel behaviour. It is expected that many of the problems can be solved by encouraging more parents to walk their children to school or through car share schemes
- Education: helping parents and children to become more aware of the links between their actions and their consequences, such as air quality etc, but also educating on sensible road user behaviour so that people are equipped to make journeys safely.

Measures included in STPs complement those aimed at improving road safety for children and other vulnerable road users in other locations.

STPs will identify a range of transport measures appropriate to their specific locations with the emphasis on travel awareness and reducing journeys to school by car. There may, however, be other measures which require infrastructure improvements. Identified infrastructure elements of school travel plans are prioritised and funded as part of the safer routes to school schemes in the five year programme, using the strict criteria for their implementation.

The development of STPs requires considerable guidance from the County Council's road safety team, both in terms of delivering the STP itself but also in complementing the plan through supporting education and infrastructure improvements. The STP process therefore plays a key role in the Council's child casualty reduction strategy. It also places a large emphasis on involving all parts of the local school community including school governors, local residents, parents, pupils and teachers.

The County Council has already completed 76 school travel plans, 45 of which are in North Nottinghamshire (these figures are the number of completed Plans as defined by the DfES). A further 89 schools, 47 of which are in North Nottinghamshire are part way through the development of a STP. It is expected that 40 of these schools, 20 of which are in North Nottinghamshire will have their STP approved by the end of March 2006 (details not available at time of publication).

The development of a school travel plan is recommended as a condition of planning permission on all new and improved school building work, to ensure that alternative transport to the car is considered as part of the development.

School travel targets

The County Council set a Strategic Plan target of reducing the number of pupils travelling to school by car to 25% by 2006. Although this target has not been met yet, the County Council's restraint policy measures has enabled traffic growth to be limited across the Plan area and this has been shown with a fall in car use to school during 2004/2005 for the first time during the lifetime of the first LTP. The County Council issue surveys to all schools in Nottinghamshire to determine pupils mode of travel to school and in 2004 29% of journeys were made by car in North Nottinghamshire (based on previous methodology). Although this is only a 1% reduction on the previous year it is encouraging given the traffic growth in the area and it is anticipated that the challenging targets for the establishment of quality school travel plans throughout the county will continue to limit traffic growth on school journeys.

8.2.3 Safety and training

A programme of accident remedial schemes and safer routes to school schemes are carried out each year to not only reduce the number of casualties occurring on the County's roads but also to reduce the fear of accidents, particularly among pedestrians and cyclists. Promotion of schemes, particularly safer routes to school schemes, can then play a vital role in encouraging more people to walk and cycle.

It is important to make people feel confident enough to make smarter travel choices and therefore the provision of publicity and training is essential to help people make the transition to walking and cycling, or continue to do so. Child pedestrian training is carried out free of charge across the county. Publicity on safer walking activities is also provided to other age groups such as the elderly and young adults. Similarly, free cycle training is available free of charge to both adults and children, through the RideWise and child cycle training schemes respectively.

More details on safety and training are detailed within Chapter 6, Safer Roads.

8.2.4 Promotion of cycling, walking and public transport

The promotion of cycling, walking and public transport plays a vital role in encouraging people to undertake these activities rather than use the car. A wide ranging programme of promotion is undertaken by the County Council's media and publicity specialists supported by the various teams throughout the Council. Details of Smarter Choices promotion is included within this chapter, details concerning promotion of public transport are included within section 2.1.4, Transport Co-ordination, Chapter 5, Accessibility and within the accompanying Bus Strategy. Details concerning the promotion of cycling and walking are included within section 5.6, Vulnerable Road User Strategy.

8.3 SUPPLY-SIDE SOLUTIONS: INFRASTRUCTURE SCHEMES

8.3.1 Intelligent transport systems

Within the market towns there is scope for improving the efficiency of the existing network through the installation of intelligent transport systems. Traffic signals can be controlled using SCOOT (Split Cycle and Offset Optimisation Technique) and MOVA (Microprocessor-Optimised Vehicle Actuation), which can theoretically bring increases in junction capacity of up to 15%, as well as enable greater bus priority to be achieved. Both of these systems are able to respond to fluctuations in traffic flow and patterns as they happen whilst retaining the links necessary for the successful operation of a co-ordinated network of traffic signalled junctions. MOVA has been shown to reduce average delays by up to 13% at isolated junctions (TRL Report RR279)

whilst SCOOT has been shown to reduce delays by up to 15% in linked traffic systems. There is additional evidence that MOVA can reduce accidents at sites with high speeds if installed in appropriate locations.

Junctions are selected for improvements using capacity modelling to determine those that would currently benefit from SCOOT or MOVA, as well as identifying those which may require upgrading in the future given traffic forecasts.

The completion of the A617 Mansfield Ashfield Regeneration Route provides the opportunity for large-scale re-allocation of road space on the radial routes in Mansfield in favour of public transport, pedestrians and cyclists. Consequently a programme of signalled junction upgrades has been developed for implementation over the next five years.

Real-time CCTV linked to traffic control rooms is also used to monitor and manage traffic flows into town centres. The use of CCTV will be expanded as necessary in strategic locations to help meet our Network Management Duty.

8.3.2 Making best use of existing assets

Making best use of the Council's existing assets is essential to managing traffic growth and avoiding congestion and this is detailed within Chapter 11, Making Best Use. Specifically, the Network Management Duty requires the County Council to do all that is reasonably practicable to keep traffic moving on its roads as well as those of adjoining authorities, and therefore active co-ordinated management of the network is crucial. More details on the Network Management Duty can be found in section 11.5 of the Making Best Use chapter.

8.3.3 Public transport

The design of new, and improvement to, existing bus stops, shelters, stations and interchange provision is also important in encouraging public transport use. New or improved bus stations are being considered in all four market towns: in Mansfield an opportunity exists to relocate the bus station nearer to the existing Robin Hood Line rail station. This will not only improve integration between the two modes, but will also create a prime site for redevelopment in the town centre, providing a much needed economic boost to the town. Enhancements to all bus stops across the county with improved timetable information is also planned and a local target on this has been included within this Plan.

A recent survey undertaken in North Nottinghamshire to assist the development of this LTP has shown that 62% of residents never use public transport. Whilst this causes problems in terms of accessibility to services, traffic volumes and air quality, it also provides an opportunity for bus operators to increase patronage significantly, which will help limit congestion levels at their current, manageable, level. This Plan's commitment to the provision of an accessible, affordable, comprehensive, fast, integrated, high quality and safe public transport service that is easy to understand and use plays a considerable role in helping to achieve this.

Working in partnership with local operators, the LTP will strive to improve:

- Reliability and speed, by re-allocating road space to provide dedicated bus lanes, using off-bus ticketing where feasible and the punctuality improvement plans
- The bus network where feasible
- Waiting facilities, by providing new, improved and well maintained stations, interchanges, bus shelters, raised kerbs and lighting and CCTV
- Integrated ticketing
- Public transport information.

Many of the measures available to tackle congestion will also have a positive impact on accessibility problems. For example, the development of the bus stations, in conjunction with the reallocation of road space and the introduction of Bus Quality Partnerships will hopefully not only combat congestion but will also improve accessibility to jobs, learning centres and services.

Further details of the public transport strategy can be found in the Accessibility (section 5.3) and Transport Co-ordination (section 2.1.4) chapters of this document, and in the accompanying Bus Strategy.

8.3.4 Cycling and walking facilities

The provision of facilities to provide for, and encourage cycle and walking will continue throughout this LTP period through capital, revenue and external funding (such as through external organisations and section 106 agreements). More detail on the use of external funding and the types of measures that will be provided to meet the objectives of the Plan during its lifetime are included within Chapter 12, Five Year Programme.

Detailed below are just some of the measures that will be undertaken to encourage cycling and walking. It should be noted that the provision of facilities for all vulnerable road user (cycling, walking, horse riding and motorcycling) is essential to encouraging modal change and more detail is included within section 5.6 of the Accessibility Chapter and more details on environmental improvements are included within section 7.7 of the Quality of Life Chapter.

The same cross-fertilisation of priorities also applies to cycling and walking. Both modes will continue to make a significant contribution towards the establishment of a more sustainable local transport system, reducing congestion, improving accessibility and the health benefits of both are well known.

The County Council has produced a Cycle Design Guide that utilises a combination of government guidance, best practice ideas adopted from other local authorities and the requirements as specified by interest groups. This ensures that all new cycle facilities are of a high standard that meets the needs of users as well as enables the introduction of new ideas as and when they are developed.

A large number of pedestrian and cycle schemes are programmed throughout the Plan area over the Plan period, covering the following issues:

A strategic cycle route network has been established, including those on orbital, traffic free and quiet routes. Improvements to the network will be considered as part of the aspirational cycle map that is being developed for the county. **Cycle routes on the existing transport network** will be constructed where the high cost can be justified by current or projected high levels of usage. This will include, where appropriate, the reallocation of road space. It is intended that these schemes will complement demand management measures to reduce the speed of traffic and create an environment where cyclists feel safer. The design standards for cycle routes on the rural network are currently being reviewed to enable routes to be provided at appropriate locations within a value for money framework.

Improved walking facilities will include a variety of measures including the reallocation of road space to widen footways; resurfacing footways; provision of convenient, direct road crossings; reducing street clutter; improved street lighting; pedestrian signing; and environmental improvements.

New pedestrian and cycle links to key employment, education and shopping sites that will improve safety and encourage cycling and walking over shorter distances. Similarly to above, the design standards for such schemes on the rural network are being reviewed to enable routes to be provided at appropriate locations within a value for money framework.

The inclusion of **cycle and pedestrian facilities in new transport infrastructure** or development sites will ensure that high quality facilities are built-in from the start, and that additional expenditure is not required to provide facilities at a later date. The County Council's Highway Design Guide and Sustainable Developer Guide detail the standards that are required of developers to ensure that high quality facilities are provided.

Secure cycle parking at public locations provides a very low cost method of encouraging cycle use. Sites such as car parks, hospitals and railway stations can all be supplied with Sheffield stands or lockers, and these facilities can also be installed in village centres and other local trip attractors to enable rural residents to cycle to local facilities. Encouragement will also be given to the provision of cycle parking at private sites, through measures such as travel plans, Smarter Choices work and partnership working (such as at rail stations).

New crossing facilities to encourage pedestrian, cycle and equestrian activity in and around urban areas also provide a very good value for money solution to many accessibility and congestion problems. Such facilities can also mitigate the severance caused by major, heavily trafficked roads. The County Council will continue to utilise the standard PV^2 calculation to ensure that sites provide good value for money, but the Council will maintain a pragmatic and flexible approach to the use of PV^2 criteria when identifying sites to ensure that accessibility problems can be addressed, if considered appropriate, where PV^2 crieria are not met.

Pavement repair and maintenance will be undertaken where deemed necessary, as identified through the Council's annual inspection process. This ensures that only the locations most in need of repair are treated (see chapter 11, Making Best Use). Where considered appropriate, pavement maintenance will also be considered as part of a new facility (such as, for example, a new cycle lane) where improvement of the surface is considered important to the appeal of the facility or where value for money efficiency savings can be made by doing repairs at the same time.

Improvements to street lighting will continue to be made to reduce the fear of crime, as well as road accidents remedial work and general maintenance - key deterrents to pedestrian activity. More detail on this is included within section 11.4 of Chapter 11, Making Best Use.

The meeting of special needs will be continued through the non-motorised road user audit and the provision of **tactile paving, Disability Discrimination Act compliant crossings and dropped kerbs**. Sites to be treated are often prioritised through consultation with local stakeholder groups, either through the district councils or through the future LATS consultation process. Further details concerning this work are detailed within sections 5.6 and 7.4 of the Accessibility and Quality of Life Chapters respectively.

A number of **improvements to bus infrastructure,** aimed at enhancing the pedestrian section of public transport journeys, will be made by providing new or refurbished bus shelters, timetable and service information and raised kerbs.

8.3.5 Signing

Effective road signing can play an important role in helping to keep traffic flowing, helping to avoid traffic from getting 'lost' and circulating unnecessarily, encouraging traffic to use preferred routes and guide vehicles to parking areas away from busy areas. Clear directional signing is therefore vital. Variable message signs will be used where appropriate to help identify car parks and available spaces to help with the latter issue. This will become increasingly important during the Plan period once decriminalised parking enforcement is introduced across the county.

The County Council's road signing standards are detailed within the Highway Network Management Plan, which will continue to be reviewed as appropriate to ensure that the standards meet the needs of the network.

8.3.6 Local Accessibility Transport Studies

Many of the types of facility detailed throughout this section have been installed as part of the former Mobility Management Action Area programme (now referred to as Local Accessibility Transport Studies (LATS)). This programme is being continued into LTP2 in order to assist with reducing town centre congestion by improving access to and within town centres by public transport, on foot and by bike.

Localised congestion in district centres (including rural centres) can be tackled through the programme of LATS. In these locations congestion can greatly inhibit accessibility to local services and can encourage shoppers to patronise out of town superstores rather than local shops. The LATS aim to encourage use of local district centres by improving and promoting sustainable access and reducing delays. Not only will this reduce the need to travel to non-local centres and supermarkets but will also reduce the need to use private motor transport.

8.4 RAIL

Although rail is largely outside the remit of the Council it has a general impact on congestion and therefore has an important part to play in reducing congestion.

National

Policies at the national, regional and local level identify the important role that rail can play in tackling major transport, economic and environmental concerns. Two White Papers published in summer 2004 set the context for heavy rail improvements, and were followed by the Railways Act 2005. 'The Future of Transport – A network for 2030' White Paper, which sets out Government's vision for transport, states that,

"railways are a vital part of the country's transport infrastructure, carrying a large proportion of travellers and freight on many of the country's busiest routes. As the economy grows, there is increasing demand for travel, and the railways will play an important role in meeting this demand, providing an alternative to travelling by car."

'The Future of Rail', published at the same time as 'The Future of Transport', sets out the conclusions of the Government review of the rail industry. The proposals seek to modernise and improve the delivery within the industry through clearer lines of control, simplified procedures and better cost control.

Regional

The Government sponsored multi-modal studies in the East Midlands (M1, A453 and A52) also recognised the key role of a strong rail network to complement other measures to tackle the regional transport problems.

The Regional Spatial Strategy (March 2005) provides the development strategy for the East Midlands and shapes future policy in areas such as housing, natural and cultural resources, as well as transport. The Regional Transport Strategy (RTS) highlights the need to reduce travel and traffic growth, and to promote a step change in the level of public transport, recognising the economic benefits this will bring. The region is split into sub-areas, each of which have their own transport objectives. Key objectives to which rail can contribute in the Northern Sub-Area, which includes North Nottinghamshire, include:

- Developing transport infrastructure needed to serve Mansfield, Worksop and Chesterfield
- Making best use of existing rail infrastructure and proximity to the strategic road network to develop new opportunities for local jobs in the storage and distribution sector
- Reducing congestion and improving safety along the M1 corridor and the core trunk road network generally.

The policies and investment priorities contained in the RTS set the context for the forthcoming second round of LTPs. The DfT guidance acknowledges the value of rail in creating a successful integrated transport network. Rail remains an important part of North Nottinghamshire's transport network, and has an important part to play in addressing Government's four shared priorities of accessibility, congestion, environment and safety.

County

The Nottinghamshire and Nottingham Joint Structure Plan (February 2006) strongly supports proposals for rail development. The Plan recognises that greater utilisation of the rail network will confer wider social, economic and environmental benefits to the whole area and accordingly it recommends that land which may be required for rail development in the future is safeguarded. This is followed through in the seven existing District Local Plans, and will be in the emerging Local Development Frameworks in the county, which recognise the role of heavy rail as part of a sustainable transport system and the need to integrate transport and land use planning.

Vision

Opportunities to invest significantly in the railway in the short and medium-term are likely to be limited by infrastructure and funding constraints. A pragmatic approach will be necessary to reflect the major changes that have taken place in the industry. However, by taking opportunities and prioritising proposals, and adopting a realistic and targeted approach to building on rail's strengths of long-distance inter-urban travel, it has an important role to play. Nottinghamshire County Council's vision therefore is to achieve a well integrated rail service which contributes significantly to achieving transport, economic, environmental and social objectives at a local and regional level.

Objectives

Nottinghamshire County Council's is underpinned by a series of objectives which will set the context for the proposals in the strategy:

- Proposals must be set in the context of, and contribute to, the achievement of the regional and sub-regional objectives within the RTS
- Promote measures that will contribute to achieving the LTP objectives, including modal shift, integration with other modes, social inclusiveness, economic regeneration and links to land use planning
- Prepare a realistic and value for money investment programme which meets the funding criteria set down by the Strategic Rail Authority (SRA)/DfT Rail and which makes better use of existing rail resources
- Identify key opportunities to promote and develop rail proposals, particularly through the franchise process
- Recognise the importance of strong regional and national rail links to the local economy in promoting improvement proposals, particularly when they may conflict with local service improvements
- Promote the need for increased investment in rail capacity at the regional and national level
- Develop partnerships with Train Operating Companies (TOCs) to promote improved services and infrastructure at stations within Nottinghamshire.

Strategy proposals

A Countywide Rail Strategy will be developed to expand on the final LTP2, and will build on and expand geographically local and regional recommendations made in the 2003 network review for the Greater Nottingham LTP area. This will form the basis for discussions with DfT Rail throughout the period of this LTP, especially regarding new franchises. The provisional proposals are explained within this, and the accessibility strategy chapters of this document.

Improving regional connectivity

The County and City Councils, together with regional and local partners, have identified five key priorities which are essential to enable rail services to grow and to ensure regional growth and competitiveness. These priorities are relevant to North Nottinghamshire's links with other LTP areas and regions, and are as follows:

- **Trent resignalling scheme**. Proposals to modernise the signalling on the approach to Nottingham Station are currently being developed by Network Rail, and will be delivered over this LTP period. The current track and signal layouts cause acute local capacity constraints, and if not improved they will restrict rail development in the medium and long-term. The remit for the scheme is to only renew equipment and not provide additional capacity. However, since all the signals will be replaced anyway, the opportunity arises to relocate them or to make other improvements at relatively little additional costs. The Council has already initiated discussions on this with the SRA/DfT Rail and Network Rail, and will press for such incremental improvements to be included in this 'once in a generation' scheme.

- **Improvement to services linking core cities along the Midland Main Line (MML) corridor including those arising from the 2005 Route Improvement Prospectus, and in particular, a direct service between Nottingham and Leeds**. The two cities are the largest neighbouring regional centres in Britain without a direct rail service, and a direct link was a recommendation in the 2004 MML Route Utilisation Strategy (RUS), commissioned by the SRA. The scheme has not subsequently been progressed and the County would wish to see the delivery of improvements identified in the RUS. The Council was active within the SRA's RUS process, and both then and since has continued to press the case for this both directly and through the East Midlands Rail Forum.

- **The provision of three trains per hour between Nottingham - Beeston - Long Eaton - Derby, spaced at even intervals** of 20 minutes, rather than the present pattern of irregular services many of which do not stop at Beeston; **and two trains per hour Nottingham - Beeston - Loughborough - Leicester, spaced at even intervals** of 30 minutes rather than the present irregular pattern with many trains not stopping at Beeston. Again, the Council raised this through the SRA's Route Utilisation Study process, which acknowledged the case for it, and the Council has continued to press the case at every opportunity, including with Central Trains and through the East Midlands Rail Forum.

- **Improvements to regional gateway stations including Nottingham and Leicester**. The Nottingham Station Masterplan is being promoted by the City Council and is a key element of the Greater Nottingham LTP. The Masterplan will develop and modernise the station, improve passenger facilities, provide capacity for a substantial increase in passengers, and provide full integration with Nottingham Express Transit and other transport modes which will make it easier for people arriving in the conurbation from North Nottinghamshire to interchange for onward journeys. The Council has been centrally involved in, and a main funder of, the Nottingham Station Steering Group, which has driven this work so far, working in partnership with all key rail industry stakeholders, including the SRA/DfT Rail, Network Rail, Central trains and Midland Main Line.

- **Reduce journey time between Nottingham and Birmingham** to no more than 60 minutes, as part of the incorporation of this service into the cross-country franchise. It is important that this service should be operated to the same standards and average speeds as the rest of the cross-country franchise. The Council raised this with the SRA and other rail industry stakeholders via the Multi-Modal Study process, and the East Midlands Rail Forum.

Medium and longer-term proposals have also been identified, such as:

- Line speed improvements and shorter journey times to London
- Opportunities arising from the development of St Pancras and links to the Channel Tunnel
- Infrastructure dependencies elsewhere which constrain services which operate into the county (e.g. Dore Junction at Sheffield) will be explored throughout the LTP period through liaison with train operators, Network Rail and Government, and through the East Midlands

Rail Forum and the East Midlands Regional Assembly, and input will be made into relevant RUS and the rail industry regional assessments.

Improving local services

Local rail services do contribute to lessening congestion, particularly into Nottingham, but they also contribute to accessibility for the often rural communities served, and details are included in Chapter 5, Accessibility.

Refranchising

The sheer size of the Central franchise area and the emphasis placed on West Midlands services have meant that local services in the East Midlands have been accorded a low priority within the existing franchise. The County Council welcomes the **revised franchise arrangements centred on the East Midlands** (see section 5.5 for details), which should ensure much greater emphasis and 'ownership' placed on local services within the region. This should lead to much greater local accountability and set a logical framework to take forward local and regional aspirations to improve the railway. The County Council will make strong representations for the revised franchise to include a number of improvements to services and infrastructure within the franchise specification, particularly those listed in this section and in section 5.5.

The Council also welcomes the inclusion of the Nottingham - Birmingham - Cardiff service in the **future cross-country franchise**, which was announced by DfT Rail since the publication of the Provisional LTP2. This provides an excellent opportunity to address a long-standing aspiration, shared by the County Council and Nottingham City Council, to improve Nottinghamshire's connectivity to Birmingham, the West Midlands and beyond. This would also be a significant step in implementing policies 42 (Core Regional Transport Objectives), 43 (Sub-Area Objectives) and 49 (Regional heavy Rail Investment Priorities) from the East Midlands Regional Spatial strategy. DfT rail announced that this new franchise will start in autumn 2007, and so it presents an opportunity to achieve this improvement early in the second LTP period.

Through local meetings and from groups and individuals, the Council invites and is continuously open to suggestions about local train services. These suggestions include relatively detailed points, for example about the timing of particular trains, which may seem small but are important to those members of the public who are directly affected. Where possible the Council will include some of these consultation proposals in its franchise input, including regarding the timing of early morning trains on the Grantham line, services to Netherfield, and services to Collingham. These are examples where consultation has directly affected the Council's actions.

Performance standards on existing services

Standards of reliability and punctuality on services within the County have not always been satisfactory although recent punctuality statistics for all operators show signs of improvement. This is particularly true for Midland Main Line, which operates at the western edge of the LTP area, and which has improved markedly, albeit from an extremely poor performance of only 70.1% of trains arriving within 10 minutes of their scheduled time in 2003/04, to 90.6% on time in the second quarter of 2005/06. Overcrowding has also become a problem, particularly at peak times. The County Council will continue to play an active role in monitoring services within the county and will seek a robust commitment to better performance from all operators in the region.

New stations and services

It will only be possible to consider new rail stations or services if they are consistent with regional and Local Transport Plan objectives, and would be viable when tested against Government economic criteria. Any proposal will need to satisfy the criteria outlined in 'New Stations: A Guide for Promoters' (SRA, 2004). This stresses that Government will only support new stations where their economic and environmental benefit to society outweigh any impact on the network capacity and the operation of existing passenger and freight services.

A number of schemes have been considered, such as:

- The Edwinstowe/Ollerton extension to the Robin Hood Line, and
- The reopening of Misterton Station.

These, however, would fail to meet Government viability tests and the criteria outlined in the SRA 'New Stations' document.

Action Plan

The action plan below seeks to form a coherent and deliverable plan which reflects the vision and objectives described in the rail sections here and elsewhere in this document. These recognise the current conflicts and constraints within rail development, including DfT Rail's current focus on making best use of existing facilities, and so the action plan below sets priorities and distinguishes between short-term realistic and deliverable impacts and longer term aspirations.

Short-term improvements (within two years)

Action	Priority
Press for improvements in the new East Midlands franchise, particularly: • Three trains per hour Nottingham to Derby all stopping at Beeston and Long Eaton, at regular 20-minute intervals • Two trains per hour Nottingham - Beeston - Loughborough - Leicester at regular 30 minute intervals • A direct service from Nottingham to Leeds at 60 minute intervals throughout the day.	High
Secure, through the new East Midlands franchise, a continuation of the established strong pattern of growth in patronage on the Robin Hood Line, particularly through: • Consolidation of the half hourly off-peak service (Monday to Friday) • Provision of services throughout the evening, at least on a par with other, much less well used services, and • Provision of a Sunday service.	High
Under the revised cross-country franchise, press for a service from Nottingham to Birmingham at 60-minute intervals, calling at Beeston, with a journey time of no more than 60 minutes	High
In Partnership with the City Council and other organisations, develop a strategy to promote MML service improvements: • Trent resignalling • Nottingham Station Masterplan • Journey time reductions arising from MML's Route Improvement prospectus.	High
Improve standards of facilities, interchange information and ticketing at local stations through Local Transport Plan funds.	Medium
Continue promoting improved service levels, punctuality and reliability of local services with train operators.	Medium

Table 8.12 Action plan for short-term improvements

Medium-term improvements (within the second LTP period)

Action	Priority
Develop Rail Quality Partnerships with train operator companies whereby station improvements funded by the Local Authority through the Local Transport Plan are complemented by operator funded infrastructure improvements and/or enhanced service levels. Alternative funding sources will be investigated.	High
Work in partnership with Network Rail, train operating companies, other authorities, and regional bodies to explore the scope for increasing linespeeds and thus reducing journey times, particularly on the Robin Hood Line, and the routes from Nottingham to Newark/Lincoln, to Birmingham and to Sheffield.	High
Promote improvements, particularly through the Trent resignalling scheme, to services which will enhance regional connectivity, including to Manchester.	High

Table 8.13 Action plan for medium-term improvements

Long-term improvements (after the second LTP period)

Action	Priority
Press for linespeeds to be raised between Worksop and Gainsborough and Gainsborough and Doncaster, to lessen the barriers to the future introduction of a service to Robin Hood Airport. When the track is renewed - which is likely to be after this LTP period - there will be an opportunity for Network Rail to increase line-speeds, and the Council will press for this to happen as soon as it can be cost-effectively done, so as to facilitate a future service.	Medium
Look for opportunities to enhance the local rail network, through: • Enhanced frequency and reduced journey times of existing services • New stations, and • New services, particularly taking into account future developments of housing, economic activity and leisure activity that may be included in Local Development Frameworks and the Regional Spatial Strategy.	Medium

Table 8.14 Action plan for long-term improvements

8.5 TARGETS AND MONITORING

A total of three key outcome indicators, three intermediate outcome indicators, two contributory output indicators and one other outcome indicator have been set for North Nottinghamshire. Of these, five are mandatory. For details regarding definitions, targets, trajectories and monitoring methodologies, see chapter 13, Targets and Trajectories and Appendix B.

As noted in 8.1, the County Council will continue to monitor congestion in the market towns in order to ensure that it is properly managed throughout the LTP2 period and beyond.

9. AIR QUALITY

The Environment Act 1995 required Government to develop a National Air Quality Strategy. This strategy, originally published in 1997, set challenging health-based targets for eight main air pollutants. These are benzene; 1,3-butadiene; carbon monoxide; lead; nitrogen dioxide; ozone; fine particles (PM_{10}); and sulphur dioxide. The predominant source for many of these pollutants is road traffic, but industrial and domestic sources are also major contributors.

The National Air Quality Strategy has been under review since publication and revised versions were put out for public consultation in January and August 1999. The UK Government and devolved administrations published an Addendum to the Air Quality Strategy on 6 February 2003. The Addendum introduced tighter objectives for particles, benzene and carbon monoxide and a new objective for polycyclic aromatic hydrocarbons.

Local authorities are required to review and assess the Strategy's 2000 objectives for seven air pollutants together with the new ones for benzene and carbon monoxide prescribed in regulations.

In addition to the objectives set out in the Air Quality Regulations 2000, and the Air Quality (Amendment) Regulations 2002, the EU has set limit values in respect of nitrogen dioxide and benzene, to be achieved by 1st January 2010, as well as indicative limit values for PM_{10} also to be achieved by 2010. In addition there are separate national limit values for carbon monoxide, sulphur dioxide and lead, to be achieved by 2005.

The levels of emissions will continue to be monitored and a revised emissions inventory is currently being developed for the whole of the county.

9.1 ASSESSING AND MONITORING AIR QUALITY

The County Council's strategy for assessing, monitoring and managing air quality is detailed within the Nottinghamshire Air Quality Strategy which was developed in partnership with the district councils in the county, the City Council, County Council and the Health Protection Agency and the Environment Agency. The strategy is currently being reviewed to ensure its effectiveness in delivering air quality objectives throughout the Plan area and to improve the connection to climate change objectives. The Nottinghamshire Air Quality Strategy identifies the need to reduce air pollution by encouraging alternative travel modes and promoting sustainable development through the Local Transport Plan and development plan processes. The full strategy can be found at www.nottinghamcity.gov.uk/airstratgey.doc and is summarised below.

Air quality is expected to remain within national targets in all of the plan area and is expected to remain so during the life of this Plan. However, air quality issues are subject to continued assessment and monitoring and if issues arise there are existing mechanisms whereby they can be raised and tackled by a partnership approach. Further collaborative work is being undertaken between the authorities to explore the merits of pooled countywide air quality data linked to web access, to enable real time data analysis and growing educational opportunities which are arising.

A review and assessment of air quality is the first step in the Local Air Quality Management (LAQM) process. Part IV of the Environment Act 1995 requires each local authority to review air quality 'from time to time'. The National Air Quality Regulations 2000 and the Air Quality (Amendment) Regulations 2002 prescribe air quality objectives and the dates for meeting them. For each objective, local authorities have to consider present and future air quality and assess whether the objectives are likely to be achieved by the prescribed date.

Review and assessment is undertaken using a phased approach, initially conducting an 'Updating and Screening Assessment' (USA). This is based on a checklist approach to identify those matters that have changed since the first round of review and assessment was completed and which now require further assessment. A 'Detailed Assessment' is then undertaken where the USA indicates that an Air Quality Objective may be compromised.

Where objectives set for air quality are unlikely to be met, local authorities must issue orders designating these areas as Air Quality Management Areas (AQMAs). In these areas local authorities are required to draw up action plans to ensure air quality objectives are met. Action plans may include action to be taken both within and outside an AQMA and could extend beyond a single district council's area involving several councils working together, and where necessary the Highways Agency where trunk roads are involved. The action plans will also involve the setting of targets to ensure that the air quality objectives are met within agreed timescales.

Sites that are identified as borderline, or requiring further investigation, but do not require an AQMA to be declared, receive more regular monitoring to help predict future air quality levels. Such sites are also factored into the prioritisation of programmes of work, such as 'smarter choices' and integrated transport schemes to help improve air quality, and ensure that exceedences do not occur.

9.2 FUTURE MODELLING

Within Nottinghamshire the Atmospheric Dispersion Modelling System Urban 2 (ADMS), by Cambridge Environmental Research Consultants, is used by a number of authorities to model emissions from a variety of sources and to predict pollutant concentrations for future years.

ADMS-Urban is an advanced dispersion model. The model is used for predicting concentrations of pollutants for comparison with the Air Quality Objectives using data on road traffic volume, composition, flows and speeds, industrial and domestic sources, background pollutant data and meteorology.

Detailed modelling of the impact on air quality of LTP measures is carried out for any areas where an AQMA is identified as potentially needed following an USA.

The timetable for future air quality reviews is detailed in the table below.

Report required	Date required	Required by whom
Updating and Screening Assessment (USA)	April 2006	All authorities
Detailed assessment or progress report	April 2007	Authorities that have identified detailed assessment required in 2006 USA report
Progress report	April 2008	All authorities
Updating and Screening Assessment (USA)	April 2009	All authorities
Detailed assessment or progress report	April 2010	Authorities that have identified detailed assessment required in 2009 USA report

Table 9.1 Timetable for air quality reviews

9.3 CLEANER VEHICLES

Due to technological improvements and stricter emission control standards, new vehicles are generally much cleaner than the vehicles they replace. It is therefore expected that over time the quantity of emissions for a given number of vehicles will reduce.

Through working in partnership with transport operators the County Council will encourage the take up of cleaner vehicles. Through investment by bus operators 75% of the bus fleet in Nottinghamshire is less than 10 years old, and 69% of the the fleet use low emission engines - Euro 1, 2 or 3 standard.

The TransACT scheme provides funding and training for businesses to produce a site specific travel plan and funds measures for implementation. Cleaner vehicles for use as pool cars and fleet vehicles are also promoted as part of travel plans that are developed both internally within the Authority as well as with employers and businesses throughout the county. The Council is

working in partnership specifically with district councils and primary care trusts to further develop this work within their organisations. The Council also acts as promoters and signposts for national advice and grants schemes.

Recent indications that vehicles running on diesel fuel may have a higher climate warming potential than those on petrol, despite lower carbon dioxide emissions, will be reviewed as more information is available.

9.4 LINKS WITH CONGESTION AND ACCESSIBILITY

The emission reduction benefits from cleaner vehicles will, however, only be realised if the growth in the total volume of traffic and the levels of congestion are contained. The air quality shared priority therefore shares close links with the congestion and accessibility shared priorities. Consequently, introducing measures to tackle the problems of congestion and accessibility, as well as meeting the Council's obligation under the network management duty, will contribute towards achieving local air quality objectives, both directly and indirectly.

Measures and schemes to tackle congestion will strongly contribute to improving local air quality, as road traffic is identified to be a primary source of pollution. The strategy for tackling congestion focuses principally upon influencing travel demand, the provision of attractive, quality alternatives to driving and by better management of the flow of traffic within the Plan area. The key policies and measures to be introduced to modify transport supply and demand and form the basis of the Plan strategy to tackle congestion are set out in Chapter 8.

The areas of intervention to deliver accessibility are developed in Chapter 5, and will also contribute to reducing congestion, and thereby improving air quality. Key aspects of the strategy that will particularly contribute to better air quality are contained in the County Council's bus strategy which includes coverage and access to public transport services, along with the development of walking and cycling networks and Rights of Way Improvement Plans.

The types of integrated transport measures and specific schemes to be delivered over the next five years that will contribute to ensuring air quality objectives continue to be met across the Plan area are identified within table 12.5 of Chapter 12, Five year programme.

9.5 CLIMATE CHANGE

Climate change is one of the most important issues facing the world today, and reducing emissions of greenhouse gases is a global challenge for every developed country. Over the coming decades the need to tackle climate change is likely to become even more urgent. The Government, in the 2003 Energy White Paper, has adopted a UK target of achieving a 20% reduction in carbon dioxide emissions by 2010 from 1990 levels, and a longer term goal of reducing emissions by 60% by 2050. In addition, the Nottinghamshire Agenda 21 Forum has set local targets for the transport sector to meet a reduction of 20% in CO_2 by 2010, based on 1990 levels.

Road transport is a major and growing contributor to UK carbon dioxide emissions, making up around one quarter of total emissions. Nitrogen dioxide, which also results from vehicle use, is another potent greenhouse gas. To reduce these emissions to levels sufficient to meet the stated national targets a combination of making vehicles more fuel efficient, development of alternative fuel technology and reducing congestion and reducing overall traffic volumes will all be required.

The Authority will contribute to achieving the target through the policies and strategies contained in this LTP. The measures set out to tackle congestion (see Chapter 8), bus strategy elements, walking, cycling and rights of way measures that reduce car use along with complementary education and awareness measures through travel plans and publicity materials will all contribute to managing road traffic levels and improving vehicular flow consequently reducing CO_2 emissions

within the Plan area. Whilst it is unlikely that these measures will be sufficient to cause an actual reduction in the levels of CO_2 emissions they are as much as the Authority feels is realistic in the current political climate and with the likely levels of funding available.

In addition the Authority has signed up to the Nottingham Declaration on Climate Change. This requires the Council to set meaningful targets for CO_2 emission reduction from both own internal activities, plus those where it can influence emissions from the wider community.

9.6 STRATEGIC ENVIRONMENTAL ASSESSMENT

It is a legal requirement for local authorities to undertake a Strategic Environmental Assessment (SEA) of a wide range of plans and programmes, including LTPs.

The objective of the European SEA Directive (2001) and associated UK Regulations (July 2004) is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development.

The SEA of the North Nottinghamshire LTP has been carried out in accordance with DEFRA and DfT guidance, which integrates the SEA with the New Approach to Appraisal (NATA) framework. Local air quality, climatic factors and other environmental impacts of the Plan's measures are all considered and appraised in the SEA.

The process and timetable adopted for undertaking the SEA are set out below:

Step	Timescale
Scoping report issued for consultation to statutory consultation bodies	July 2005
Provisional LTP submitted to DfT	July 2005
Deadline for comments on Scoping Report	16 Sept 2005
Detailed LTP policy appraisal	Sept/Oct 2005
Draft Environmental Report published, and used for 6 week public consultation alongside the Provisional LTP	25 Nov 2005
Deadline for comments on Environmental Report/Provisional LTP	6 Jan 2006
LTP revised according to DfT assessment and the outcome of the public consultation and SEA consultation	Jan/Feb 2006
Environmental impacts of revised LTP reassessed	Feb 2006
Final LTP and Environment Report submitted to DfT	March 2006

Table 9.2 SEA process and timetable

The final Environmental Report is published as a separate document. However the main outcomes are set out below:

SEA aims		Summary of predicted significant impacts
1	Promote social inclusion	Positive impact – the emphasis within the plan on improving accessibility and public transport will have a particularly beneficial impact on socially excluded groups, who are often more reliant on public transport than others. The improvements in road crossings will specifically assist those in a wheelchair, whilst the new Public Transport Interchange at Mansfield would be a major benefit on those reliant on public transport.
2	Promote accessibility to essential services	The LTP will have a very positive impact on accessibility, particularly by improving bus, cycling and pedestrian facilities, and by improving road crossings for wheelchair users. This is to be expected as accessibility is on of the primary objectives of the plan. Mansfield Public Transport Interchange would be a major benefit. Roadworks associated with maintenance may cause short term problems

SEA aims		Summary of predicted significant impacts
3	Reduce the adverse effects of congestion on people	The impact of the LTP on congestion will be mixed. In the short term actions to improve bus priority, safety schemes and roadworks caused by maintenance may have negative impacts. However these will be compensated by the positive impacts of better traffic management, junction improvements, and reduced accidents. In the longer term the improvements to alternatives to the private car will encourage modal shift which will act to reduce congestion.
4	Support employment and business competitiveness	The LTP measures will have a positive impact on business competitiveness and employment. In the sort term there will be benefits in the form of improved access to jobs and workforces. There may be some local congestion issues associated with bus priority measures, safety schemes , but in the longer term actions to reduce congestion will help reduce business costs. All three major schemes are predicted to have significant benefits for employment and business competitiveness.
5	Reduce crime and fear of crime associated with transport	There will be a small positive impact on crime levels – the programme includes measures such as better waiting environments, CCTV and lighting. Mansfield public transport interchange will bring particular benefits. Conversely some bus shelters can act as a focal point for anti-social behaviour. There is a conflict between increased lighting for personal security, and reducing energy consumption and conserving rural character/night skies. However on balance personal security is considered in this case to be the key issue.
6	Support access and enjoyment of the countryside	Overall the LTP will play a positive role in improving access to the countryside, by improving public transport, and by investing some resources in rural cycleway schemes.
7	Reduce road accidents	Overall the impact of the LTP on safety is highly positive. This reflects the fact that safety is one of the plan's key objectives. All three major schemes are expected to bring significant safety improvements. The main possible negative impact would be any short term increases in accidents involving cyclist caused by greater levels of cycling, even though the specific cycling measures in the LTP are designed to make cycling easier and safer. The research on the issue of cyclist safety is inconclusive.
8	Reduce levels of transport related noise in particular in areas of high sensitivity	Overall the noise impacts of LTP measures will be localised and small. There will however be significant benefits from the Kelham bypass scheme. The main negative impact is the effect of maintenance and other construction of road-based measures.
9	Improve health by promoting exercise through cycling and walking	The LTP will have positive impacts on health by promoting exercise through cycling and walking
10	Reduce greenhouse gas emissions from transport and the use of fossil fuels	The impact of LTP measures on carbon emissions and climate change will be positive compared to likely trends if there were no LTP investment. However there are still predicted to be increasing levels of traffic, and therefore increasing emissions, within the lifetime of the plan, and to this extent the impact of the plan is negative. Both bypass schemes may lead to increases in CO_2 emissions.
11	Maintain and improve air quality across all areas	The overall impact of the LTP is likely to be small but positive in the longer -term.
12	Avoid damage to areas of significant biodiversity interest, and exploit opportunities to enhance biodiversity wherever possible	The impact of the LTP on biodiversity is likely to be very limited, except in the case of the Pleasley and Kelham bypasses. For both these schemes there are potential losses. Although these may be compensated in part by new habitat creation, nevertheless this needs to be a matter of close attention at the detailed assessment stage.
13	Avoid damage to areas of significant landscape quality, and exploit opportunities to enhance local distinctiveness wherever possible	Overall the impact of the LTP on landscape character and quality in rural areas is likely to be significant in the impact it can have by making the countryside feel more suburban. Kelham and Pleasley bypasses will both have slightly adverse effects, though these can be mitigated with appropriate landscape schemes and design.
14	Avoid damage to the character and quality of urban areas, and seek opportunities to improve local environmental quality in towns and villages	The impact of LTP schemes on the character and quality of urban areas depends primarily on the detailed design of the proposals. Mansfield Public Transport Interchange will have a particularly positive impact on the centre of Mansfield by replacing a run-down bus station with a new "landmark" structure. Both bypass schemes will benefit the urban areas they bypass.

SEA aims		Summary of predicted significant impacts
15	Minimise water run-off and contamination from transport infrastructure	The impact of the LTP on water environment in general is limited. However both Kelham and Pleasley bypasses will slightly improve water quality, but present an increased are of hard surfacing which will decrease infiltration.
16	Avoid damage to areas and features of significant cultural heritage interest, and exploit opportunities for enhancement wherever possible	The impact of LTP measures on the historic and cultural environment is very largely dependent on the specific location of proposals, and on their detailed design. Signage and other roadside infrastructure may in particular damage the settings of historical buildings in certain localities. Mansfield Public Transport Interchange will have a negative impact on the setting of an adjacent Grade II listed viaduct, but it is hoped this impact can be minimised through sensitive design.
17	Minimise use of non-renewable resources and increase recycling	The proposed LTP measures will involve the use of significant amounts of raw materials, including aggregates, cement, sand, stone and bitumen-based products. There will also be significant waste from road planings and other maintenance works. All of the three major schemes, and particularly the two bypasses, will involve the generation of waste and the use of raw construction materials. The use of fossil fuels is influenced by the LTP, and is expected to increase rather than decrease in the LTP period.

Table 9.3 Environmental impacts of the LTP

Changes to the LTP as a result of the SEA process

Development of the LTP, and the assessment of the Plan's environmental impacts through the SEA process, has been an iterative process. Results of the assessment having been fed through into revised versions of the Plan, which have subsequently been reassessed.

The main strategic influence of the SEA on the writing of the LTP was through the options appraisal which formed part of the original scoping and Environmental Report. This considered the respective environmental impacts of the following four options:

Option 1   Existing situation (what would happen if there was none of the investment set out in the LTP).

Option 2   Preferred LTP option (the option finally chosen)

Option 3   'Capacity growth' option (an option which would involve greater emphasis on road schemes to increase capacity as a way to tackle congestion and promote regeneration)

Option 4   'Car-constraint' option (greater emphasis on improving accessibility and tackling carbon dioxide emissions, health issues and local environmental quality by constraining car use and promoting public transport, cycling and walking)

In assessing these options, it was found that:

- Option 1 will result in a deterioration of environmental conditions primarily due to a general increase in road traffic levels.

- Option 2, the preferred LTP option, is anticipated to tackle congestion hotspots and encourage more sustainable travel. Overall the measures contained are expected to have a positive environmental impact, although traffic levels are still predicted to increase. There may be biodiversity, landscape and historic cultural heritage impacts, dependent on design.

- Option 3 provides benefits over and above the preferred LTP option by reducing congestion in the short-term, and helping economic regeneration. Conversely it would do little to improve accessibility, particularly for those without a car. It would also lead to a greater increase in traffic levels, and therefore a faster increase in greenhouse gas emissions, air quality and noise, and would do little to promote health and exercise.

- Option 4 by contrast scores highly in relation to social inclusion, tackling accessibility, and promoting exercise. In addition it is also positive in reducing greenhouse emissions, air quality and noise. However, it may increase congestion in the short- term, and may hold back local regeneration.

Overall, on balance, this has led to option 2 being preferred.

The draft Environmental Report published for consultation in November 2005 also contained the main measures proposed for improving the environmental effects of the chosen LTP option - i.e. the mitigation proposals. These are a further outcome of the SEA process in terms of its effect on the LTP, and are set out in Table 9.4.

SEA objective		Summary of mitigation proposals
1	Promote social inclusion	The most important issue is to ensure that all facilities are designed with the needs of the disabled in mind. It is also important to consider the needs of those who cannot read or understand English when proving information and publicity
2	Promote accessibility to essential services	All transport schemes should consider accessibility, and should be closely informed by the accessibility planning process. Efforts need to be made to minimise the disruption caused by roadworks.
3	Reduce the adverse effects of congestion on people	Wherever possible improvements for buses, cycling and walking should be made without taking out road capacity for other users. However this will not always be possible. Efforts should be made to minimise the impacts of roadworks by promoting alternative routes. Night working would reduce the effects of roadworks on congestion, but would conflict with noise reduction objectives and would cost more, leading to lower levels of maintenance.
4	Support employment and business competitiveness	Mitigation measures should concentrate on ensuring that the congestion impacts of new public transport measures are minimised, and in reducing the congestion impacts of road maintenance and local safety schemes
5	Reduce crime and fear of crime associated with transport	Ensure that crime and personal safety feature in all bus infrastructure investments. Renewable energy sources (such as solar panels on bus shelters) can be used to reduce carbon emissions.
6	Support access and enjoyment of the countryside	The accessibility planning process should consider the demand for access to rural areas for recreational purpose.
7	Reduce road accidents	All significant transport schemes should be audited for their impacts on safety, particularly cyclists and walkers. Awareness raising should be used to counter any negative impacts caused by increased numbers of cyclists.
8	Reduce levels of transport related noise in particular in areas of high sensitivity	The noise impacts of roadworks can be reduced by a ban on night-time working. However this conflicts with reducing the congestion impacts of roadworks, safety considerations, and the cost of implementation which increase at night. The current policy is to consider each scheme on a case by case basis to get the best balance between these competing objectives, and this is likely to continue. Noise reduction measures should be employed on specific schemes where possible.
9	Improve health by promoting exercise through cycling and walking	Physical activity should be emphasised in smarter choices programmes
10	Reduce greenhouse gas emissions from transport and the use of fossil fuels	Reducing the level of car use is considered to be influenced primarily by national policy on fuel duty, and therefore to a considerable extent outside the scope of the LTP.

SEA objective		Summary of mitigation proposals
11	Maintain and improve air quality across all areas	Where possible influence should be applied on bus operators to adopt low emission vehicles.
12	Avoid damage to areas of significant biodiversity interest, and exploit opportunities to enhance biodiversity wherever possible	In all cases detailed design can be used to minimise impacts. There are also opportunities to enhance biodiversity through the positive management of roadside verges. "Sustainable Urban Drainage Schemes" have a positive impact on biodiversity by reducing waterborne pollution.
13	Avoid damage to areas of significant landscape quality, and exploit opportunities to enhance local distinctiveness wherever possible	The main mitigation is to ensure that design standards are sensitive to the rural location, and through landscaping and appropriate design of the two bypass schemes. Use of low spillage lighting in sensitive locations will help reduce light pollution.
14	Avoid damage to the character and quality of urban areas, and seek opportunities to improve local environmental quality in towns and villages	Design standards should reflect local character, particularly in areas of high value such as conservation areas.
15	Minimise water run-off and contamination from transport infrastructure	Sustainable urban drainage schemes (SUDS) can alleviate water pollution and run-of problems, but are likely to be feasible only in major new developments.
16	Avoid damage to areas and features of significant cultural heritage interest, and exploit opportunities for enhancement wherever possible	Careful design and location of highways measures.
17	Minimise use of non-renewable resources and increase recycling	The use of recycled materials should be maximised to reduce waste and the quantity of raw materials required.

Table 9.4 Summary of SEA mitigation proposals

The options appraisal, predicted impacts and mitigation proposals were all set out in the draft Environmental Report, which was published in November 2005 and subject to consultation with the statutory consultation bodies (English Nature, English Heritage, the Countryside Agency and the Environment Agency) alongside other stakeholders. This consultation provided further information which has been used in the development of the final LTP and the Environment Report respectively. Table 9.5 sets out the main comments made in this consultation, and the changes that have happened as result.

Consultee	Main comments	LTP/SEA response
English Heritage	Overall felt report was clearly presented and offered only minor comments.	Noted
	Settings should be included in the definition of the SEA indicator on historic cultural heritage	Environmental Report amended accordingly
	Detailed comments over baseline data and monitoring	Environmental Report amended accordingly
	Historic buildings should be included in transport asset management plan	To be considered as part of ongoing development of asset management plan
	Positive suggestions relating to Kelham bypass scheme	To be incorporated in further development and appraisal of scheme
English Nature	Support SEA objective on biodiversity	Noted
	Prefer option 4	Preferred option not to be changed – SEA demonstrates Option 2 has best overall benefits
	Disagree that option 3 will have only minor impact on air quality and quality of life	Option appraisal has been redone and impact on air quality and CO2 emissions designated as major impact
	Emphasise benefit of sustainable drainage schemes on wildlife	Noted
	Address airborne and waterborne pollution in baseline data	To be noted in final Environmental Report and built into monitoring reports when data becomes available
Countryside Agency	Overall applauded SEA on the thoroughness on landscape and access issues	Noted
	Concern over lack of baseline data, particularly on landscape character	Recognised problem to be acknowledged in final Environmental Report and addressed in monitoring of SEA
	Impressed by indicators, but suggested additional ones	Current list of SEA indicators to be retained, but additional indicators to be monitored outside LTP/SEA
	Suggested need to incorporate landscape character in assessment of impacts	Will feature in subsequent assessment of specific proposals
	Additional mitigation measures proposed	Additional measures will all be considered in specific projects
Environment Agency	Series of detailed comments over practical mitigation measures, e.g. relating to contaminated land, waste management and materials	Noted – most of these practices in place, but will be considered in scheme delivery
	Support use of sustainable urban drainage schemes, and seek consultation on water drainage proposals of specific schemes	Noted
	Supports emphasis in SEA on impact of hard surfacing on flood risk	Noted

Table 9.5 Consultation impacts

The impact of the LTP on the environment, as predicted in the SEA, will be monitored over the lifetime of the plan as required in the SEA Regulations.

10. REGENERATION

The fallout from Nottinghamshire's declining industrial heritage, particularly past reliance on mining and textiles, continues to hamper economic activity. Although progress has been made to bring unemployment rates down to match national figures, the quality of these new jobs has been low. Educational aspirations and attainment of school leavers is poor, creating a pool of unskilled people seeking low paid work – with the consequence that low value industries are encouraged to invest in these areas. Towns and villages, predominantly in the west of the county, continue to under-perform in terms of business activity, environmental appearance and inward investment – reflecting the low disposable income of the surrounding community.

The LTP2 transport strategy will support regeneration in the following three main areas:

- First, it will **provide access** to education, further education, skills training and employment zones
- Secondly, it will **help create** economically vibrant and attractive towns and villages and open up employment sites, and
- Thirdly, it will provide **support** for local partnerships to develop 'action plans' addressing the unique needs of their community.

Table 10.1 shows more specific links between these three main areas and proposed intervention measures in the transport strategy. The table also shows how these intervention measures will be prioritised.

Regeneration issue	How transport strategy will help	Priority
Access to Education, training and employment zones	Provide greater choice of transport mode where it is most needed	Primary focus on Mansfield/Ashfield and Worksop sub-areas Use accessibility planning tools to identify measures and specific locations
	Work with employers to provide appropriate public transport access	
	Encourage employers to promote travel plans	
Help create Vibrant attractive towns and villages and open up employment zones.	Ensure that measures maximise redevelopment potential	Link to regional spatial strategy/ local plans/local development framework Link to Local Accessibility and Transport Studies (LATS) Link to grant funding opportunities
	Be supportive of private redevelopment proposals (but ensure compliance with development control policy)	
	Focus on developing attractive and accessible towns and villages to promote sustainable communities. Invest in town centre infrastructure proposals such as bus stations, pedestrianisations etc	
	Maximise funding availability from other capital programmes and grant funding to support town centres work	
	Support schemes that promote 'added value', e.g. urban parks, play areas, urban renewal, gateways etc	
Support for Local partnerships to create integrated 'action plans'	Support and develop local town centre partnerships	To support action plan timetables as developed in the Local Area Action Plans
	Support action plan programmes with early LTP2 measures	

Table 10.1 Links between the three main areas of regeneration and transport strategy

10.1 NOTTINGHAMSHIRE COUNTY COUNCIL'S APPROACH TO REGENERATION

The development of a modern, efficient communications infrastructure should be seen in the context of wider regeneration initiatives. The County Council's current Regeneration Business Plan sets out its aims as follows:

- Developing with partners a strong, diverse local economy to raise the county's Gross Domestic Product – its overall wealth
- Tackling disadvantage and building economically sustainable, safe and socially inclusive communities
- Linking Nottinghamshire people to local learning, training and job opportunities.

These issues will be translated into the priorities for the new Strategic Plan for the County Council over the forthcoming five-year period.

To support this regeneration strategy, the main areas for intervention that can be supported by the transport plan are:

- Improve access to education and skills training
- Improve access to employment zones
- Provide access to open up development sites
- Encourage the development of skilled/knowledge industries in target areas suffering from unemployment and low paid work
- Improve transport services to towns and district centres where jobs are concentrated
- Invest in the infrastructure of town centres, particularly market towns, to ensure that they remain or become vibrant, attractive places to work and visit
- Support access to business training
- Lever in external grant funding using local transport plan monies as match funding.

10.1.1 Improving accessibility

Accessibility planning and the emergence of an all encompassing Accessibility Strategy will play a significant role in helping regeneration throughout the county. More detail on accessibility and the role it will play can be found in section 3.1 of this chapter, within chapter 5, Accessibility of this Plan and within the accompanying Accessibility Strategy document.

10.1.2 Development control

The development of brownfield sites as opposed to edge of town greenfield development will be encouraged, and where appropriate, new or improved transport links will be provided to make such previously used sites more attractive for investment and more sustainable. In opening up these areas for investment, transport provision is often necessary in the form of new infrastructure and public transport service provision. Support for appropriate sites will continue to be offered through the development control process.

10.1.3 Transport choice

The measures detailed within the accompanying Bus Strategy and within Chapter 5, Accessibility, detail the measures that will help improve the accessibility of public transport, which will in turn help regeneration areas and 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 areas.

An example of such work already undertaken in the Plan area is the bus links developed from Retford and Worksop to RHADS which has opened up vital employment opportunities to the residents of Bassetlaw District. RHADS is also a learning centre delivering customer service training and more recently the Aviation Academy which is teaching engineering skills. The bus links have therefore opened up business training as well.

The Demand-side solutions, and particularly 'Smarter Choices' programme of work that will be undertaken during the lifetime of LTP2 offer similar regeneration benefits to those above, and are detailed within Chapter 8, Congestion.

10.1.4 Investing in infrastructure

In terms of transport much progress has been made in recent years to improve the accessibility of the west of the county with the development of the Robin Hood Rail Line linking Nottingham with Ashfield, Mansfield and Worksop; the opening last year of the light rail link (Nottingham Express Transit) from Nottingham City Centre to Ashfield; and the completion of the Mansfield Ashfield Regeneration Route. Work is continuing around MARR with the provision of complementary schemes in LTP2 to ensure that its development potential is maximised. Work is also continuing on developing measures that will support 'master plan' visions for redevelopment opportunities in Mansfield and Worksop.

The County Council has long recognised that a continuous programme of investment is needed in many areas of Nottinghamshire to create desirable, attractive places to live and has a proven track record over the last 30 years of undertaking improvement schemes aimed at complementing local transport initiatives. To continue this work it has set up a substantial five-year capital programme to provide funding for 'Building Better Communities' (BBC). The initiative concentrates on physical improvements, with a particular focus on areas of deprivation. The programme has already completed over 240 projects in its first year – many of them linked to transport improvements. Schemes are developed from the 'ground up' with community groups being encouraged to suggest projects for their local areas. Schemes are then checked to identify potential added value that can be achieved if maintenance issues, transport measures, health and education benefits and additional grant funding bids are packaged together.

The creation of a high quality public realm together with attractive access points and gateways into district centres are important to their overall impression and appeal, particularly in appealing to investment. The Council 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.

The quality of public space and BBC is detailed further in section 3.3 and in Chapter 7, Quality of Life.

10.1.5 District centres

The County Council acknowledges the essential role played by the district centres of Mansfield, Sutton-in-Ashfield, Kirkby-in-Ashfield, Newark, Retford and Worksop in providing the services and jobs necessary for a prosperous and sustainable community. A vibrant town centre will attract inward investment from business, creating jobs and security for its community. The LTP aims to revitalise the district centres, as necessary, in order to maintain their competitiveness and economic viability. A number of centres have already benefited from economic 'health checks' that have been undertaken in collaboration with local business groups and their results have been supplemented with the findings of combined MMAA studies. This linkage allows environmental improvements, promotional activity and access improvements to be integrated to help meet the needs of businesses to revitalise the district centres; making them more pleasant places to shop and work, encouraging civic pride and making them easier to access.

In LTP2, LATS will place a great deal of emphasis on regeneration issues in district centres, specifically:

- Promoting their role as shopping/service centres
- Promoting leisure and tourism
- Encouraging sustainable access
- Adding to the attractiveness of the centres
- Promoting a local partnership approach
- Supporting the development of Local Area Action Plans as required by the Local Development Framework.

The accessibility planning process will also concentrate on the development of better access to these district centres to ensure that all sections of the community served by the centre have the ability to access local services, jobs, education, training, health and recreational facilities.

10.1.6 Rural areas

In the rural areas of the plan, LATS will promote the local market towns and larger villages 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 through the accessibility planning process will aid this process.

Promoting tourism can also assist rural regeneration, and North Nottinghamshire has a number of tourist attractions, particularly around Clumber Park and Sherwood. Increased tourism brings employment opportunities and income to rural areas but needs to be carefully managed in order to ensure that damage is not done to the environment. The County Council's Rights of Way Improvement Plan 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 County Council recognises that LTP2 measures alone are insufficient to make a significant impact on rural regeneration. The Council is keen to ensure that these measures are supported and integrated with other initiatives to add value to the programme. The county-wide Building Better Communities (BBC) programme has therefore been designed to not only add substantial capital funds for the improvement of the local environment, but also to link in with the LTP2 programme. The BBC programme is 'rural proofed' in that it ensures that all wards, and particularly deprived wards, benefit from this investment.

The County Council has also recognised that many of the rural areas suffer from the poorest quality road and footway maintenance. The Council has therefore, supplemented the annual maintenance budget with an additional £4m, which will be available for each of the next four years.

In the same way that town centres reflect the general economic well-being of the local community, they can also drive forward economic recovery and prosperity in an area by being the centre of new enterprise. Towns are the focus for local employment, services, retail, education and training. They are the natural hubs for public transport systems and provide the hub for often extensive travel to work areas. The vitality of the market towns and urban centres in the Plan area is essential to the sustainability of those communities.

10.1.7 Maximising funding potential

To supplement additional County Capital funding, such as BBC detailed above, the County Council has been particularly active and successful in attracting external funding to supplement projects that meet wider objectives. The linkage of schemes to meet wider objectives has in itself ensured that projects are developed in a holistic way to meet broader objectives. Overall in 2005/06, some £1.5m of additional funds have been secured to supplement projects in Nottinghamshire. These funds have come from a variety of organisations including the East Midlands Development Agency, European Regional Development Fund, Single Regeneration Budget, Waste Recycling Environmental Ltd and others. This has supported a number of joint schemes including SnipePark at Harworth, Retford Bus Station, Mansfield Transport Interchange and Sherwood Drive Pedestrianisation at Ollerton. It is the intention of the County Council to continue to seek at least this level of external funding for each year of the LTP2 programme.

10.1.8 Local Accessibility Transport Studies

In the first LTP substantial benefits were achieved by linking the programme of MMAA studies with an assessment of the economic health of the town/village/urban area. This research work was particularly valuable when supported by local community partnerships and parish/town/district councils. The outcome of these studies resulted in the establishment of master plans and action plans that provided an integrated approach to a range of needs – with transport schemes playing a key role. Local ownership and empowerment is often crucial in the development and success of schemes and the early involvement of the community ensured that these schemes were well received.

The County Council's proposals to widen the scope of the MMAA programme with the new LATS (which are explained in more detail in section 2.5 Consultation) will place a great deal of emphasis on regeneration issues in district centres. In the first LTP, the MMAAs helped to promote the role of district centres as shopping and service centres, promote leisure and tourism, and add to the attractiveness of each area. Work on existing study areas will continue into LTP2 along with new studies that target regeneration priority sub-areas.

In Retford, for example, the MMAA process was linked to the Countryside Agency's initiative for market town healthchecks. This resulted in a six month intensive survey, information gathering and public meetings on the wider needs of the community, culminating in the creation of an Action Plan for Retford. The healthcheck also looked at the accessibility by car and public transport of remote villages in the hinterland of Retford - an early form of accessibility planning. Transport improvements play a significant part in this integrated plan and the schemes and measures developed, such as the rebuilding of the bus station, improved access from the town to the railway station and environmental improvements to Cannon Square, all feature in either the first LTP or are planned for LTP2.

10.1.9 Neighbourhood renewal

The National Strategy for Neighbourhood Renewal is a major initiative from Government's Social Exclusion Unit. It concludes that problems require co-ordinated, long-term action which is developed and managed locally and invests in people and communities. The goal of the Neighbourhood Renewal Strategy is to narrow the gap between the most deprived neighbourhoods and the rest of the country to ensure that everyone has a genuine opportunity to benefit from an enhanced quality of life.

The process of neighbourhood renewal will involve a transformation programme that improves homes and the environment of estates. A robust management system 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, lighting schemes and footway maintenance are an important element of this and will continue through the lifetime of the strategy.

11. MAKING BEST USE

The highway network is a key community asset that supports the national and local economy and contributes to the character and environment of the areas it serves. Roads are an important part of everyday life for all sections of the community.

The local road network is central to the integrated movement strategies, contributing to the delivery of wider economic, social and environmental objectives. Its effective management and maintenance therefore has the potential to aid regeneration, accessibility and community safety programmes and strategies.

Aims and Objectives

The main objective of the County Council is to manage the highway network in order to provide for the safe, efficient and effective movement of people and goods whilst preserving and enhancing the environment. Highway maintenance will be undertaken by means of a systematic logical approach based upon a strategy developed in accordance with the principles of Best Value. The main aims of the strategy are:

- To deliver the statutory obligations of the Authority
- To be responsive to the needs of users and the community
- To provide effective management of the highway network asset and ensure effective allocation of resources
- To support highway network management strategy and integrated transport objectives
- To contribute to the reduction in road accidents/casualties as part of the County's overall strategy for casualty reduction
- To provide clear statements of highway maintenance policies, standards and procedures and review on a regular basis
- To embrace Best Value and Asset Management Planning in the maintenance of the County's highway infrastructure
- To support and add value where possible to wider policy objectives.

These principles are incorporated into a network management regime with the following core objectives:

1. **Network Safety**

   - Complying with statutory obligations
   - Meeting users' needs

2. **Network Serviceability**

   - Ensuring availability
   - Achieving integrity
   - Maintaining reliability
   - Enhancing quality

3. **Network Sustainability**

   - Minimising cost over time
   - Maximising value to the community
   - Maximising environmental contribution.

Lengths of maintained highways

The lengths of maintained highway are given in Table 11.1 below.

Road class	All County roads (km)			North Nottinghamshire (km)		
	Rural	Urban	Total	Rural	Urban	Total
A roads	387	142	529	268	92	360
B roads	134	138	272	100	59	159
C roads	554	215	769	340	99	439
Unclassified	604	2060	2664	427	905	1332
Total	1679	2555	4234	1135	1155	2290
Trunk Road	Motorways	15				
	Trunk Roads	150				

Table 11.1 Lengths of maintained highway

Condition of Network

The condition of Principal Road Network has improved considerably over the period of the previous LTP (as detailed in section 3.7 of Problems and Opportunities) through effective prioritisation of maintenance programmes but it still requires significant investment over several years.

Cross boundary and partnership working

As well as working with district councils through the 'Manage and Operate' Partnership arrangements, and the various partnerships relating to managing and maintaining the network detailed within sections 3.7 of Problems and Opportunities and chapter 2.4.6, the Council has entered into external partnership arrangements with Jacobs BABTIE and Tarmac. (More detailed information on partnership arrangements can be found in Chapter 12, Five Year Programme).

Liaison meetings with these external partners also enables us to learn from their experiences from working throughout the country.

Procedures are in place to consult with, and discuss, the impact of maintenance schemes (developed by both the Highways Agency and ourselves) with the Highways Agency. Similarly, the Environment Agency are consulted on maintenance schemes through the scheme design process at a project level on both scheme design, as well as the type of materials used during the implementation of the scheme.

The Council works in partnership with neighbouring authorities, sharing best practice and helping to aid cross-boundary working. For example, the Council has reciprocal arrangements for routine maintenance and salting with neighbouring authorities to maximise the effectiveness of available resources and deliver value for money.

11.1 ASSEST MANAGEMENT

Background

Nottinghamshire County Council has responsibility for delivering highway maintenance to the people of Nottinghamshire and those travelling through it on its highway network. The administrative County of Nottinghamshire has a population of 748,300 people and the county has a highway network totalling 4,234 kilometres for which the County Council, as Highway Authority, is responsible for its management and maintenance and provision of new enhanced infrastructure.

The Authority spends an average of £11m (Capital) and £2.1m (Revenue) on planned structural maintenance of carriageways and footways in the county. As well as this, there is a highway maintenance revenue budget of approximately £16m per annum to deal with routine and winter maintenance of the highway asset. The service is delivered through the County Council's own in-house staff as well as its Partners.

An additional £4m per year of capital funding through prudential borrowing has also been allocated for highway improvements for the next four years. This money will be used for structural maintenance of the carriageway and footways on B, C and unclassified roads throughout the county.

Strategic Plan

The County Council in its Strategic Plan 'Building for the Future' endorses the Authority's commitment to doing all it can "to protect and enhance our environment for today and future generations". As part of that commitment the Strategic Plan detailed objectives to improve the County's highway network and work with partners to reduce accidents as well as to reduce the backlog of repairs on the main roads. The County Council's Strategic Plan is currently being revised but will also support the importance of the highway network. These objectives are cascaded into the County Council's Best Value Performance Plan and the Local Transport Plan. Some of the main objectives and aims in various current County Council documents include:

- To manage the highway network in order to provide for the safe, efficient and effective movement of people and goods whilst preserving and enhancing the environment (main objective)
- To ensure the highway network is able to carry both the volume and weight of traffic determined by the road hierarchy framework
- To encourage the use of sustainable materials and practices
- To maintain and enhance the environment of the highway in a manner which is sympathetic to the nature of the surrounding area
- To minimise the impact of adverse weather conditions on the highway's safety and travel quality
- To ensure that the highway network satisfies the reasonable expectations of the community's needs for transport in business and employment, education and training, food and essential services, health and leisure

- To have regard for the long-term future of the network when formulating expenditure plans, and ensure efficient and economical resources in the maintenance of the network (key to Asset Management Planning)
- To provide better accessibility for deprived and rural communities
- To deliver safer roads
- To reduce crime or fear of crime by the provision of street lighting in partnership with other agencies
- To make it safer and more convenient for people to walk and cycle.

Highway Services Best Value Review

Following the Best Value Review of Highway Services in 2002/03, it was determined that the County Council needed to refocus its key priorities and actions amongst which were:

- To continue to invest in the County's road network through a planned maintenance strategy to bring all roads in the county up to acceptable standards by 2010
- Under operational improvements, to purchase a Highway Asset Management System to significantly assist in establishing the full quantum and condition of our highway assets and enable the Authority to meet the recommendations of the new Best Value Code of Practice for Highway Maintenance. The Highway Maintenance Asset Management System should contain a 'customer interface' and enable the development of a prioritised programme of planned and routine maintenance work, which will ensure the most effective use of funding
- To introduce standards and systems to improve the speed of response to highway defects/faults to raise public satisfaction in this area of work.

Best Value Code of Practice

The Best Value Code of Practice for Highway Maintenance Management (July 2001 and updated in July 2005) clearly sets out that arrangements for the management of highway maintenance need to be set within the context of an overall asset management regime, consistent with the arrangements established by the Authority for the management of its wider asset base. This would normally include land, property and other key owned or leased assets used for service delivery in its wider local democratic role. There is however, a database already set up to deal with this latter aspect. The key principles of asset management set out in the Code are:

- Focus on life cycle costing
- Management strategies for the long-term
- Establishing and monitoring levels of service
- Managing risk, failure or loss of use
- Sustainable use of physical resources
- Continuous improvements.

The Code sets out the foundations for the highway maintenance strategy, which are hinged around a detailed inventory of all relevant components of the asset, a defined hierarchy for all elements of the network and a robust framework of policies and objectives for the service. Although they should each be comprehensive and robust they should also be dynamic and subject to regular review and updating in the light of changed circumstances. This effectively forms an Asset Management Plan.

11.2 TRANSPORT ASSET MANAGEMENT PLAN

Although the County Council already undertakes many of the practices outlined by guidance to management of the highway asset, as detailed earlier, it is currently working to develop a Transport Asset Management Plan (TAMP) for the County's network. The first edition of the TAMP is to be produced and available by April 2006.

A consultant (OPUS) was employed to advise the Authority on both its current position and on the way forward. They deemed that the County Council were in a similar position to a lot of authorities and considered that the development of a full TAMP was an advisable step to improve management of the highway asset. Consequently an Asset Management Project Board consisting of managers and team leaders of the service areas within the County Council, involved in all aspects of managing the highway network, has been established to drive the process forward.

The County Council is a member of the Midlands Service Improvement Group (MSIG), which consists of 13 authorities. Membership will help the authorities to avoid set backs that other authorities have suffered, share best practice, develop common understanding, aid cross-boundary working (to offer value for money, such as reciprocal routine maintenance arrangements) and to benchmark practice and results within the group. The partnership also allows neighbouring authorities to adopt similar standards and principles to offer a seamless cross-boundary service.

The MSIG employed OPUS consultants to develop an enhanced generic framework for a TAMP. The generic plan is complete and currently being populated by individual authorities to suit local conditions. In addition the structure and content of the TAMP is also being guided by the County Surveyors Society Framework for Highways Asset Management, as well as learning from experience gained by other highway authorities.

A website has been set up which the members of the MSIG are able to access to enable them to share information more easily on issues such as benchmarking and lifecycle planning. Individual authorities have selected lifecycle plans to complete and publish on the MSIG website. The assets have been allocated into specific groups (for example, carriageway, footway, street furniture, verges, traffic signals etc.), enabling knowledge and best practice to be shared and also agreed methods of collection to be devised. It also assists in drawing comparisons between authorities.

The main objectives in producing a TAMP for the County's highway network are:

- To **review current practice**. This work was started as part of the preliminary asset management plan which is detailed later and will be completed in the TAMP

- To **review existing inventory provision**, identify gaps and prioritise a data collection programme to build an inventory of items that comprise the highway assets, and ensure maintenance of the data itself. Strategies have been developed to make improvements in data management and use, as these will be required to support a greater use of asset management. These strategies cover the collection/replacement of missing/unreliable data and work is underway to collect/replace this data

- To **identify the current condition of the assets**, taking into consideration **life cycle planning and whole life costing**.

  As part of the TAMP, work on life cycle plans is being completed for individual highway assets, for example carriageways, footways, bridges, street lighting, signals, signs and lines. The work underway on the development of life cycle plans is to make sure that the best possible value for money is achieved. Whilst this is not a new concept to the Council, as it has been used for a long time to make decisions on measures such as carriageway surfacing, this principal is now being used for all assets in a more formally recorded manner. Each life cycle plan will document current practice, identify standards and levels of service, thus enabling performance gaps to be identified. In addition, each life cycle plan will identify the cost and the anticipated life of treatment options, as well as detailing the methods used to assess the relative cost effectiveness of different treatment strategies. By developing a long-term strategy, options will allow for consideration of not only the most cost effective treatment at a single point in time but also the timeliest intervention. Resources will be directed towards identifying preventative maintenance treatments that have minimal whole life cost but at the same time halt the deterioration of the asset's condition. Whole life costing will be developed for each of the highway assets as

part of the development of life cycle plans. There is a strong move now towards whole life costing techniques and whilst this is not as easily applied to highways as other assets, there is a need to establish what the valuation of the asset is to evaluate how much it will cost to replace using asset valuation guidance and timings. For different types of construction techniques, the Authority can then determine whether it makes financial sense to invest more at the outset to save funding in the longer term and manage the asset with regards to best value and customer expectation. A TAMP will enable us to do this. The Prudential Code introduced by Government also requires local authorities to have explicit regard to asset management planning when making capital improvement decisions

- To **determine an accurate valuation of the whole asset** and ensure processes are in place for updating this whenever required

- To **develop an integrated forward work programme** to cover all assets, ensuring they support main objectives as well as ensuring any proposals are appropriate to the existing conditions. The TAMP will define current and desired levels of service and the corporate risks associated with these. Once these have been established, an integrated renewal and maintenance programme can be developed.

  Long-term planning for maintenance will facilitate the analysis of the timing of maintenance interventions and the programming of preventive maintenance treatment thus leading to better whole life cost solutions. An integrated forward work programme will also facilitate the co-ordination of planned maintenance schemes with major and other integrated transport schemes, and potentially improve co-ordination with utility works, as required by the Transport Management Act. Once long-term programmes have been developed for all assets (as a result of the development of lifecycle plans for each asset) and for each service area (as an output from other LTP strategy development) it will be possible to identify conflicts and the possibility for developing hybrid schemes (i.e. schemes that meet two purposes concurrently)

- To **identify the levels of service** appropriate to the key assets and develop future levels of service as required, to ensure these assets meet current and future requirements for TAMP and to **put in place performance measures**.

  Levels of service have been agreed and performance measures will be developed to support the management and delivery of these services. Monitoring and measuring of performance across all categories of work is becoming increasingly important, particularly national Best Value Performance Indicators which in turn are linked to the Corporate Performance Assessment of the Authority. It is important there are good record data systems in place which can be monitored and provide input into performance indicators. An asset management system facilitates this to a great extent across the whole spectrum of highway infrastructure. With the development of a local performance management framework, additional indicators will come into play which will require a suitable asset database to be in place so that appropriate performance reports can be produced. It is planned to benchmark our performance with other similar authorities through the MSIG. Currently this would be achieved using national indicators but it is intended that they will be supported by local indicators that are currently being developed. It is envisaged that performance measures will be strategic, tactical or operational:

  - Strategic indicators to be primarily used to report on performance to external stakeholders e.g. best value performance indicators
  - Tactical indicators to be used as an ongoing management tool and used in resource allocation decision making
  - Operational indicators provide information to service deliverers and used to improve the efficiency of service delivery.

- **Review existing risk management processes** in dealing with treatments of the asset

- To **develop Improvement Action Plans** as identified during the process

- Ultimately to **deliver a safer, improved network service** for all road users.

A preliminary Asset Management Plan was developed and approved for the County in 2004. It concentrated on the strategic level of information and gave clarity to strategy, policies and standards to maximise service delivery. The exercise was focussed on identifying where the Authority has a shortfall in these areas and also the lack of data about the asset, with a view to earmarking a prioritised programme of work to rectify the situation and enable the full benefits of a Highway Asset Management System (HAMS) to be utilised and linked to Performance Management.

The County Council has completed the procurement of a HAMS and is currently undertaking its implementation. This implementation is expected to take approximately eighteen months.

In addition to reviewing best practice at other highway authorities in order to use the more successful ideas in Nottinghamshire, the County Council's working group has determined the input required and developed a strategy for the production and implementation of the HAMS and TAMP.

The group has also completed a review of the Authority's current practices. This resulted in the identification of strengths and weaknesses to enable the production of an Improvement Plan. A review of existing data has also been carried out (both in terms of quality and quantity) in order to develop a strategy to collect up to date and reliable information. The asset management system provides the facilities to record the data. The information that the Council holds will be recorded on the system and further data will be collected or purchased (such as additional survey data) to complete the database.

Customer Contact Centre

The County Council is moving towards dealing with queries from the public via a Customer Contact Centre. This will include highway enquiries and reporting of defects by the public. This affords the opportunity to introduce and link a highway customer service module from an asset management system that would log such calls/complaints and has a potential to create a works order automatically for repair of the defect. This repair can then be tracked in terms of speed of response/repair. It is also very important to know what the customer wants in terms of service delivery and a record of public contact and indeed that of elected Members. This type of information can be logged on to the system for future reference and policy development. A customer contact centre has great benefits for the public as it will mean that there will be one effective point of contact that will be able to deal with all of their Council enquiries.

Other Considerations

It is necessary to make the most effective use of resources in terms of delivering value for money services to the customer. At the present time there is a lack of information regarding the level and condition of many of the highway infrastructure assets and there is a need to collect a lot of data to bring together what will be a comprehensive asset register for the Authority. Only then will it be possible to look at the maintenance of the highway asset in the round to make decisions on what asset should receive priority and relevant levels of funding. This will enable well-focussed prioritisation in the allocation of resources in terms of need. Also with the information at hand, it would then enable the Authority to integrate maintenance delivery by being able to identify on a particular stretch of road what needs dealing with at any one time in line with 'Rethinking Construction', which advocates such an approach.

With an increasingly litigious society, it is more important than ever to reduce the number of claims against the Authority by having a safe, effective and efficient highway infrastructure. The aim is to limit the risk of accidents by ensuring a high standard planned maintenance regime is in place, together with appropriate inspection regimes and records of defects and repairs. To

facilitate this, appropriate systems and procedures on a countywide basis should be implemented and a TAMP will go a long way towards meeting this requirement. Risk identification, its analysis and subsequent reduction are a vital element in asset management planning.

From April 2005 the highway assets in the Ashfield, Broxtowe and Mansfield areas are being maintained by the district councils under 'Manage and Operate' Partnership (MOP) arrangements. This allows the propogation of policies, standards and common practice throughout the county including members of the MOP. The district councils have therefore been involved in the development and selection of the HAMS, and consulted on the TAMP, particularly work relating to life-cycle planning.

11.3 BRIDGES AND STRUCTURES

Bridges form an integral and often critical part of the highway network and it is essential that adequate funds are available each year for managing and maintaining these vital assets. Bridge stock details, including the number that require strengthening, have been reported in the APR each year and currently there are 503 bridges (>1.5m span) within the Plan area.

In the past, funds have been prioritised towards bridge strengthening to ensure that structures supporting the public highway can carry 40/44 tonnes wherever these might reasonably require access. The County Council has carried out a prioritised programme of bridge strengthening, with a total of 30 bridges and culverts being strengthened to the 40 tonne requirement since 2001/02 at a total cost of approximately £2m. It has been accepted that certain bridges do not need to carry 40/44 tonne vehicles and that in certain locations weight restrictions are acceptable and where this is the case, weight restrictions have been applied.

The County Council has policies to carry out 'general inspections', 'principal inspections' and 'strength assessments' for all bridges and culverts on the highway network, to carry out appropriate maintenance, refurbishment and strengthening work and to ensure that the bridge stock is maintained in a proper state to safely carry traffic loads.

Revenue funded general inspections take place every two years and capital funded 'principal inspections' take place at frequencies not exceeding 10 years, significant structures (railway and major river bridges) not exceeding six years and under water inspections not exceeding three years. Local performance indicators have been developed to monitor our performance in relation to the completion of bridge inspections. The extensive assessment programme allows for the identification of both current and future problems concerning bridges and structures.

Following the completion of the strengthening programme, emphasis has moved to upgrading work. Parapet replacement, protection and improvement work is in progress following individual risk assessments. There are particular concerns with weak timber parapets, post and rail parapets, masonry baluster parapets and sub height parapets. In certain locations parapet protection work has been carried out in the past, such as trief kerbing and safety barriers. Future work programmes are based on the inspection regime, life-cycle planning and the overall condition of the bridge as indicated by the Bridge Condition Index.

Twenty eight sites have been identified on A and B roads for parapet improvements at a total estimated cost of £603K and a prioritised programme of works has been put in place to address these sites. One site was completed in 2004/05 and five sites have been completed in 2005/06. A further six sites are planned for 2006/07. Parapet improvement work on C and U/C roads is currently being identified and will be part of the work undertaken as part of the development of the Transport Asset Management Plan (TAMP).

A programme of bridge deck waterproofing and re-waterproofing is in progress. In the last three years three bridges have been waterproofed, as no previous waterproofing existed at these sites, at a total cost of approximately £180K. A further 45 bridges have been identified for waterproofing or re-waterproofing to replace historic/failing systems and a prioritised programme of works has been developed to address these sites. Waterproofing works has

been completed at five of these bridges in 2005/06 and five locations are planned for 2006/07. In addition to this, major maintenance painting schemes are planned for ten bridges in the next five years with one completed in 2005/06. All bridge works are carried out with due regard to our environmental responsibilities and consultations take place at an early stage with the Environment Agency (EA) and Wildlife Agencies including English Nature. Consultation with the EA and internal drainage boards is important particularly for works taking place in flood plains. For works on listed structures, consultation takes place with English Heritage. The Highways Agency are consulted for bridge works which will effect flows on the trunk road network, in line with our Traffic Management Act duties.

Following the Selby 'rail' crash, all relevant bridges have been assessed using the Network Rail Protocol. Working in partnership with Network Rail, works have been carried out on 12 of the 14 bridges scoring greater than 90, to reduce the incursion risk. There are two outstanding bridges scoring greater than 90 where there are physical constraints to providing protection on the highway and these are with Network Rail for decision on possible protection measures on their land.

In order to improve the effective management of highway authority owned bridges, the Bridge Condition Indicator (BCI) has been used for all general bridge inspections since 2003. For Nottinghamshire County Council, the bridge stock condition scores for 2005 have been calculated to be 77.4 for critical elements and 87.2 for overall bridge stock. These scores indicate poor condition for critical elements and fair condition for the overall bridge stock. These figures may reflect that historically maintenance work has been under funded. The 2005 indicators do, however, show an improvement from 87.2 to 87.6 for the overall stock score and the critical stock score from 75.8 to 77.4.

In addition, progress is being made towards the adoption of the other proposed performance indicators in accordance with the trial application document 'Guidance Document for Performance Measurement of Highway Structures' prepared by Atkins Consultants. Initial indications for Nottinghamshire County Council bridges are that bridges represent only a minor availability restriction on the network with the stock availability score expected to be between 95 and 100 indicating a 'very good' availability (excludes low height railway bridges). Targets regarding the availability and reliability of the bridge stock cannot be set until the end of the trial working period of these performance indicators, in early 2006, when the indicators will be subject to feedback and subsequent national approval.

Identification of the outstanding workbank in accordance with Part C of the Atkins document has commenced.

The County Council will include bridges and structures within its TAMP which is currently being developed. The County Council has recently procured a Highway Asset Management System and the system will include a bridges module which will be an aid in the production of the TAMP. For bridges, the TAMP will consider inventory, condition assessment, service standards, performance monitoring, asset valuation, optimisation and budget considerations, performance gaps, risk assessment, routine maintenance plan, upgrading plan, disposal and sustainability and future developments. The TAMP will be informed by the 'Management of Highway Structures: A Code of Practice' which was launched in September 2005. The life-cycle plan for the County's structures will identify a range of revenue and capital funding options and performance outcomes based on the funding options.

The County Council takes an active role in the Midlands Best Value Improvement Group for Bridges and Structures, and shares best practice and knowledge with neighbouring authorities. There is cross-boundary working in connection with abnormal load route planning and in connection with bridges on highway authority boundaries, where reciprocal maintenance arrangements are in place to help maximise available resources and ensure value for money.

11.4 STREET LIGHTING

The County Council is responsible for approximately 48,000 streetlights throughout the Plan area which provide benefits in terms of:

- Reduced numbers and severity of road casualties
- Reduced levels of crime and the perceived fear of crime
- Creating a friendlier night time environment that encourages walking and cycling, with an enhanced perception of community safety
- Improving accessibility for socially excluded groups, particularly for women, children and the elderly
- Stimulating the night time economy – letting a town or city continue to thrive after dark.

Well designed and maintained street lighting, can therefore play an important part in encouraging the use of public transport, cycling and walking, accessibility and regeneration initiatives. The age and condition of the existing lighting stock is a cause for concern however, and at the beginning of 2005 there were approximately 4000 'poor condition' lighting columns in Nottinghamshire, with a very large backlog of 'average' condition columns. The County Council has therefore set aside £4m of non-LTP capital funds to begin to remove the backlog of below standard columns. A prioritised replacement programme of the below standard columns will take place during the period 2005-2009. The replacement priority is based on risk management from structural condition surveys and local needs identified through consultation.

An unsuccessful PFI bid was made in 2003 and the County Council are currently considering the suitability of this method of funding for our lighting stock and submitting an Expression of Interest for the next tranche of PFI funding.

The County Council and its district council partners have attracted over £500,000 of external funding since 2001 for street lighting upgrades, particularly in relation to matched funding for fear of crime schemes. These schemes are identified by consultation with district councils and local community groups.

The County Council continues to improve its lighting outage rate and has introduced systems to monitor BV215a and 215b, the new national performance indicators for average outage times. Current targets are to make repairs within less than seven days for County Council faults and less than 15 days for Distribution Network Operator (DNO) faults.

During 2006 the County Council intend to:

- Negotiate and implement a service level agreement with Central Networks for street lighting connections and disconnections using the national service level agreement as a framework
- Carry out the ongoing identification of safety critical street lighting, both in terms of road and community safety – in order to introduce an enhanced maintenance regime
- Update NCC's 'Street Lighting Guidance' and produce new code of practice in light of 'Well-Lit Highways Code of Practice for Highway Lighting Management' which was published in November 2004
- Re-tender the energy supply contract using an electronic auction, when full consideration will be given to the use of green energy
- Promote use of lower energy white light sources in new lighting schemes
- Develop a long-term strategy for the replacement of the County Council's street lighting stock.

The County Council will include street lighting within its Transport Asset Management Plan (TAMP) which is currently being developed. At present the County Council uses "SLIMS" as its street lighting inventory database, however, a highways asset management system has recently been procured. Among the options are the replacement of SLIMS within an integrated asset management system. Data from the street lighting module within the asset management system will feed into the TAMP.

For street lighting the TAMP will consider inventory, condition assessment, service standards, performance monitoring, asset valuation, optimisation and budget considerations, performance gaps, risk assessment, routine maintenance plan, upgrading plan, disposal and sustainability and future developments. The life-cycle plan for the County's street lighting asset, will identify a range of revenue and capital funding options and performance outcomes based on the funding options and will enable value for money options to be identified.

The TAMP will be informed by the new national code of practice 'Well-Lit Highways Code of Practice for Highway Lighting Management'.

The County Council takes an active role in the Midlands Best Value Improvement Group for Street Lighting, and shares best practice and knowledge with neighbouring authorities. Recently the County Council have switched to a four year bulk clean and change cycle based on best practice identified at this Group. Where schemes are planned adjacent to trunk roads the Highways Agency are consulted, similarly where a cross-boundary lighting scheme is planned consultation takes place with the relevant highway authority to ensure effective co-ordination of works.

11.5 NETWORK MANAGEMENT DUTY

The introduction of the new statutory Network Management Duty in January 2005 requires the County Council to do all that is reasonably practicable to keep traffic moving on its highway network as well as those of adjoining authorities. It places an emphasis on the importance of the active and co-ordinated management of the road network.

Network Management Duty Plan

Although not mandatory, the Council recognises the need for a formal plan to develop systems and procedures which will provide both proactive and reactive responses to network management and it is in the process of producing such a plan.

The plan will focus on measures to relieve congestion and disruption. This will include the development, improvement and enhancement of the highway and changes in its use through new works, signing improvements, Traffic Regulation Orders, public transport provision and the promotion of walking, cycling and public transport use.

The plan will promote a continuation of the proactive approaches to the co-ordination of street and road works and other temporary activity on the highway, as well as to parking management. It will also establish the appropriate measures required to respond to unplanned events through incident management, enforcement, media broadcasting, interactive signing and sharing network information in the region. It will identify activities on the highway and methods to minimise congestion and disruption, document diversionary routes and specify where possible how incidents will be managed.

Central to the plan will be a review of the current management arrangements, roads hierarchy, traffic sensitive routes and other designations and classifications. The plan will be developed within the overarching framework of the Local Plan, and influence/be shaped by emerging development proposals, including the influence of such things as restructuring in education and major housing improvement schemes or other extensive developments.

The plan will define both the overall long and short-term objectives, policies, standards and procedures that the Council will need to achieve in order to successfully satisfy the Network Management Duty, as well as the detail of how this will be achieved. The key to the Plan will be the development of the Network Hierarchy and User Classification which will enable it to focus on the most efficient options to address congestion and disruption to all road users whilst maintaining the duties and responsibilities that it already has.

Further detail relating to Road Hierarchy is included in section 11.6 of this chapter.

Traffic Manager

The County Council has appointed Peter Goode into the specific role of Traffic Manager. He has extensive experience in network management matters, including operations governed by the New Roads and Street Works Act and Highways Act. He is also involved in several regional and national bodies, including being chair of the National Street Works Highways Group, working on related matters. He is therefore ideally placed to share with, and learn from, other authorities' experiences.

The County Council has recognised the crucial role that the Traffic Manager will have in ensuring that there is effective and impartial authority-wide implementation of the Traffic Management Act and the Network Management Duty. Reporting directly to the Assistant Director of the Transportation Division, within the Environment Department, the Traffic Manager will, by virtue of his status, be able to have an influence over the wide range of matters related to the Network Management Duty. Being outside of the operational delivery arm of the Council (contained within the Highways Division of the Department) he will retain impartiality.

The Traffic Manager will be responsible for developing the County Council's Network Management Duty Plan, working closely with other parts of the Council, other authorities and stakeholders.

In developing the role, status and responsibilities of the Traffic Manager, the County Council has taken full regard of the advice given in the Network Management Duty Guidance. The Council is confident that with the appointment of the Traffic Manager and the responsibilities and status that the post will carry, the County Council will be ideally placed to fully integrate the Network Management Duty within the other duties and responsibilities that the Council already has, to bring about a reduction in congestion and disruption to all road users.

Congestion

The County Council is fully engaged in seeking ways of managing demand on the highway network such that the rise in congestion is stemmed by working to get the best out of the network and to encourage motorists to use alternative modes of travel. The Network Management Duty Plan will complement the LTP in this area and seek to ensure that policies achieve the balance between demands and reflect the changing use of the network, including that arising from changes in land use or other development.

Disruption

It is recognised that, irrespective of the level of congestion, journey time reliability is a very important part of travel planning and disruption to travel has a significant impact on many aspects of life and the local, regional and national economy. The Network Management Duty Plan will therefore pay particular attention to the management of planned and unplanned works, events and other occurrences, taking proactive steps to minimise disruption to the network including being prepared to respond to incidents.

Measurement, Monitoring and Indicators

As far as possible, the effectiveness of the processes relating to the Network Management Duty will be monitored by means of measurement and indicators used in association with other aspects of this Plan, including congestion, air quality, bus punctuality and school travel plans. However, it is anticipated that additional indicators will need to be developed alongside those relating to the Intervention Criteria when this has been established.

Quantitative data will also be used to identify areas of congestion, as well as to estimate the benefits of any proposed remedies and to prioritise actions to be taken.

Integration across authorities

There is a clear recognition by senior management within the Council that the concepts behind the Network Management Duty need to be fully understood by all those within the organisation as well as any other agencies who may have an influence on the highway network and its capacity and operation. A great deal of work has already been undertaken in disseminating information and raising awareness and this will be further enhanced by the Traffic Manager who will act as 'champion' to implement the Duty and in ensuring that detailed information is cascaded throughout the Authority and other external bodies.

Examples of the success already achieved in integrating the Duty within the Authority's existing work are that school travel plans are being developed and that the Duty is a consideration in planning issues, particularly relating to parking standards and impacts upon the network from development generated traffic. School travel significantly increases congestion on the network and school travel planning and the provision of safer routes to school are seen as complementary processes aimed at reducing this congestion. Within the Local Transport Plan period finance will continue to be allocated to the safer routes to school programme. The engineering measures in this programme are complemented by the work of the school travel plan officers who work in the Environment Department.

The Council also recognises the importance of decriminalised powers in the management of congestion and is working towards the introduction of decriminalised parking enforcement powers in 2007.

Partnerships and cross boundary working

The Authority acknowledges that, in addition to an authority-wide approach to the planning and delivery of services, there is a need to work in partnership with adjoining authorities and the Highways Agency to deliver a seamless service. The Council has for many years continually developed cross boundary protocols and relationships with neighbouring authorities and organisations. The Authority has been working very closely with Nottingham City Council since Local Government Review in 1998 and has excellent working relationships with it and other adjacent authorities. This has led to several service improvements such as the joint operation of the Traffic Control Centre and reciprocal winter maintenance agreements, where the authorities salt each others roads in adjoining areas to make routing more efficient.

Other examples are its membership and proactive work in the Nottinghamshire Bus Punctuality Improvement Partnership, the Bus Quality Partnerships, the Nottinghamshire Freight Quality Partnership, and the Nottinghamshire Road Safety Partnership. The Authority also holds co-ordination meetings jointly with Nottingham City Council and regular meetings with the Highways Agency and its agents for planning works. Outside of the Plan area, the Authority is fully involved in the East Midlands Highway Authorities and Utilities Committee, the award winning EMPReSS project and the Midlands Best Value Group, as well as being involved in the National Street Works Highways Group and HAUC(UK). As a direct consequence of the Network Management Duty, the County Council was responsible for instigating and implementing the East Midlands Traffic Managers Forum and continues to organise and host these successful meetings in pursuance of regional working.

There will be a need to build upon these relationships in the development of the Network Management Duty Plan. The Plan will define both the overall long and short-term objectives, policies, standards and procedures that the County Council will need to achieve in order to successfully satisfy the Network Management Duty, as well as the detail of how this will be achieved.

Management of Works and other Activities

Co-ordination of works and other activities on the highway is carried out at a number of levels under the umbrella of the joint co-ordination meetings. In developing a Network Management Duty Plan the council will incorporate best practice in co-ordination of activities on the highway, as well as reviewing procedures and protocols to ensure that disruption is managed effectively

across the network. The Traffic Management Act seeks to tighten the existing regulatory framework within which works are undertaken in the highway, providing authorities with greater powers to co-ordinate and manage works. The Authority will seek to make full use of these provisions to more effectively manage activities, with the principal aim of minimising disruption and reducing congestion. Although the new legislation associated with noticing and permits has yet to be introduced, it is recognised that there is a need to review the manner in which the full range of activities are managed to ensure that parity is applied irrespective of works promoter.

The Authority will continue to work collaboratively with other authorities in co-ordinating works and other activities and in developing strategies for dealing with planned and unplanned events across the Plan area. In particular this will include:

- The development of a clear hierarchy enabling the Authority to ensure that the new powers are used in the most appropriate manner and resources are allocated to greatest effect
- Ensuring that all works promoters are aware of the priority routes and the conditions applying to them
- Continuing to proactively co-ordinate planned works and other events through joint co-ordination meetings and shared processes
- Identifying areas for improvement of the proactive approach to the management of works in progress and enforcement of conditions, and
- Developing contingency plans for responses to unplanned events and improving communications to other authorities and the public.

The Authority will continue to work closely with the key works promoters to ensure that works are planned to reflect the priority given to those more important parts of the highway network. This will ensure that these promoters are able to develop working methods which will complete works in the most appropriate manner to minimise disruption, whether this be through night, off-peak or shift working or the adoption of alternative construction methods.

The Authority has held co-ordination meetings jointly with the City Council since the transfer of the highway authority role to the City in 1998, as well as with the other neighbouring authorities, and it is intended that this will continue. These meetings are a key element in the co-ordination process and are embodied within the statutory requirements for co-ordination. However, additional techniques and methods will continue to be developed to ensure that works and other events are well planned and co-ordinated and that long-term programmes are shared between works promoters to provide greatest opportunity for joint, sequential or phased working to minimise disruption.

As indicated above, implementation of the full scope of the powers is anticipated in the early part of the LTP period. Whilst the exact detail is therefore still unknown it is anticipated that there will be the opportunity to introduce measures to control activities in a more prescriptive manner than has hitherto been possible. In particular, the Authority will examine the provisions relating to permit schemes and consider whether to apply to introduce such a scheme.

Incident Management

It is recognised that, no matter how comprehensive and detailed forward planning of events may be, the occurrence of unplanned incidents cannot be avoided. The Council already has policies and procedures in place for the effective and efficient twenty-four hour management of incidents on the highway network. This is carried out in partnership with other organisations such as the Emergency Services, the Emergency Planning Authority and the Environment Agency, as well as other traffic authorities. It is recognised, however, that further work should be undertaken in this area to identify the nature of such incidents and establish a prioritised assessment process to determine policies for dealing with them. Contingency plans will be established for responses to unplanned events, including emergency diversion routes for key locations to ensure that in the event of incidents, pre-established arrangements can be put in place to keep traffic moving. The Council will also seek ways to improve communications to

other authorities and the public by examining the processes used to provide and receive information concerning events impacting on the highway network, including that provided by and to the Highways Agency through their Traffic Control Centres.

Accidents are just one type of unplanned occurrence which can disrupt the highway network and strategies are in place to reduce road casualties and their consequences, including the resultant delays on the network. Further detail on this aspect is included in Chapter 6, Safer Roads of this document.

The Authority already holds incident debriefs with adjacent authorities, the Highways Agency and other stakeholders to identify ways to improve the response to unplanned events.

Information strategies

The provision of timely and accurate information to road users is an essential part of the Network Management Duty and as such the County Council has done much in developing existing systems and exploring new technologies. The County and City Councils jointly fund the Traffic Control Centre that monitors traffic movement and provides real time traffic control over many traffic signal installations countywide. Real time information is conveyed onto the local media and disseminated via the Authority's web site. A recent move of the Centre has enabled much of its equipment to be updated and there will be consequential operational benefits and greater opportunity to develop technology, such as interactive signs to assist car parking and the movement of vehicular traffic.

The County Council was one of the founding proactive authorities responsible for the development of the award winning EMPReSS website that enables road users to look at road works data seamlessly across authority boundaries. Information related to longer term works co-ordination is available via the East Midlands HAUC website which enables utilities, developers and other authorities to view works programmes.

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

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

The framework opens up greater opportunities for sharing information between the different agencies, thereby aiding intelligence based network management across the whole East Midlands region. At a local level, the better co-ordination and sharing of information relating to the traffic management for special events has been identified by the Highways Agency as an area where improvement is required. Over the period of the Plan the Authority will work in partnership with the Highways Agency in providing local information to help ensure the network is managed more efficiently.

11.6 ROAD HIERARCHY

The road network is defined by both classification and hierarchy. Classification being the road number, for example A614 or B6031, which is a historically based system that has not been modified over the years and only applies to roads. Road hierarchy is a similar system but is defined based on usage and applies to both roads and footways. The definitions are set out in 'Delivering Best Value in Highway Maintenance – Code of Practice for Maintenance Management'.

As road hierarchy is more rigorously defined, the County Council has chosen this method as a basis for all of its policy issues. A review of road hierarchies has been undertaken throughout the county to ensure that our interpretations are in line with the recommendations of the Code of Practice and the review has now become an ongoing process. Some discrepancies have been

highlighted by this process where road usage has changed, for example new developments in an area have taken place or new bus routes have been introduced. These discrepancies are being addressed and the hierarchy maps changed accordingly.

This process has been very important, particularly with respect to winter maintenance as there is now a greater emphasis on salting footways and cycleways.

Hierarchy gives the Authority an opportunity to prioritise the different routes, and the hierarchy will continue to be reviewed to help ensure that traffic is influenced to take the most suitable route so that it intrudes as little as possible into the area through which it passes. The hierarchy also enables priorities for road safety, road maintenance, traffic management etc. to be determined accordingly.

A fundamental building block in achieving much of the Network Management Duty is the use and development of the Network Hierarchy. As indicated above, the County Council has already carried out much work in developing a hierarchy. This has been done in conjunction with maintenance of the street gazetteer and associated street data which includes traffic sensitive designations. This will form the basis of developing a much more detailed hierarchy that is fully reflective of the overall importance of particular roads within the network and is also related to the class of road user. Further development will take account of changes in the criteria permitted for designations within the street works associated street data and also identify those streets which are key to the operation of the network and on which there should be additional controls when activities take place. Such an approach will enable congestion measures and controls on disruption to be prioritised.

Although the data held predominantly relates to the Authority's own network, care will be taken to ensure that designations and other hierarchy decisions are not taken in isolation but are considered in conjunction with other authorities to ensure that there is consistency and continuity across the region.

11.7 PARKING CONTROLS

The availability of car parking has a significant bearing on the way people choose to make their journeys. Controlling parking in order to have an effect on motorists' destinations can therefore have a large impact on the types of journeys made particularly to traffic generators in congestion hotspots.

The effective management of car parking provision can therefore be a major influence in achieving the aims of the LTP and measures to do this such as development control and parking control are detailed within section 8.2, Congestion.

Decriminalised Parking Enforcement (DPE)

Nottinghamshire County Council has commissioned a comprehensive feasibility study into the implications and opportunities of the Council applying to assume responsibility for parking enforcement. The study concluded that it would be economically feasible in the county as a whole and as there are two tiers of Local Government in Nottinghamshire, the district councils are better placed to manage the enforcement. The new 'parking attendants' can therefore enforce on and off-street car parks and consequently a consistent approach to enforcement can be achieved. The Council's developing strategy to implement DPE has been drawn up with particular regard to Lancashire County Council's DPE strategy, learning from their experience in implementing a similar two-tier scheme.

There are however significant set-up costs associated with DPE and in order to assist the district councils in introducing DPE the County Council will endeavour to meet the majority of these costs. The district councils have all agreed in principle to negotiate with the County Council on the partnership agreement and upon completion of these discussions the County Council will submit a formal application for a Special Parking Area (SPA). At this stage, the earliest date achievable for the assumption of enforcement responsibility will be January 2007. This date is

included in the draft SPA submitted to DfT in May 2005. A wide-ranging consultation on the Council's intentions has also commenced with neighbouring authorities, the emergency services, bus operators and other interested stakeholders.

To ensure that on-street parking can be effectively enforced, the County Council has undertaken a review of all TROs to check for legal accuracy and visibility. The data has been added to a bespoke software system that will considerably assist in dealing with any queries generated by DPE. Additional TRO signing and lining maintenance will commence in 2006 and will continue through 2007. Together with a publicity programme in the months prior to the DPE date, it is hoped that these works will assist the public in clearly recognising the active TROs. The County Council is mindful of the publicity that DPE has attracted nationwide and in partnership with the district councils is determined to introduce a self-financing regime that is fully understood by the public and will result in improved traffic management and a more efficient use of the network.

It is also planned that the undertaking of enforcement of moving traffic offences (and the level of any such undertaking) will be considered as part of the future development of DPE.

Consultation with both stakeholders and the public, undertaken as part of the development of LTP2, has shown that there is strong support for parking controls. In all four of the sub-areas over 75% of those surveyed stated that they thought that parking controls were important (or higher), with 82% of those surveyed in Worksop and hinterlands stated that it was important (or higher).

11.8 DEMAND-SIDE SOLUTIONS

Improving access to local services such as education, training and employment opportunities, food and essential services, health and leisure services is a key objective within this Plan and is detailed within the Accessibility sections of 3.1 Problems and Opportunities and Chapter 5. An outcome of effective accessibility planning should be reduced trip lengths and less strain on the highway network.

The strategy to reduce the need to travel by car is vital in making best use of the existing network, including making smarter travel choices, safety and training and the promotion of cycling, walking and public transport and is detailed within section 8.2, Congestion.

Development Control

Processes to ensure effective development control such as better land-use planning and mixed use developments, as well as the use of section 106 agreements to improve existing facilities are considered to be another means of reducing trip lengths and this is detailed within section 8.2 Congestion.

11.9 SUPPLY-SIDE SOLUTIONS

Supply-side solutions such as intelligent transport systems such as Microprocessor-Optimised Vehicle Actuation (MOVA) and Split, Cycle and Offset Optimisation Technique (SCOOT) are being used to maximise the efficiency of the existing network, as well as enable better bus priority and increase journey times for bus passengers. The benefits of such measures in making best use of existing resources, as well as public transport, cycling and walking facilities and signing are included within Chapter 8.3, Congestion.

12. FIVE YEAR PROGRAMME 2006/07 - 2010/11

A significant change from the first round of LTPs is DfT's publication of long-term 'Planning Guidelines' for integrated transport and maintenance funding covering the whole five-year plan period from 2006/07 through to 2010/11. This is to allow local authorities to develop realistic and deliverable implementation programmes, and all authorities are expected to plan on the basis of the resources identified. The DfT consulted during 2005, and then confirmed these planning guidelines for integrated transport for 2007/08 onwards incorporating a new formulaic approach. These planning guidelines inform the preparation of this LTP submission.

Table 12.1 details the potential funding allocation available in North Nottinghamshire based on the 2006/07 settlement announced last December (2005) and the planning guidelines, as provided by DfT. It makes no assumption of funding for anything other than currently committed major schemes and the funding detailed in the 2005 settlement and the planning guidelines.

	2006/07 actual	2007/08 indicative	2008/09 indicative	2009/10 indicative	2010/11 indicative
Integrated Transport Measures	4,390	3,850	4,106	4,377	4,666
Maintenance	5,853	5,867	6,161	6,469	6,792
Total	10,243	9,717	10,267	10,846	11,458

Table 12.1 Planning guidelines indicative funding levels

In December 2005 the Government announced the settlement for 2006/07, the first year of LTP2. The North Nottinghamshire package amounted to just over £10 million. The Authority received detailed feedback from DfT on the progress made towards the implementation of LTP1 through assessment of the 2004/05 Annual Progress Report (APR). The APR was rated as 'excellent', the top category, and the Authority received a 12.5% increase in integrated transport measures ITM funding as a result. The DfT also provided a detailed assessment of the provisional second Local Transport Plans (LTP2) submitted in July 2005. The assessment categorised the Plans into three groups, 'very promising', 'promising' and 'need substantial improvement'. The North Nottinghamshire provisional LTP2 was classed as 'promising' and as a result of this assessment no further increases were received on its ITM budget.

It is understood that future actual allocations will be subject to DfT final settlements. These will take on board the provision of performance award funding (+/- 25% of ITM planning guideline) dependent on the assessment of this Plan, quality of the Authority's LTP1 Delivery Report, to be submitted in July 2006, and progress of delivery in subsequent years.

In December 2005 the Government also announced that the 'netting off' arrangements for safety camera partnership funding were being terminated and instead additional allocations were to be made to local authorities in accordance with their road safety needs. The new funding allocations were announced in February 2006 and the additional resources are shown in Table 12.2 below.

£000s	2007/08	2008/09	2009/10	2010/11
Capital	375	365	358	353
Revenue	1,687	1,644	1,611	1,586
Total	2,062	2,009	1,970	1,939

Table 12.2 Camera safety partnership funding

These allocations are additional to the road safety funding already included within the Integrated Transport block and will come into effect from 2007/08. This change will allow the authority greater flexibility to implement measures that best achieve the road safety objectives set out in Chapter 6 and in the Authority's Road Safety Plan. As a result of these changes, the funding arrangements and terms of reference for the Nottinghamshire Safety Camera Partnership are

under review. Given the late announcement of the new funding arrangement, together with the complication that the Nottinghamshire Safety Camera Partnership covers more than one Plan area, the precise allocation of the additional funding and any changes to funding priorities are yet to be determined and hence are not included within the proposed allocations set out in the remainder of this Plan.

12.1 RESOURCE ALLOCATIONS

Table 12.3 sets out the outline resource allocations based on the planning guidelines for the five-year plan period. These will be subject to change following the publication of the annual settlements, including potential performance bonuses.

Block	Code	Allocations by year (£000's)				
		2006/07	2007/08	2008/09	2009/10	2010/11
ITM total		4,390	3,850	4,106	4,377	4,666
Bus Priority	BL, BG	130	450	490	298	310
Public Transport Interchanges	IN	530	550	430	381	133
Park and Ride	PR	0	0	0	0	0
Bus Infrastructure	BI	480	450	450	428	448
Cycling	CY	350	350	355	371	394
Light Rail	LR	0	0	0	0	0
Walking	WA	595	292	300	348	363
Travel Plans	TP	150	153	178	186	197
Safer Routes to Schools	LS 1,2	260	255	296	309	329
Local Safety Schemes	LS 3,4,5	750	750	829	867	920
Traffic Management and Traffic Calming	TM	900	400	426	446	473
Road Crossings	RC	150	87	101	105	112
New Roads and Local Road Schemes	RD	35	61	71	474	829
Other Schemes	OS1	60	52	180	164	157
Maintenance - Carriageway and Footway	MM1,3,5	5,141	5,243	5,506	5,781	6,069
Maintenance - Bridge Strengthening	MM7	337	343	360	379	397
Structural Maintenance	MM8	214	218	229	241	253
Other Maintenance schemes	MM9	61	62	66	69	72

Table 12.3 Table showing projected spend by block

The County Council can more than utilise the levels of funding on offer from Central Government. The Authority has in the past and is continuing to deliver a programme in excess of the planning guideline figures, and has a proven track record of delivery on both major and smaller schemes across the whole LTP programme. Thus, as with seeking additional funding from sources other than Government, the County Council is keen to obtain 125% of the planning guidelines in order to allow more emphasis to be placed in key areas. The current levels of funding are spread to allow real transport choices to be offered - additional funds would be concentrated in key areas to deliver a more rapid impact and stretch outcomes to aspirational levels. In line with

Government's thinking of concentrating on a smaller number of key areas, Nottinghamshire County Council would largely pump any additional funding into safety and public transport. Safety is an area where there is always room for improvement - and where everybody should always look to do more. Public transport has to be the key to increased accessibility, reduced congestion, improved safety, and better air quality. It provides no conflicts and is a win - win mode of transport suitable for all.

Thus if the authority is successful in securing additional resources, including through the performance reward, the additional funding will be directed as follows:

- To achieve early delivery of bus strategy schemes
- To deliver additional road safety outcomes
- To deliver appropriate capital schemes emerging through the accessibility planning process, and
- To prioritise measures emerging from the ongoing LATS programme.

12.2 PLANNED SCHEME DELIVERY PROGRAMME

Table 12.4 sets out the planned number of schemes to be delivered by scheme type based on the outline resource allocations shown in Table 12.3.

Block	Code	Planned number of schemes per year				
		2006/07	2007/08	2008/09	2009/10	2010/11
ITM						
Bus Priority	BL,BG	1	2	3	1	1
Public Transport Interchanges	IN	1	1	2	2	1
Park and Ride	PR	0	0	0	0	0
Bus Infrastructure	BI	147	150	174	182	194
Cycling	CY	7	8	8	9	9
Light Rail	LR	0	0	0	0	0
Walking	WA	7	5	6	7	7
Travel Plans	TP	22	22	24	24	25
Safer Routes to Schools	LS1,2	8	8	10	10	11
Local Safety Schemes	LS3,4,5	28	28	32	34	38
Traffic Management and Traffic Calming	TM	16	15	18	19	20
Road Crossings	RC	32	33	37	39	42
New Roads and Local Road Schemes	RD	1	2	2	3	3
Other schemes	OS	1	1	1	1	1
Maintenance - Carriageway and Footway	MM1,3,5	51	52	55	58	61
Maintenance - Bridge Strengthening	MM7	7	7	8	8	8
Structural Maintenance	MM8	6	6	7	7	7
Other Maintenance schemes	MM9	1	1	1	1	1

Table 12.4 Table showing number of schemes by block

The delivery programme has been assembled using the funding profiles set out in the Planning Guidelines. The numbers of schemes identified have been calculated on the basis of known cost estimates for significant schemes (generally greater than £250,000) and the calculation of average costs for smaller scheme types within block allocations.

12.3 PROGRAMME DEVELOPMENT

To ensure effective delivery and to cope with fluctuations in funding availability or unexpectedly rapid or slow scheme progress, an overarching approach to programme management is taken. Flexibility is also required to take advantage of external funding opportunities, issues arising from consultation or legal processes, detailed design changes and variations to scheme estimates.

This is achieved by compiling a balanced programme with a range of scheme types and scale. Large-scale schemes allow the efficient deployment of resources but are more vulnerable to scheme implementation delays and have a bigger impact on the programme if cost variations occur. Small-scale schemes can be deployed quickly but tend to be more staff resource intensive. Reserve schemes are worked up so that should a scheme be delayed at any stage in the process a replacement with a suitable state of readiness can be substituted.

To reduce the risk of surprise (consultation delays, issues arising through detailed design, and poor cost estimates) a significant element of the programme has already been designed. This is, and has been for a number of years, done on a rolling basis so that a proportion of the design work in any one year is for schemes to be undertaken in a future year. The Authority has a specific 'Programme Development Group' that meet quarterly to input ideas into the programme but also to undertake a reality check on deliverability of these ideas and likely costs. This is helped by the involvement of the delivery arm as part of this group.

Programme management

During the course of LTP1 the County Council developed its own bespoke database to monitor progress for all LTP schemes. This complex 'Access' database is not only a project planning tool, highlighting the current status of each scheme and its timetable for delivery, but also details current and anticipated spend on each project. This methodology proved successful in maximising spend and delivering the correct number and mix of schemes to ensure outcomes were achieved. This database has now been extended to include all funding sources so as to provide additional value for money throughout the whole programme. The database has been used internally by management to monitor spend on a monthly basis and also to inform a separate officers meeting on programme progress. These monthly meetings are held to review progress on all schemes to ensure deliverability, value for money and to maximise use of available resources. The meetings are used to adjust the programme if problems occur on individual schemes or if performance is slipping on the delivery of either outcomes and outputs as against desired/anticipated levels.

Table 12.5 below details the links between the programme elements and the objectives of this Local Transport Plan.

Classification	Scheme	LTP Objectives						
		Accessibility	Safety	Quality of Life	Congestion	Air Quality	Regeneration	Making best use
Bus priority schemes	Bus priority and small scale traffic management measures (including Bus Quality Partnerships)		√		√√	√√	√	√
Public transport interchanges	Upgrading of bus stops and stations	√√	√		√√	√√	√	

Classification	Scheme	LTP Objectives						
	(including rail) at district centres							
Bus infrastructure schemes	Relocation and upgrading of bus stops, co-ordinated timetable information, access improvements and lighting	√√		√	√		√	
	Vehicle purchase	√√		√√				
	Integrated ticketing, pre-paid and smartcard	√√		√√	√			
Pedestrian and cycling schemes	New and improved footways (including completing discontinuous footways)	√√	√√	√√			√	√√
	Improved lighting	√√	√√	√√			√	√
	New on and off road cycle routes	√√	√√	√√	√	√	√	√√
	New and improved Rights of Way routes	√√		√√			√	
Smarter Choices	Travel Plans	√		√√	√√	√√		
	Marketing and awareness raising, travel information, personal travel planning, car sharing clubs and homeworking	√√		√√	√√	√		
Local safety schemes	Treatment of problem sites and routes, speed management and traffic calming	√	√√	√√			√	
	Safer Routes to Schools (including school safety zones, school crossing patrols and school travel plans)	√√	√√	√√	√	√	√	
Traffic management	Intelligent Transport Systems (including SCOOT and MOVA)				√√	√√		
	Local improvement schemes (including small scale treatments, TROs, accessibility improvements and residents' parking schemes) often developed through LATS	√√	√	√√	√			
	Decriminalisation of parking				√√		√	
	Village speed limit review and other		√	√√				

Classification	Scheme	LTP Objectives						
	speed management schemes (such as gateways and interactive speed signs)							
Road crossings	Installation of new and upgraded crossings (including signalled and unsignalled crossings and refuges)	√√	√√	√√			√	
	Access for disabled people (including dropped kerbs and DDA-compliant signalled crossings)	√√	√	√√				
Local roads	Highway network improvements aimed at encouraging regeneration	√		√√	√		√	√√
	√=supports achievement of objective √√=major contributor to objective							

Table 12.5 Links between programme elements and objectives

12.3.1 Programme priorities

Work has been undertaken to identify named schemes for inclusion in the five-year programme. The content of the programme has been influenced by consideration of the following factors:

- Achieving value for money
- Alignment with Plan objectives
- The phasing of schemes over the Plan period (to balance resource use and avoid conflicting disruption to the network)
- Consultation with residents and stakeholders to ensure acceptability and ownership of the schemes
- Ensuring schemes are compatible with national, regional and local priorities
- Co-ordination of schemes within the programme and opportunities for joint working with other partners to secure added value
- Options for levering in external resources to deliver more schemes over and above the LTP allocation
- Exposure to risk and the mitigation required to manage this exposure to an acceptable level
- Schemes that have the ability to deliver multiple benefits across a range of target areas
- Schemes that make the best use of the existing asset base whilst safeguarding its future potential
- Future maintenance implications
- Ensuring sufficient advance design is undertaken (to maintain future programme delivery), and
- Building upon the experience of delivering similar schemes during LTP1.

The following table provides an indicative programme for the five year period. It is not practical to detail the entire programmes on a year by year basis and thus the table attempts to show; the programme blocks, key larger schemes and the relative cost, stage of readiness and priority of all the different elements.

Classification	Types of scheme	Programmed schemes	Scheme information			LTP objectives						
			Cost Band	Priority	Status	Accessibility	Safety	Quality of life	Congestion	Air quality and environment	Regeneration	Making best use
Bus priority schemes	Area wide bus priority - Bus priority including information, marketing, infrastructure and small scale traffic management measures applied to an area, such as a district local centre. Prioritised through Bus Quality Partnerships.	Worksop	D	A	G	√√		√√	√√	√	√√	√
		Retford	D	B	A							
		RHADS (Robin Hood Airport Doncaster Sheffield)	B	A	G							
		Mansfield	D	B	A							
		Sutton	D	B	R							
		Newark	D	A	G							
PT Interchanges	Upgrading of interchange facilities - Relocation of bus stops, co-ordinated information, lighting and footway improvements at key nodes in district/local centres. Access improvements to local rail network	Retford	A	A	G	√√	√	√	√	√	√√	
		Mansfield	A	A	A							
		Worksop	B	B	A							
		Newark	C	B	A							
		Rural interchanges	D	B	R							
		Sutton	D	C	R							
Bus infrastructure schemes	Public Transport Accessibility -Raised kerbs, physical access, bus boarders, bus stop lighting (including solar), information, CCTV and other supporting measures to improve accessibility, safety and security for public transport users.	Kirkby in Ashfield	D	A	G	√√	√	√√	√	√		
		Sutton in Ashfield	D	B	G							
		Mansfield district	D	B	A							
		Newark Town Centre	D	A	G							
		Rural towns and villages	D	A	A							
		Clipstone	D	B	G							
		Rainworth / Southwell	D	C	A							
		Worksop	D	A	G							

Classification	Types of scheme	Programmed schemes	Scheme information			LTP objectives							
			Cost Band	Priority	Status	Accessibility	Safety	Quality of life	Congestion	Air quality and environment	Regeneration	Making best use	
		Retford	D	B	G								
	Bus location and electronic information - Electronic displays, real time information and 'Transport Direct' journey planner	Bus location (realtime) / electronic information programme	D	B	A	√√	√	√	√				
	Ticketing – Integrated ticketing, prepaid and smartcard systems.	Smartcard development programme	C	B	G	√√	√	√√	√				

Classification	Types of schemes	Programmed schemes	Scheme information			LTP objectives							
			Cost band	Priority	Status	Accessibility	Safety	Quality of life	Congestion	Air quality and environment	Regeneration	Making best use	
Pedestrian and cycling schemes	Pedestrian routes - Route development in urban / district centres and rural areas	Worksop Central Avenue, Worksop	D	A	G	√√	√	√√	√	√√	√√	√	
		Middle Gate Area Ped scheme, Newark	B	A	G								
		White Hart Street, Mansfield	A	A	G								
		Sherwood Drive, Ollerton	D	A	G								
		Sherwood Colliery link, Mansfield	D	B	A								
	Cycle Network - Including shared pedestrian routes, on and off carriageway routes, urban and rural routes,	Oakham Local Nature Reserve, Mansfield	D	B	G	√√	√√	√√	√	√	√	√	
		Church Warsop to warsop Vale, Mansfield	D	A	G								
		Beacon Hill, Newark	D	A	G								

Classification	Types of schemes	Programmed schemes	Cost band	Priority	Status	Accessibility	Safety	Quality of life	Congestion	Air quality and environment	Regeneration	Making best use
	upgrading of existing facilities and missing links.	Ashfield Trails, Sutton	D	B	G							
		London road, Newark	D	A	G							
		Forest road, Ollerton	D	A	G							
		Quiet cycle routes, Worksop & Retford	D	B	G							
		Chesterfield Road, mansfield	D	B	A							
		Strategic cycle network development - other routes undergoing review	C	B	A							
		Accessibility Improvement programme for pedestrians, cyclists and bus users	D	A	A							
	Rights of Way - Implementation of schemes identified in Rights of way Improvement Plan programme.	Local schemes prioritised on an area basis	D	A	G	√√	√	√√				√
		Footpath #7, East Retford	D	A	G							
		Footpaths #28,48 & 54, Southwell	D	A	G							
		Footpath #63, Sutton in Ashfield.	D	A	G							
Smarter travel choices	Travel plans - Development and support of work and school travel plans.	Work travel plans	D	A	G	√√		√√	√	√√	√	
		School travel plans	D	A	G							
	Other behavior change measures - Marketing and awareness raising, travel information, personal travel	Smarter choices programme including 'Nottinghamshare' car sharing website.	D	A	G	√√		√	√√	√		

Classification	Types of schemes	Programmed schemes	Scheme information			LTP objectives						
			Cost band	Priority	Status	Accessibility	Safety	Quality of life	Congestion	Air quality and environment	Regeneration	Making best use
	planning, car sharing/car clubs and homeworking.											

Classification	Types of scheme	Programmed Schemes	Scheme information			LTP objectives						
			Cost band	Priority	status	Accessibility	Safety	Quality of life	Congestion	Air quality and environment	Regeneration	Making best use
Local safety schemes	Casualty reduction schemes - Problem sites, route treatments, speed management measures and traffic calming	Problem site programme prioritised on accident statistics	C	A	G	√	√√	√				
		Mass action programme	C	B	G							
		Route action programme	D	A	G							
		Speed management programme	D	A	G							
	Safer routes network - Development of networks of safer routes, 20mph/school safety zones. Linked to school travel plans	School 20 mph zone programme	D	B	A	√√	√√	√	√			
		School safety zone programme	C	A	G							
		School Crossing Patrol site upgrades	D	C	G							
Traffic management	Intelligent transport systems - SCOOT/MOVA systems and CCTV congestion monitoring.	SCOOT Sutton in Ashfield	D	A	G				√√	√		√√
		MOVA Mansfield Woodhouse	D	A	G							
		MOVA Annesley & Kirkby	D	B	A							
		MOVA Worksop & Ranskill	D	B	R							
		MOVA Mansfield area	D	B	A							
		MOVA Newark	D	B	A							

Classification	Types of scheme	Programmed Schemes	Scheme information			LTP objectives						
			Cost band	Priority	status	Accessibility	Safety	Quality of life	Congestion	Air quality and environment	Regeneration	Making best use
		CCTV congestion monitoring	D	A	G							
	Rural traffic management - including the village speed review, interactive signs, gateway treatments, small scale treatments, TROs, and accessibility improvements. Prioritised by area.	Interactive signs & gateway treatments	D	A	G	√√	√√	√√	√	√		√
		TROs and small scale treatments	D	B	G							
		Village speed review	D	A	A							
	Urban traffic management - interactive signs, gateway treatments, small scale treatments, TROs, and accessibility improvements. Prioritised by area.	Interactive signs & gateway treatments	D	A	G	√√	√√	√√	√	√	√	√
		TROs and small scale treatments	D	A	G							
	Junction improvements	Skegby Lane	A	A	G							

Classification	Types of scheme	Programmed schemes	Scheme information			LTP objectives						
			Cost band	Priority	Status	Accessibility	Safety	Quality of life	Congestion	Air quality and environment	Regeneration	Making best use
Road crossings	New crossing facilities - Instillation of new and upgrading of signal crossings and refuges. Prioritised on need	Upgrading of existing crossings programme	D	A	G	√√	√√	√√				√

Classification	Types of scheme	Programmed schemes	Scheme information			LTP objectives						
			Cost band	Priority	Status	Accessibility	Safety	Quality of life	Congestion	Air quality and environment	Regeneration	Making best use
	Access for disabled people - Dropped crossings, facilities at signal crossings and physical access improvement schemes. Prioritised on area basis	Accessibility for disabled programme including dropped crossings	D	B	G	√√	√	√√				√
Local roads	Regeneration schemes - changes to highway network to assist regeneration or accessibility	Hamiliton Road, mansfield	A	C	R	√√		√	√√	√	√√	√√
		Abbott Road, Mansfield	A	C	R							
		Cauldwell Road, Mansfield	D	B	G							
		Ratcliffe Gate, Mansfield	C	B	A							
Other	Decriminalised parking enforcement - Application for and operation of decriminalised parking enforcement powers within Nottinghamshire	Decriminalisation of parking enforcement	A	A	A	√√		√	√√	√	√	√√
Carriageway and footways	Classified roads - Schemes prioritised on condition	Classified roads programme	A	A	G		√	√	√			√√
	Non classified roads - schemes prioritised on condition with local input	Non-classified roads programme	A	A	G	√	√	√	√		√	√√
	Footways - Schemes prioritised on condition with local input	Footway programme prioritised within local areas	B	B	G	√√	√	√			√	√√
Bridge strengthening	Strengthening schemes for 40 tonne vehicles prioritised by route importance	Strengthening programme	C	A	G	√						√√

Classification	Types of scheme	Programmed schemes	Scheme information			LTP objectives						
			Cost band	Priority	Status	Accessibility	Safety	Quality of life	Congestion	Air quality and environment	Regeneration	Making best use
Structural maintenance	Existing bridges, subways, culverts and retaining walls prioritised on condition	Structural maintenance programme	C	B	G	√	√					√√
Other Maintenance	Condition assessment and surveys.	Condition assessment programme	D	D	G							√√

√ - supports achievement of objective, √√ - Primary contributor to objective

Cost band	Actual cost	Priority		Status	
A	£1m>	A	Very High	G	Ready for implementation
B	£500k - 1m	B	High	A	Design in progress
C	£250k - 500k	C	Medium	R	Feasibility work required
D	£<250k	D	Low		

12.3.2 Significant schemes

The County Council intends to promote a programme of significant schemes, defined as schemes with a total cost of between £0.25m and £5m, during the LTP2 plan period. These schemes will be funded from the LTP block allocation for Integrated Transport Measures. The programme spending profile, shown in the table below, is based on the indicative planning guideline funding allocations.

The selection of significant schemes for the plan period has been based on their impact on achieving the objectives set in the LTP2. The County Council reviewed an extensive list of potentially significant schemes. Those selected were included in the programme due to their conformity / best fit with achieving the objectives of this Plan. Additional considerations in identifying this list of measures were made against the following criteria:

• If necessary to complete or complement another project, e.g. schemes that are essential to deal with predicted changes in traffic flows as a result of the construction of the Mansfield Ashfield Regeneration Route
• Additional planned phases of existing projects
• Delivery and affordability within the plan period
• Schemes that secure external / additional funding
• Value for money
• Schemes that support the County Council's wider plans and policies.

Consultation with the Highways Agency and Environment Agency is undertaken on a scheme by scheme basis, to assist in scheme selection, materials used and determine the impact on the highway network.

The expertise the County Council has in the project management of major and significant schemes enables a realistic and practical programme to be developed early for LTP2 to ensure that statutory processes can achieved in the time scales allocated.

The County Council received an additional allocation of 12.5% in the 2006/07 settlement. This facilitated a re-profiling of the significant schemes that will allow more work on Retford bus station to be completed at an early juncture.

An evaluation of the likely funding streams available for later years from the planning guidance - taking into account the core programme funding for local safety schemes, safer routes to schools, bus priority measures etc - estimates that an average of approximately £0.75m per year will be available for significant schemes.

The following is the proposed list of significant schemes for this second LTP.

Scheme	Block	Allocation per year (£000's)				
		2006/07	2007/08	2008/09	2009/10	2010/11
Bus Quality Partnerships	BL		100	300		
Bus interchanges	IN			300	350	100
Retford Bus Station	IN	500	500			
Hamilton Road/Abbott Road	RD				400	750
Skegby Lane	TDM	500				
Middle Gate	WA	150				
Sherwood Colliery pedestrian link	WA		100			
White Hart Street		100				
Sub-total		**1250**	**700**	**600**	**750**	**850**

Table 12.6 Significant scheme allocation

In line with the County Council's local priorities, the schemes selected have a major impact on regeneration, as well as having a significant impact on the core priorities, as shown in Table 12.8 below.

Scheme	LTP2 Objectives						
	Accessibility	Safety	Quality of life	Congestion	Air Quality	Regeneration	Maintenance
Skegby Lane		√		√		√	√
Middle Gate	√		√		√	√	
Hamilton Road/Abbott Road				√		√	
Bus interchanges	√	√	√		√	√	
White Hart Street	√		√		√	√	
Retford Bus Station	√	√	√		√	√	√
Bus Quality Partnerships	√		√		√	√	
Sherwood Colliery pedestrian link	√		√			√	

Table 12.7 Scheme assessment against Local Transport Plan Objectives

Skegby Lane

The A617 Beck Lane/B6014 Skegby Lane junction forms an integral part of the recently completed Mansfield Ashfield Regeneration Route (MARR).

On completion of MARR, it was anticipated that there would be substantial growth of general traffic introduced at the Beck Lane/Skegby Lane junction, which would significantly exacerbate the existing problems. In particular the capacity of Beck Lane on the southbound approach is considered to be deficient when MARR traffic and future MARR related development traffic is added.

In April 2005 a £1m improvement scheme was finalised to upgrade the existing signalised junction and enlarge its capacity by highway widening on Beck Lane and King's Mill Road East. The scheme caters for the additional capacity requirements and provides additional directional traffic lanes. The overall scheme relieves congestion (with associated air quality benefits) and creates a safer environment for cyclists, pedestrians and other vulnerable users, thus providing significant safety benefits to all road users.

The scheme will commence in October 2005, part funded from the first LTP, with completion in the 2006/07 financial year, with the remainder funded from LTP2.

Middle Gate, Newark

A significant traffic management and environmental improvement scheme is proposed for Kirk Gate, Middle Gate and Stodman Street in Newark. The scheme will improve pedestrian access in this shopping area and offer regeneration and quality of life benefits by enhancing accessible links with the Market Place. This high-quality scheme will include widened footways, improved crossing points, restricted highway widths and reduced traffic flows.

The Middle Gate scheme is located within the historical centre of Newark and has been developed in partnership with Newark and Sherwood District Council (NSDC) to support the town centre action plan. The scheme is the next phase of development for the town centre following on from the recent and very successful Carter Gate pedestrianisation. The scheme's design will be subject to extensive consultation with the Civic Trust, Newark and Sherwood Conservation Officers, local businesses and other stakeholders.

Building on the success of the Carter Gate scheme in Newark, the project will be funded in partnership with both NSDC and the Alliance SSP enabling the use of higher quality materials to enhance this historic townscape.

Hamilton Road and Abbott Road

The main objective of both these schemes is to improve local highway connections to the recently constructed Mansfield Ashfield Regeneration Route (MARR). This will support the creation of a consistently high standard of access to existing and proposed major employment sites in and around Mansfield. Improvements will also address road safety issues and provide facilities for cyclists and pedestrians. The provision of footway/cycleways also aims to encourage people to cycle or walk rather than use their car.

Hamilton Road Scheme

The scheme involves widening a short length of Hamilton Road either side of MARR (0.5km in total) to provide a continuous 7.3m wide single carriageway. It also involves the construction of a 3m wide combined footway/cycleway on the western side of Hamilton Road.

A6075 Abbott Road Scheme

The scheme involves widening a short length of A6075 Abbott Road from its junction with MARR to the junction with Westfield Lane (0.75km length in total). This will involve widening the road to provide a minimum 7.3m wide single carriageway. The scheme will provide a right turn lane into Abbott Lea and also involves the construction of a 3m wide combined footway/cycleway on both sides of Abbott Road.

Bus Interchanges

As part of the wider strategy to support public transport, improvements to the quality of the bus stations and waiting areas in the main town and urban centres are essential. A recent quality and usage audit showed that all five bus stations within the Plan area required major or complete renewal.

In Newark, the wholesale redevelopment of the Potterdyke site offers an opportunity for private developers to provide a new bus station facility near the heart of the town. At Sutton in Ashfield, the existing facility provides an effective bus station, but some modifications and improvements will be required over the next five years. The proposal in Worksop is now focusing on the provision of an intermediate on-street facility that can be integrated into wider environmental and traffic management improvements

The two existing bus stations in Mansfield and Retford suffer from particular problems and have been brought forward for earlier attention. Mansfield Bus Station proposals will be submitted as a separate major bid, while Retford is a named significant scheme intended for early implementation in the Plan period – see separate section below.

Retford Bus Station

The existing bus station, which is in very poor condition and is operationally unsafe, handles approximately 350 buses and 1,600 passengers each weekday as well as national coach departures. The bus station is close to the centre of Retford, an important market town serving a large rural hinterland. The provision of good public transport access to Retford is particularly important as the area has lower than average car ownership per head of population.

In 2002 external consultants undertook a review of the bus station highlighting its existing problems and suggesting possible improvements. The findings of the review showed that the bus station was ideally situated in the town centre, but that it suffered from the following:

- Bus passengers were exposed to wind and rain while waiting at the station
- There was a lack of service information to guide passengers to the correct stop

- Cars and vans illegally drove through the bus station
- The bus station did not feel part of the town centre
- Lorries used the bus station as a turning area, and
- Passengers needed to cross the path of buses, lorries and cars to get to their stops.

The County Council is proposing to deliver a scheme which addresses these problems and provide a landmark bus interchange with a new bus station building for the town. The bus station will assist in delivering the aims of improved accessibility, reduced congestion through encouraging public transport (and the subsequent improvements in air quality), as well as helping regeneration and quality of life. The new bus station will consist of an enclosed building, fully staffed information point, toilets, driver facilities and retail outlet. Alterations to the layout of the station will also eliminate its use by service lorries and private cars. County Council funding is being made available from the Building Better Communities initiative and the Local Transport Plan. This, in addition to external funding secured from Alliance SSP, will fund the scheme's total estimated cost of £1.53m.

Advance works are programmed for this financial year with the alterations to the bus station and construction of the building programmed for 2006/07 and 2007/08. The project is being developed through extensive consultations both with its users and operators.

White Hart Street, Mansfield

This scheme was developed as part of the County Council's recent transport study work in Mansfield, and is closely allied to Mansfield District Council's (MDC) intentions to redevelop the area through their successful bid for 'Townscape Heritage Initiative' and 'Liveability' funding. Funding will also be available from the County Council through its 'Building Better Communities' initiative and through European regeneration funding secured by MDC.

This study included wide consultation with the public and strong partnership working with Mansfield Local Strategic Partnership (MASP) and MDC.

The main objective of the scheme is to support extensive long-term plans to redevelop the White Hart Street area of Mansfield by the return to use of many derelict industrial premises, the creation of new retail and business premises and housing.

In order to improve infrastructure to complement the wider regeneration plans, a pedestrian improvement scheme is proposed for the lower parts of White Hart Street and Church Street. The scheme will use high-quality materials, appropriate to the historic nature of Mansfield's town centre. It will incorporate reduced carriageway widths throughout the area which, in conjunction with wide plateaus, will help slow traffic speeds and provide a visual statement to drivers that emphasis has moved from vehicular to pedestrian traffic.

This has proved to be an effective means of successfully raising the pedestrian priority within an area, offering a significant environmental improvement. The scheme will create better links between Church Street and the Market Place and will promote journeys into the town centre on foot and by cycle.

The scheme will therefore help improve accessibility, road safety and the quality of life and help regenerate the area. In addition it will improve the area for pedestrians.

Bus Quality Partnerships

This refers to an allocation for bus priority measures, especially as part of the complementary measures for MARR. This may include a bus priority scheme on A6191 Ratcliffe Gate in Mansfield.

Sherwood Collery Pedestrian Link

This refers to a contribution to a Mansfield District Council scheme which will provide a subway under the Robin Hood Line from a new housing development to local facilities.

12.4 MAJOR SCHEMES

The County Council is promoting two major schemes, Mansfield Public Transport Interchange and Pleasley Bypass Extension, within the Plan period. A further scheme, Kelham Bypass, is still being evaluated for possible inclusion before the end of the plan period. Major schemes for the North Nottinghamshire LTP2 have been selected against the following criteria:

- Regional Transport Strategy objectives
- Regional Economic Strategy objectives
- The Local Transport Plan strategy (delivery of shared and local priorities)
- Value for money
- Deliverability.

The County Council has a good record of delivery of major schemes with the recent completion of the Mansfield Ashfield Regeneration Route ahead of schedule and largely to budget. The Council is confident that it has the capacity and expertise to deliver the major schemes identified, subject to the necessary funding approval.

Regional Economic and Transport Strategy Context

The Regional Spatial Strategy for the East Midlands (RSS8) recognises the importance of good transport links and highlights this issue as one its core policy objectives,

"To improve accessibility to jobs, homes and services across the region by developing integrated transport, ensuring the improvement of opportunities for walking, cycling and the use of high quality public transport;"

Both the regional transport and economic strategies stress the importance of linking new infrastructure development with:

- Clear and cohesive city and town visions developed by framing physical regeneration activity within masterplans
- Sustained investment into the vision
- Secure public transport improvements in rural areas, and public transport interchange systems in urban areas to reduce transport poverty.

The RSS8 encourages the location of appropriate development in the Sub-Regional Centres (SRCs), including the Northern Sub-area of Chesterfield, Mansfield and Worksop.

Local Transport Plan Strategy

The agreed shared priorities, together with local priorities, provide the assessment criteria against which potential 'major' schemes have been considered. An assessment has been made of all potential major schemes within the Plan area deliverable within the LTP2 plan period. Four schemes - Mansfield Bus Station, Collingham Bypass, Pleasley Bypass and Kelham Bypass - were considered in greater detail.

Assessment Criteria									
Scheme	Accessibility	Safety	Quality of Life	Congestion	Air Quality	Regeneration	Deliverability	Positive Cost/ Benefit Ratio	Priority Ranking
Mansfield Bus Station	√	√		√	√	√	√	√	1
Collingham Bypass			√				√	X	Not for submission in this LTP period
Kelham Bypass		√	√		√		√	√	Continue evaluation

Assessment Criteria								
Pleasley Bypass Extension		√		√	√	√	√	2

Table 12.8 Evaluation of four schemes against assessment criteria

Collingham Bypass failed to produce a positive benefit to cost ratio and was excluded from further consideration. The three remaining schemes were then considered against the core priorities resulting in the following conclusions:

- Mansfield Public Transport Interchange scheme is selected as LTP2's top priority major scheme. Assessment against Government's core criteria and local priorities shows that this project meets very nearly all of those requirements. It is a scheme that has strong support from Mansfield District Council and is seen as an essential catalyst for town centre redevelopment and regeneration. In addition, monitoring of targets in the Mansfield area during the LTP1 Plan period, indicates that there is unacceptable growth in use of cars, combined with a general decline in bus patronage. It is therefore considered essential that this 'step change' in public transport facilities in Mansfield is promoted. The scheme business case was submitted to Government in July 2005, and since included in the preferred package of schemes for the first five years as part of the East Midlands advice to Government as part of the Regional Funding Allocations.

- Pleasley Bypass (the off-line single carriageway option) is selected as the second priority major scheme. Not only does this scheme meet many of the core priorities of the LTP2 strategy, but it provides in effect the second phase of the Mansfield Ashfield Regeneration Route (MARR). It is an important scheme for economic regeneration as it improves links from the MARR redevelopment areas to the motorway. A submission of the scheme's business case was also made to Government in July 2005 and since included in the preferred package of schemes for the second five years as part of the East Midlands advice to Government as part of the Regional Funding Allocations.

- Kelham Bypass scored highly against the benefit to cost ratio and against a number of core priorities. It also has substantial benefits for accident reduction – a particular issue for this Plan area. The recent opening of MARR has had some impact on A617 usage and the County Council intends to investigate this scheme further to ascertain its full benefits. Unfortunately the scheme was not advanced enough at the time of assessments for Regional Funding and thus has not formed part of the preferred package of schemes. In view of the fact that the regional prioritisation process has effectively committed all regional transport funds over the first five years, it is now impossible to promote the scheme for implementation in this period. The feasibility work, however, suggests that a reasonable bid could be put together and a bid will be made to DfT prior to the next regional review of priorities – due in three years. This would ensure that a fully worked up scheme is prepared for possible inclusion in the next round of local transport plans commencing in 2011/12.

Scheme	Priority	Submission date	Estimated cost	Anticipated funding profile £m				
				06/07	07/08	08/09	09/10	10/11
Mansfield Bus Station	1	July 2005	£8m		1	3	4	
Pleasley bypass Ext'n	2	July 2005	£17m		1	1	7	7
Kelham Bypass	(3) Possible	Summer 2006	£15m					1

Table 12.9 Priorities and anticipated funding profiles

12.4.1 Mansfield Public Transport Interchange Scheme

The current bus station opened in 1977 and despite small scale improvements in the 1990s, it remains an unattractive place for the 5.2 million passengers a year who use it. The bus station offers limited protection from the wind and rain for passengers and the layout also raises operational safety concerns.

The proposal is to relocate the bus station 250m away from the current site to a location closer to the rail station. A high quality bus interchange would be built that is physically linked to Mansfield rail station and also provides easier pedestrian access into the town centre. In addition to providing a direct, covered 'step free' route between bus and rail, it will also greatly improve the connection between the rail station and the town centre. The new bus station interchange will improve the image and experience of travelling by public transport in Mansfield and as such will assist with attempts to stimulate a modal shift towards public transport away from the private car.

The relocation of the bus station will free up the existing bus station site for comprehensive town centre regeneration/redevelopment which will bring about the creation of new jobs for the town. Indeed, the relocation of the bus station is seen as the catalyst towards opening up the Stockwell Gate area of Mansfield for comprehensive redevelopment.

Scheme selection

A variety of alternative options were considered before the preferred scheme was selected. The first assessment considered the option of not having a bus station at all, and instead providing full on-street operation. This option was rejected due to the lack of centralised on-street locations for bus stops and layover bays and also as the resulting dispersal of bus stops would hinder the ease of making linked bus trips.

The assessment then searched for centralised locations within Mansfield town centre that could provide the required space to contain a bus station. Three locations were identified within the Stockwell Gate area and an assessment was undertaken to consider the impact of the site on both bus operation and bus passenger access to key destinations. The preferred option was the Station Road car park site situated between the rail station and the town centre. Numerous options for a bus station layout were then designed in discussion with the main bus operators, before the preferred layout was identified.

The majority of ongoing maintenance issues relating to the new station will be funded through the revenue made from the running of it. Any deficit that is required will be jointly funded by the County and District Councils and will be considered as part of the asset management system taking into consideration issues such as whole-life costing.

Scheme objectives

The schemes objectives should help improve the following aspects within Mansfield:

- **Accessibility** – the scheme will assist with attempts to reduce social exclusion by providing improved accessibility for those without access to a car. In addition, the existing bus station is only accessible via numerous steps and ramps, whereas the proposed bus interchange building removes these pedestrian obstacles. The scheme will also provide enhanced pedestrian and cycle route linkages from Belvedere Street to the bus interchange and on to the town centre
- **Reducing congestion/improving air quality** – by improving the quality of public transport journeys in Mansfield, trip makers will be stimulated to switch from the private car and on to public transport. This would reduce the number of car borne trips and hence reduce congestion and the associated local and global pollution from exhaust gases. The relocation of the bus station combined with new routing patterns for buses, also reduces overall bus mileage within the town centre
- **Safety** – Whilst the changes in overall traffic flow on the network caused by the relocation of the bus station are considered to be insignificant, it is anticipated that there will be a reduction in accidents at specific locations. In addition, bus operators report over 30 bus incidents (collisions) within the bus station each year, which will largely be removed by the layout provided at the new facility
- **Regeneration** – the relocation of the bus station to a new site is seen as the catalyst for the wider regeneration of the whole of the Stockwell Gate area of Mansfield and for the town as a Sub Regional centre. The public transport interchange will act as a landmark development, integrating economic development and transport improvements at a key arrival point to the town. This will serve to raise aspirations generally, attract investment to the town and improve the visitor image and perception of the area. The relocation of the bus station will enable the existing bus station site to be redeveloped as a comprehensive package with adjoining land parcels
- **Quality of life** –the quality of life will improve noticeably for public transport users who will be able to undertake their journeys from a comfortable and safe interchange building. The new interchange building will also improve the townscape within the Stockwell Gate area of Mansfield
- **Making best use of existing assets** – the scheme has been designed to integrate within the existing highway network to minimise both pedestrian walk times to the town centre, and bus journey times to and from the new interchange. One key benefit of the proposed scheme is that the new interchange can be constructed while the existing bus station is operational. This will avoid any disruption to passengers and operators during the construction period.

Scheme benefits

The economic appraisal has shown that the economic benefits are significant and are predicted to exceed the cost by a factor of over 5. This benefit/cost ratio is 'high' (as defined by DfT).

The following non-economic impacts are also anticipated:

- Moderate beneficial impacts are anticipated with regard to passenger security and wider economic impacts
- Slight beneficial impacts are anticipated with regard to townscape, physical fitness, severance, transport interchange and road safety

- Neutral impacts are anticipated with regard to local air quality, greenhouse gases, biodiversity, water environment, journey ambience, reliability, option values and access to the transport system
- It is anticipated that the scheme will have a slight adverse impact on noise and heritage of historic resources.

Links with other proposals

The scheme fits well with wider regeneration proposals for the town centre, and has also been designed to improve adjacent pedestrian and cycle routes. Bus priority proposals for Ratcliffe Gate are programmed for 2008-09 and will tie in well with the scheme to provide priority for inbound buses from the south east of Mansfield.

Costs/timetable

The estimated cost of the proposed scheme is £7.463 million (at 2005 prices). This cost includes all estimates for land, design fees, main civil engineering works and the construction of the interchange building. This cost estimate assumes the original timetable as detailed in the business case and assumes the interchange to open in 2009.

The timetable for implementation of this scheme is governed by the regional prioritisation process which indicates that it is included in the programme for the period 2006-2011. If the scheme is built to accord with regional prioritisation and the original programme then the out turn cost is estimated to be £8.471 million.

Costs

The profile of potential spend on this scheme is set out in the table below.

Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	total
Cost (2005 prices)	620	270	455	2452	3660	-	7463
Bid (out turn prices)	626	290	508	2812	4225	-	8471

Table 12.10 Profile of potential spend

12.4.2 Pleasley Bypass Extension Major Scheme

The primary objective of the proposed new road is to promote and improve economic prosperity, employment opportunities and regional competitiveness in Mansfield. The region's economic strategy recognises the importance of high quality transport infrastructure in meeting economic growth and regeneration objectives. A further objective is to improve the quality of the environment in Pleasley and Pleasleyhill so as to make it a safe and attractive place to work and live. It is the County Council's second priority major scheme in the North Nottinghamshire Local Transport Plan area and the Major Scheme Business Case was submitted to DfT in July 2005.

The recent completion of the Mansfield Ashfield Regeneration Route (MARR opened December 2004) and the Rainworth Bypass (opened June 2002) has commenced the regeneration strategy to open up land to the south and west of Mansfield creating better links towards the M1 in the west and towards the A1 in the east. The addition of the Pleasley Bypass Extension will complete proposed major improvements to the Strategic Road Network in Mansfield and is considered essential to this process.

The proposed scheme involves constructing 1.5 km of new single carriageway road (10m wide). The new road would connect directly to MARR at its southern end and to the Pleasley Bypass at its northern end. The Pleasley Bypass Extension would be constructed parallel to the existing A617 Chesterfield Road North which would be relieved of most of the existing traffic (currently 22,000 vehicles per day) and would be traffic calmed.

Scheme selection

Consideration has been given to a wide range of scheme options designed to satisfy the broad objectives of the project. An initial scheme assessment identified a multitude of options, several of which were dismissed on technical and environmental grounds allowing a smaller number of viable alternatives to be selected for further assessment. Future maintenance implications (such as whole-life costings of the asset) were a consideration in the design and selection of the scheme. Public consultation on four such scheme alternatives was undertaken in Spring 2005. This consultation also included the four statutory bodies, Mansfield District Council and neighbouring Derbyshire County Council. In addition to the chosen single carriageway bypass option the consultation included consideration of a dual carriageway bypass, a major improvement and realignment of the existing A617 and a more limited improvement to the existing road. It has been determined that the scheme will have very localised traffic impacts with no direct impact on the trunk road network.

The alternative options were rejected for the following reasons:

- Dual carriageway bypass – this would have a more severe environmental impact than competing schemes and would involve the creation of an extremely large cutting. In terms of economy this option generates less benefit per £1 spent than a single carriageway bypass and is considerably more expensive to construct. The advantage of additional traffic capacity that this option would deliver is considered to be more than outweighed by the environmental and financial disadvantages outlined
- On line improvements (major) - even though the A617 could be realigned over part of its length i.e. to tie in with proposed housing redevelopment proposals, this would still leave some residential property, the community resources centre and an old person's complex fronting the A617. This option is not seen therefore as a solution to the local environmental problems which would worsen with ever increasing traffic volumes
- On line improvements (minor) – this would entail very limited works within the existing public highway and although having some benefit would not provide a solution to the problem of community severance and poor environmental conditions.

Following consideration of the views of the public and key stakeholders the proposed scheme was chosen by the Council as the preferred option. The support of the key stakeholders has been secured and they have urged the Council to pursue this scheme without further delay. A risk assessment has been included as part of the Major Scheme Business Case and the Council has shown that there is a realistic timetable and a robust financial and commercial strategy in place to ensure that this scheme can be delivered.

Scheme objectives

The schemes objectives should help improve the following aspects within Pleasley:

- **Accessibility** – the scheme will reduce social exclusion by providing improved accessibility for those without access to a car. This will be achieved by providing improvements to the quality of the local bus services as well as improvements to cycling and walking facilities/network. Access to the bus stops on the northern side of Chesterfield Road North will be made much easier by virtue of both traffic reduction and traffic calming measures that support the scheme
- **Reducing congestion/improving air quality** – the scheme will reduce congestion by reducing journey times and junction delays whilst improvements to cycle/walking facilities and public transport services will also encourage more people not to use private cars. The scheme seeks to create more free flowing traffic conditions resulting in a reduction of air borne pollutants along the A617 Chesterfield Road North, however the predicted increase in traffic speeds is likely to result in a small overall increase in Nitrogen Dioxide and particulate matter levels
- **Safety** – the scheme is designed to bring about road safety improvements in the urban area and new signal controlled pedestrian and cycle facilities will also be provided. A new segregated cycle route is also proposed. As a result there is a predicted saving of 122

personal injury accidents over a 60 year assessment period i.e. 2.0 per annum. This translates into a predicted saving of 6 people killed or seriously injured and a further 175 slight casualties will be avoided over the assessment period by the construction of the scheme

- **Regeneration** – the investment in transport infrastructure can have a significant impact on regional and local regeneration in a number of ways. The most important impact is on location decisions since improved accessibility can widen the network of areas that could be considered by new business. The availability of strategic high quality employment sites within the Mansfield district is being provided on out of town locations which are dependant upon excellent access to the Strategic Road Network. The proposed scheme complements previous highway schemes to fulfil this requirement. This scheme will support attempts to revitalise the town and boost its status as a sub-regional centre
- **Quality of life** –the quality of life will improve noticeably especially for residents alongside Chesterfield Road North and users of community facilities located thereon. By promoting non-car use and encouraging walking and cycling it is also anticipated that the scheme will encourage more physical exercise and promote a healthier lifestyle
- **Making best use of existing assets** – the scheme will improve the strategic highway infrastructure and provide improved access to proposed industrial development land in Mansfield, particularly alongside MARR. Additional road-space also allows for more efficient road maintenance to be undertaken i.e. the new road can be used to divert traffic during routine repairs avoiding unnecessary traffic delays.

Scheme benefits

The economic appraisal has shown that the economic benefits are significant and are predicted to exceed the cost by a factor of nearly 4. This benefit/cost ratio is 'high' (as defined by DfT).

The following non-economic impacts are also anticipated:

- Highly beneficial impacts are anticipated in road safety
- Moderately beneficial impacts are anticipated in integration
- Slightly beneficial impacts are anticipated in townscape, physical fitness, security; noise; journey ambience and severance
- Neutral impacts are anticipated in heritage, water environment, access to the transport system and transport interchange.

It is anticipated that the scheme will have a slight adverse impact on air quality, emission of greenhouse gases, biodiversity and landscape, although with suitable mitigation measures the impacts upon biodiversity can be satisfactorily ameliorated.

Links with other proposals

The scheme is being promoted as a stand alone project however it completes the West Notts Coalfield Regeneration Route which also comprises MARR and the Rainworth bypass, both now implemented. The scheme also complements proposals on the adjoining length of the A617 at Glapwell which is being promoted by Derbyshire County Council. Both the Pleasley Bypass Extension and Glapwell Bypass schemes have been endorsed by Government's M1 Multi Modal study, feature as transport priority investments in RSS8 and would create a much improved link from Mansfield and Shirebrook to the M1 junction 29.

Costs/timescale

The estimated cost of the proposed scheme is £14.55 million (at 2004 prices).The cost estimate include all estimates for land, design fees, main civil engineering works and compensation payments. An allowance of 10% for contingencies is included. This cost estimate assumes the original timetable as detailed in the business case and assumes main works to be completed in 2010/11, at the end of this LTP period.

The timetable for implementation of this scheme is however governed by the regional prioritisation process which indicates that it is included in the programme for design work in the period 2011-2016, although construction is not anticipated until 2018/2019. If the scheme is designed and built in accordance with the regional timetable then the out-turn cost is estimated as £25.48 million. The County Council recognises and accepts the regional prioritisation process, but would like to stress that if funding suddenly became available due to changes in deliverability of other higher prioritised schemes (or additional funding was allocated) then this scheme is still deliverable on the originally proposed timescale as detailed above.

Year	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/2012
Cost (2004 prices)	100	125	586	586	6414	5267	1471
Bid (out turn prices)	n/a	133	641	660	7434	6289	1809

Table 12.11 Profile of potential spend

12.4.3 Kelham Bypass

The primary objective of the proposed new road is to relieve the village of Kelham from the damaging environmental impacts of ever increasing volumes of traffic that passes through the village. The A617 forms part of the Strategic Road Network carrying over 16,500 vehicles per day on average through Kelham and is used as a direct link for traffic proceeding between the A1 at Newark and the M1 (Junctions 28 and 29) to the west of Mansfield. A further objective is to improve road safety within the village. In the years 2000-2004 there were 31 recorded personal injury accidents within Kelham, the proposed bypass is expected to significantly reduce the number of accidents within and around the village by removing all through and heavy traffic.

The proposed scheme involves the construction of a 1.5 km long rural village bypass (10m wide single carriageway) on the A617 immediately south of Kelham village. The scheme includes a new river bridge spanning the River Trent.

Scheme selection

Consideration has been given to a range of scheme options designed to satisfy the broad objectives of the project. An initial scheme assessment identified a number of options, some of which were dismissed on technical and environmental grounds allowing a smaller number of viable alternatives to be subjected to further assessment. Future maintenance of the scheme will also be considered as part of the scheme selection. Public consultation on the Council's preferred scheme is planned for Spring 2006. This will include consultation with key local stakeholders, statutory bodies and the Highways Agency.

Once the scheme has been finalised a full risk assessment will be included as part of the major scheme business case.

Scheme objectives

The schemes objectives should help improve the following aspects within Kelham:

- **Accessibility** – the scheme will reduce social exclusion by providing improved accessibility for those without access to a car. This will be achieved by virtue of traffic reduction and traffic management measures within the village allowing far safer access to public transport facilities and also by providing improvements to cycling and walking facilities
- **Reducing congestion/improving air quality** – the scheme will reduce congestion by reducing journey times and diverting the majority of HGVs that pass through the village onto the new road. At present large vehicles are unable to pass simultaneously over the old bridge which in turn causes congestion along Main Road. The scheme will create free flowing traffic conditions resulting in a reduction of air borne pollutants within Kelham village. Improvements to cycle/walking facilities and public transport services will also

encourage more people to use more sustainable forms of transport which create less air pollution

- **Safety** – road safety within the village is a major issue as there have been 31 reported personal injury accidents since January 2000. The removal of large volumes of through traffic will significantly reduce the number of accidents along this route. This will contribute to national targets of reducing the number of people killed and seriously injured in road traffic accidents
- **Regeneration** – major development proposals in Newark and Mansfield will undoubtedly add to the traffic demands on the A617 corridor. Kelham bypass would improve the Strategic Road Network and give greater accessibility to the national trunk road network. This should provide the stimulus to the regeneration of employment land locally
- **Quality of life** –the quality of life will improve noticeably especially for residents alongside Main Road and users of community facilities located thereon. By promoting non-car use and encouraging walking and cycling it is also anticipated that the scheme will encourage more physical exercise and promote a healthier lifestyle
- **Making best use of existing assets** – the scheme will improve the strategic highway infrastructure and provide improved access to proposed industrial development land in Newark and Mansfield, particularly alongside MARR. Additional roadspace also allows for more efficient road maintenance to be undertaken ie the new road can be used to divert traffic during routine repairs avoiding unnecessary traffic delays.

Scheme benefits

The economic appraisal has yet to be carried out but the benefit to cost ratio is expected to be 'high' (as defined by DfT). The full assessment has yet to be undertaken however the following positive impacts are anticipated:

- Highly beneficial impacts are anticipated in road safety; severance; heritage; access to the transport system and transport and journey time savings/delay savings
- Moderately beneficial impacts are anticipated in security and integration
- Slightly beneficial impacts are anticipated in physical fitness; noise; journey ambience; air quality and green house gases.

It is not anticipated that the scheme will have any negative impacts, with neutral impacts anticipated in terms of water environment; biodiversity and landscape.

Links with other proposals

The scheme is being promoted as a stand alone project however it will add to a series of highway improvements that have and are being planned for other problem spots along the A617. Rainworth bypass and MARR have recently been implemented whilst there are proposals for the A617 Pleasley Bypass Extension, and the A617 Glapwell bypass being promoted by the neighbouring local highway authority, Derbyshire County Council.

Costs/timetable

A broad estimated cost of the proposed scheme is £10-15 million, which allows for fees, works, land compensation and contingencies. In view of the regional prioritisation process which has effectively committed all regional transport funds over the period 2006-2011 it is now impossible to promote this scheme for implementation in this period. The feasibility work will however be completed and the major scheme business case be submitted to DfT for approval prior to the next regional review of priorities. This would ensure that a fully worked up scheme is prepared for possible inclusion in the next round of local transport plans commencing in 2011/12, ready for an early start. The County Council is keen to get this scheme fully prepared, assessed and prioritised regionally at the next review, and hopefully accepted by DfT well before the end of this Plan period.

12.5 COMPLEMENTARY FUNDING SOURCES

The County Council welcomes the significant levels of capital funding provided through LTP1 and earmarked for LTP2. The commitment of this Authority to both our, and the national transport vision can be seen by the considerable additional funding that Nottinghamshire is securing and hopes to continue to secure. A considerable amount is also being contributed directly by the Authority through both its Building Better Communities (BBC) programme - a total of £25 million over 5 years, and an additional £16 million County capital for highway maintenance over the next 4 years, in addition to revenue funding. The County actively pursues all other potential funding sources to complement the County Council's entire programme. This provides wider benefits for the residents of Nottinghamshire and added value for all parties. To date the Authority has been extremely successful in this aim and is looking to extend this approach. These are detailed in the following sections.

12.5.1 Revenue funding

The county capital mentioned above is in addition to the significant revenue funding provided for transport on an annual basis (the figures for 2005/06 are shown in Table 12.13 below). The County Council is currently committing almost £30 million of revenue funding directly to transport issues to support and complement the capital programme. The largest of these blocks are for maintenance (highway structural and routine) and public transport (including: concessionary fares, contracted services and school contracts) at over £10 million per annum each, with other significant budgets allocated to road safety (education and awareness) and traffic management (minor network improvements and upgrades).

The funding has increased year on year throughout the first LTP period to reflect the importance of these budgets to maximise the impacts and thus outcomes of transport programmes. Unfortunately pressure on these budgets has been increasing as with all local authorities and thus this growth trend is unlikely to be continued. The County Council will however, maximise available revenue budgets and is looking to ensure value for money on all funding sources as shown by its new performance management framework (detailed in 5.3, Accessibility) for supporting the non-commercial bus network. Further details of the BBC programme are given in section 7.7.

	Revenue Budget 2005/06 (£000's)
Structural maintenance of roads	4,182
Routine maintenance	13,470
Public Transport	10,346
Road Safety	847
Traffic Management	516
Sustainability	119
Countryside access	247

Table 12.12 Revenue budget 2005/06

Highway Maintenance Revenue

The Authority spends approximately £19 million per annum through its FSS (Formula Spending Share) allocation on highway and winter maintenance, which clearly underpins the whole LTP strategy. In order to arrest the deterioration of the County's road network, over £12 million per year is spent on routine and cyclic maintenance as well as £2 million per year on gritting and salting to ensure road safety during extreme weather conditions. This routine maintenance also includes carriageway and footway patching, street lighting and its energy provision, traffic signal maintenance, verge, hedge and tree maintenance as well as drain cleaning.

This is backed up by £4.5 million of preventative structural maintenance in order to maintain the structural integrity of the network which complements the planned capital structural maintenance programme funded through the LTP. This work constitutes surface dressing, drain repairs and a works programme of about £1.6m. All of this revenue investment enables the full structural life of carriageways to be utilised and ensures the County Council as Highway Authority meets its statutory duty of care to maintain the road network in a safe and serviceable condition for all types of road user. The annual investment for each highway asset will be reviewed and optimised though the Transport Asset Management Planning process commencing in 2007/08.

These revenue programmes clearly have a similar impact to the capital programmes towards the making best use priority and directly impact on the four maintenance targets, but also make a significant contribution towards the Authority's safety priority and thus its safety reduction targets. These significant levels of revenue funding reflect the importance placed in this area, not only by the County Council, but also by the general public.

Public Transport

Revenue support from the Authority's revenue budget is used to sustain the operation of bus services across the County, to good effect. In addition to the provision of statutory home to school transport, a significant investment is made in supporting buses for discretionary school travel, where this can make a significant impact on discouraging short journeys to school by car.

The major input however, is to services for the general public, particularly in rural areas and at quieter times of day. Here commercial bus operators will not sustain routes, and County subsidies ensure that services continue, in order to promote social inclusion and modal choice. Because individual travel patterns can involve both commercial and subsidised journeys, Authority investment also assists commercial providers in sustaining their routes in the longer term. Authority funding is also used to sustain routes to developing employment areas, enabling these to attract non car users to the available jobs, and in return to assist non car users in securing jobs as they move from traditional locations. Although it can be difficult to quantify, investment in local bus services has the effect of saving expenditure on other social and travel areas, and the County is active in investing for the longer term benefit which results.

The Authority's pioneering local bus Performance Management Framework guides the County Council's use of revenue funding to support bus services. This uses; the Index of Multiple Deprivation, car ownership, cost per passenger, number of passengers, journey purpose and availability of alternatives in funding decisions on which bus services can be supported. The framework has been complemented by a strong emphasis within the LTP on the provision of accessible vehicles, a programme to install raised kerbs at bus stops, and the production of travel information that is accessible to all. For those who cannot take advantage of the bus network, the County Council supports community transport providers which operate in the area, and also operates a dial-a-ride service which provides specialist transport for those with more severe mobility problems.

The revenue budgets are at least as important as the capital programme in this area. These budgets are imperative to ensure accessibility priorities are maximised, and as can be seen by the current accessibility levels this Authority sees this as a high priority across the Plan area. The Authority provides significant funding to support non-commercial services, particularly in deprived areas, as well as school transport. This is a key area to support not only the accessibility priority but also quality of life as well as to a lesser extent congestion and regeneration. Without the significant levels of revenue support in this area, key targets on public transport patronage, public satisfaction, and accessibility to services would not be achievable along with numerous other local indicators.

Road Safety

The County Council currently spends an additional £0.8m on road safety to complement its capital expenditure on delivering engineering measures to reduce road casualties. These revenue monies cover the whole spectrum of road safety education, training and publicity (£156k), small scale road safety remedial measures (£270k) as well as running the School Crossing Patrol Service (£393k) to ensure safety outside schools at arrival and departure times. Additionally with the change in funding arrangements for the safety camera partnerships, the County Council will be investing further revenue and capital resources to this key safety area. The exact details of these arrangements are currently being investigated.

As with accessibility, the revenue budgets not only complement the capital programme, but also directly impact upon the Authority's targets through alternative non-capital techniques. Two key areas are the safety camera partnership work with the police and education and awareness campaigns. The latter of these although difficult to quantify the direct impact in terms of numbers of casualties has a key part to play as shown by the massive success of the national seat belt campaigns previously.

Traffic Management and Parking

This element (over £0.5m) of the revenue budget consists of the County Council's contribution (£143k) to the joint operation of the Traffic Control Centre with Nottingham City Council in order to effectively manage the movement of traffic, provide information for the travelling public and provide an important management tool under our new duty under the Traffic Management Act 2004 to reduce congestion on the network. It also covers the costs associated with employing a Traffic Manager and associated development work under the Act and the work required on introducing a Transport Asset Management Plan. There is also an annual contribution to the Blue Badge Scheme as well as £72k on small traffic management schemes across the county

12.5.2 Building Better Communities

The County Council has long recognised that a continuous programme of investment is needed in many areas of Nottinghamshire to improve the environment. Much has been done in the county over the last 30 years through specific 'environmental improvement ' capital programmes funded by the Council and through grant aid. These programmes have complemented the measures of the local transport plans and have added significant value to many transport schemes by extending their scope to include amenity areas and parks, playgrounds, tree and shrub planting and improved seating, lighting and materials. The County Council sees this type of work as essential in the county and has committed funds (£25m) to a 5 year programme of environmental improvements - 'Building Better Communities' (BBC). This initiative will focus on five key areas of action:

- **Better Neighbourhoods** - improve the quality and image of our towns and villages, including the refurbishing town centres
- **Better Countryside** - improve the quality of rural areas, including reclaiming derelict land
- **Better Business** - widen the range of land-based local industries, including regenerating rural shops and facilities
- **Better Leisure** - promote tourism, recreation and leisure, including creating landscaped 'gateways' and corridors to tourist attractions and places of interest
- **Better Awareness** - develop environmental education and understanding, including fostering pride of place and a sense of local history.

12.5.3 Other potential funding sources

The County Council is attempting to maximise funding from a variety of other sources, whether through match funding to give added value from sources such as the East Midlands Development Agency (emda), Sub-regional Strategic Partnership (SSP), district council contributions and WREN, or by utilising private monies from, for example, developers. The County, in partnership with district councils, has secured considerable quantities of developer contributions to date

(over £1.25m committed) through its integrated transport planning statement. This process will be continued (as detailed in section 8.2 Congestion) through the Local Development Frameworks to maximise benefits.

Working in partnership with local communities to meet local needs on environmental improvement schemes has proved extremely successful in attracting high levels of external funding, an example of this is given below - Snipe Park in Harworth.

Snipe Park : Harworth & Bircotes Urban Community Park Project is an imaginative three-year, £750,000 community park project sited in a village home to one of the last remaining collieries in North Nottinghamshire. Transforming a former vandalised play park and semi-derelict land previously plagued by joy-riders and fly-tippers, the project will create a play and picnic area, nature walks, managed woodland, an events arena, fitness trail and cycle and pedestrian routes.

Securing an initial £250k from BBC this project attracted funding from a variety of sources including £200k from Waste Recycling Environmental (WREN), £168k European Regional Development Fund (ERDF) and from the local environment group TWEEG (The Wimpey Estate Environmental Group) who actively supported external funding bids for the redevelopment, a £1,000 donated from an environmental award they won. The remainder of the funding was from the district council and the LTP.

12.5.4 Transport Innovation Fund

The Transport Innovation Fund (TIF) is a new government initiative, aimed at supporting projects which (a) tackle congestion; or (b) help the UK's national and international competitiveness through increased productivity. There are very large sums of money involved with a forecast growth from £290 million in 2008/09 to £2,550 million in 2014/15. Most of the money will be targeted at national productivity schemes, such as airports and ports, but it is proposed that the funding for congestion schemes could rise to £200 million by the end of the period. Of the two categories, recent guidance has made clear that Local Transport Authorities can bid only for congestion-related schemes, and that these should seek to pilot road pricing technology. Although the bidding process is separate from the LTP, the LTP must flag up the intention to bid for TIF congestion funding. In July 2005 the County Council indicated an intention to bid for both LTPs, and an initial 'pump-priming bid' was submitted in November 2005 for Greater Nottingham. However this bid (which did not involve road pricing) was unsuccessful. DfT have now made it clear that a commitment to consider road pricing is the only route to success for TIF congestion bids. At a national level, seven schemes have been approved sharing £7 million of a total pot of £18 million for pilot studies.

DfT Officials have made it clear that the TIF congestion bids currently lack a strong collaborative pilot and have approached the "6Cs" (ie the 3 cities of Nottingham, Derby and Leicester and the 3 counties of Nottinghamshire, Derbyshire and Leicestershire) to consider a pump-priming TIF congestion bid for the Three Cities sub-region. Such a bid would recognise that the inter-connection between the 3 cities and 3 counties represents a sensible geographical area in which to develop a sub-regional proposal. It is proposed that there be an expression of interest to prepare a pump-priming bid in the Greater Nottingham area and development work has commenced on this basis. It is not proposed to submit a TIF congestion bid for the North Nottinghamshire LTP.

12.6 VALUE FOR MONEY

12.6.1 Overview

The achievement of value for money is now a major focus for all local authorities. This is partially a consequence of the CPA 2005 proposals, partially a consequence of the drive for Gershon efficiency savings, and partially a result of the ongoing need to achieve stretching service outcomes from limited financial resources.

This factor has prompted considerable organisational change and service development in Nottinghamshire County Council over recent years, not only in the way services are delivered, but also in the way the Authority monitors and manages the achievement of value for money.

12.6.2 Performance management

Guidance from the Treasury and the Audit Commission is clear about the link between value for money and performance measures. This is illustrated in the figure below:
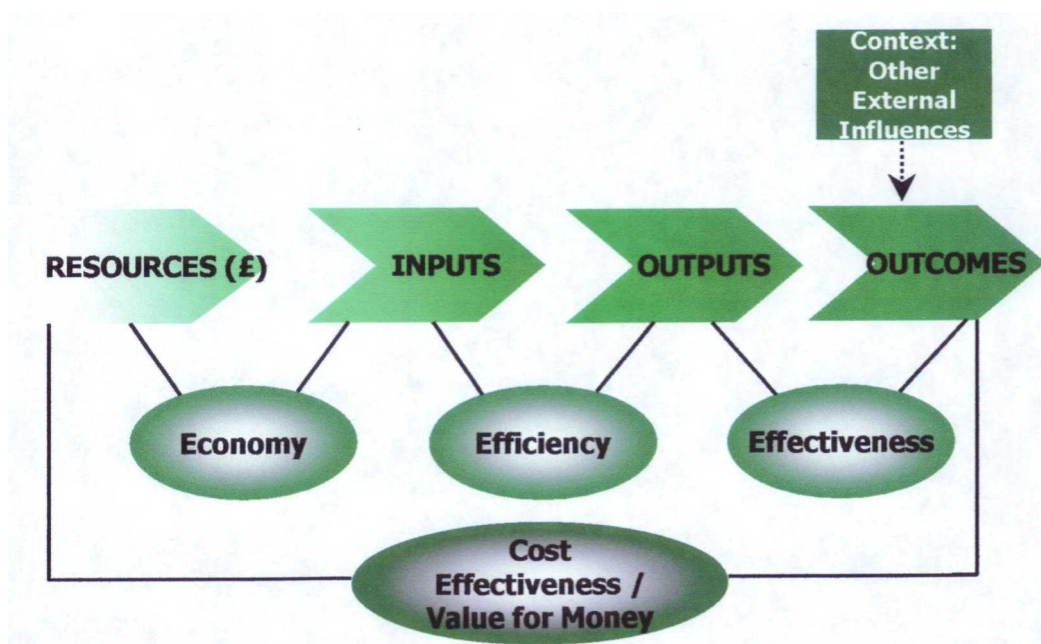
Figure 12.1 Relationship between value for money and performance measures

Value for money is thus the relationship between financial inputs and service outcomes. It can be managed through monitoring and managing economy, efficiency and effectiveness.

In 2003 the Environment Department developed proposals for a focused and cross-cutting performance management framework. A team of five staff was appointed to develop and implement this framework, and to facilitate the effective management of all key aspects of performance across all services. The performance management framework is now in place and includes the following features:

- Efficiency and effectiveness measures across all services
- Cost and quality measures across all services
- Effective links between organisational objectives/priorities and performance measures
- Routine quarterly reporting including independent assessment and validation of performance results
- Open access to intranet based performance data
- Effective engagement of staff through delegated responsibility for data and corrective action.

Monitoring

The County Council utilises a new performance management database, PRIDE, to store and review performance on both the Government's Best Value Performance Indicators and local indicators (Departmental measures) for the Authority. All staff, as well as management, have access to the system so that current performance is readily available to all. A specific 'briefing book' has been set up specifically for the LTP indicators to assist monitoring and enable adjustments to be made when/if outcomes are not being achieved. These briefing books are updated daily and highlight the status of each indicator, ie whether they are 'on track' to meet

their specified targets. This new tool is consistent with the recommendations of an internal audit of the Authority's previous LTP performance management techniques. A dedicated 'Performance Management Team' then collate the information contained in PRIDE and report the results to divisional management groups on a quarterly basis.

Value for money assessments

The most recent formal assessment of value for money was undertaken in July 2005. This was a self assessment based on financial and performance data issued by CIPFA. The self assessment will be subject to independent scrutiny by the Audit Commission, and covers all services associated with the LTP. It showed that in comparison to other counties, value for money across all services in Environment in Nottinghamshire is 'good'.

Rethinking Construction

Sir John Egan in his report 'Rethinking Construction' identifies potential to achieve a 20% reduction in accidents and defects, a 10% reduction in capital costs and construction time, and also a potential 10% increase in productivity, turnover and profits for contractors.

In 2003 Environment Department commenced a reorganisation which was centred on achieving these benefits. The key underlying principle is the achievement of more integrated and collaborative working, all of which will have a beneficial impact on value for money.

The restructuring required extensive organisational change, and was completed in 2005. This has provided the catalyst for the cultural change required, and the rethinking construction savings are expected to be realised during LTP2.

Procurement

Nottinghamshire has been selected by the ODPM to host the East Midlands Regional Centre of Procurement Excellence. The objectives of each of the nine centres are:

- Ensuring each local authority complies with the actions and milestones published in the National Procurement Strategy, (October 2003), e.g. promoting e-procurement
- Promoting collaborative procurement arrangements within the region's local authorities and other public sector partners
- Identifying and promoting best practice in terms of the procurement of goods, works and services
- Identifying potential efficiency savings in procurement and implementing proposals to deliver agreed savings
- Promoting strategies to address the national agenda concerning building schools for the future, social care and construction excellence agenda.

Clearly Nottinghamshire's lead role in this work will ensure that procurement practice in Nottinghamshire is amongst the most advanced in the country.

LTP delivery

The achievement of service outcomes is a key element of achieving value for money, and is clearly linked to effective delivery of the LTP programme. The introduction of rethinking construction principles has created an environment where collaborative working can be used to improve several aspects of programme delivery. Work has been undertaken that focussed on accurate programme costing, broadening the network knowledge used to match programme to outcomes, and achieving efficient programme delivery. Implementation of the action plan associated with this work has commenced with regular meetings of a new programme delivery working group and monthly progress meeting being held. The predicted impact on the LTP is greatly improved predictability of spend, delivery of programme, and, most importantly, achievement of programme outcomes.

Partnering arrangements

Significant barriers to efficient and effective working are created by the adversarial nature of traditional working practices. Partnering provides an effective but challenging mechanism for avoiding these inefficiencies. The long-term nature of the relationship also provides a mechanism for achieving the cost and quality savings identified by Sir John Egan. The County Council is working in partnership with a number of public and private sector partners, under the banner of Nottinghamshire Highways Partnership (NHP), to deliver highway services across the county.

The existing engineering services partnership with Jacobs Babtie began in July 2000 and will come to an end in September 2006. Nottinghamshire are working with Leicestershire County Council and Derbyshire County Council jointly to procure a long-term partner for the provision of engineering services from April 2007.

The County Council has recently entered into a long-term partnering contract with Tarmac Ltd which significantly enhances the construction capability of the NHP. The Tarmac appointment is the result of a full procurement exercise, following EC directives, in which tenders were evaluated using both quality and price criteria. All highway construction work up to £1m in value is now undertaken by the NHP, resulting in significant savings in tendering and contract supervision costs.

Three district councils, Ashfield, Broxtowe and Mansfield are working in partnership with the County Council under manage and operate arrangements which superseded the old agency arrangements in April 2005. The NHP seeks to maximise the advantages of partnership working in accordance with the principles of Best Value and Rethinking Construction. The Partnership has been formed under the modern procurement culture which embraces the principles of integration, quality (not cost alone), partnering, innovation, performance management and customer focus.

Construction costs within the Partnership are reimbursed on the basis of actual costs incurred with agreed overheads. The project team seeks to keep costs within a target cost which is agreed before construction commences on the basis of a schedule of rates, with adjustments for work type and quantity and further consideration of value engineering opportunities. A performance management regime is in place to monitor costs and any significant variance from the target cost is investigated and lessons are learned in order to improve future performance. In the case of work undertaken by Tarmac, there is in addition a formula-based incentive to keep costs below the target cost.

12.6.3 Project management

Nottinghamshire County Council has a successful record in delivering both major and significant schemes (Rainworth Bypass, Coventry Lane Improvements, MARR). A dedicated team is responsible for promoting and project managing these schemes. The team has strong links with partners, stakeholders, users and suppliers throughout the county and these relationships have helped, and continue to assist, scheme delivery. It is acknowledged that schemes need to offer value for money, have a robust business case and be deliverable. The County Council has embarked on adopting PRINCE2 methodology to be applied to the delivery of its major and significant schemes to help demonstrate that they meet these central requirements. PRINCE2 is a structured method for effective project management that is used widely both in local government and the private sector and provides:

- A controlled and organised start, middle and end
- A Project Board consisting of executives, senior users and senior suppliers providing overall direction and management to the project
- Agreement of the required quality at the outset

- The development of a project plan and scheme business case
- Regular reviews of progress against both the project plan and the scheme business case
- The involvement of management and stakeholders at the right time, and
- Good communication channels between the project management team and the rest of the organisation.

The adopted project management structure integrates fully with the new draft Major Scheme Guidance and the concept of stage boundaries with reviews at each formal approval stage.

The County Council is always keen to adopt best practice and successfully used Early Contractor Involvement (ECI) in the delivery of the MARR scheme, a 'value engineering' period is now considered best practice and included on all major and significant schemes. The County Council's ability to deliver such schemes is also aided by its easy access to a wide skills resource through its partnership arrangements with a private sector design consultancy. This partnership has now operated successfully for several years. In addition, the County Council has entered into partnership with a contractor within the year for works up to £1.0m, opening up an even wider resource and expertise.

The County Council has demonstrated and continues to demonstrate its commitment to the delivery of its major and significant schemes by committing its own funds to their delivery in recognition of the benefits they bring. Additionally, wherever possible, the County Council actively seeks developer contributions to form the basis of any funding packages included as part of its scheme bids.

Risk assessment

The Council has a procedure in place for the ITM scheme programme in order to manage its exposure to risk. The procedure ensures that this exposure is kept to an acceptable level in a cost effective way. It identifies risk in a number of key areas, such as funding levels and deliverability, and identifies an overall level of risk. If this risk is considered unacceptable the scheme is investigated to identify ways of mitigating and or managing it. The programme is also developed in such a way as to ensure that the number of potentially risk-affected schemes is kept to a minimum in any one given year. The Authority constantly monitors programme progress to minimise risk, and has a bespoke database to aid monitoring and planning of the work programme. If any delivery problems arise, decisions are taken at the earliest opportunity as to whether to put a hold on the problem scheme, and replace it with a scheme off the Authority's reserve list. All the schemes on the reserve list have been pre-designed ready for delivery. Irrespective of any problems, scheduled progress meetings are held monthly to aid decision making and maximise delivery.

The major schemes are risk assessed as part of the scheme justification process using the PRINCE2 methodology, and full details of this are given in the submissions.

Risk Management

Risk is a major factor to be considered during the management of any project or programme. Risk management is undertaken on all the County Council's schemes over £250,000 in value and across the LTP's ITM programme as a whole. The aim is to manage the exposure to risk by taking actions to keep it to an acceptable level in a cost-effective way or, if necessary, to cease work on a project if the risk to delivery is considered too high.

The County Council has adopted PRINCE2 methodology for project management. This methodology enables all risks to be captured and processed in a consistent manner. The Project Board and Project Manager have a set of defined responsibilities; they determine the risk tolerance and decide on the risk owners. Board members also advise on external risks. Risks are identified and managed by the Project Team as per the risk management cycle below:

Risk analysis — Risk management
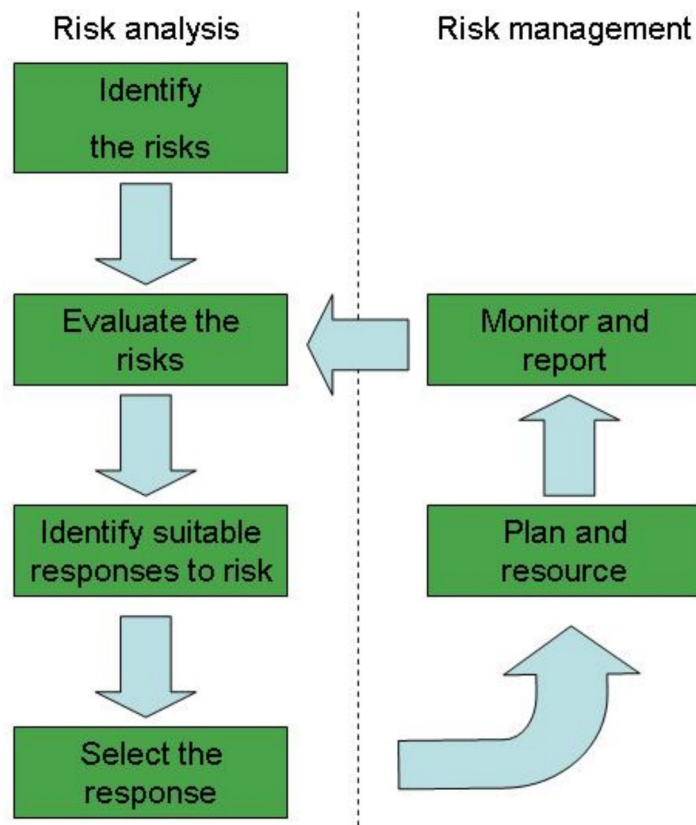
For schemes with a value of over £250,000 a Risk Log is created for each risk. Each risk is then scored based on its potential impact and likelihood of occurrence using the scoring system below:

Any risks above the risk tolerance are subject to a Risk Action Plan. This Plan identifies suitable responses to the risk and selects the most appropriate response after considering the cost of any action against the probability and impact of its occurrence.

The Risk Action Plan is reviewed at each scheme progress meeting and the Risk Log at every third. This ensures that risks are regularly revisited and re-considered and any new risks identified enter the risk management process. It is recognised that risks can be internal or external to a project or programme and consultation with stakeholders forms part of the complete management process. The Risk Action Plan is reported to the Project Board at each stage boundary and the Project Manager uses the plan as part of Escalating Project issues or Highlight Reports. Adding the cost of the associated risk to the Risk Action Plan produces the project's Financial Risk Register.

The risk management process has been applied to the LTP programme and a Risk Map has been produced identifying suitable responses and actions. The risks are categorised into seven categories: customer, financial, legal, political, procurement, professional and contractual. This

allows closely related risks to be grouped under one heading with relevant risk owners identified for monitoring purposes. The Risk Map identifies the key risks to the LTP programme management group for decision. The Risk Map is reviewed and updated at each management group meeting.

Description	Category	Impact	Probability	Proximity	Counter Measures	Current Status
Consultation can delay construction of the programme	Customer	MED Construction within the appropriate year can be put in jeopardy	LOW	Controlled	Early identification of schemes that may be affected, start work early in financial year and phase funding if necessary. Progress is monitored monthly.	Controlled.
Reduced performance reward and ITM funding from Government	Financial	HIGH Fewer schemes constructed due to reduced funding. This reduces our ability to achieve the expectations and desires of the community. It will have an adverse impact on CPA and could further reduce future funding.	MED	Continuing	Monthly programme progress meetings are held to report and monitor scheme delivery progress. This process identifies problems at the earliest stage and ensures that the full programme is delivered. Performance against targets is reviewed annually to ensure that the strategy and budget allocations reflect areas of strength and weakness.	Continuing risk. Strategy and budget are kept under review.
Not having the full range of information available for accurate estimates means project costs could exceed allocation	Financial	HIGH Schemes will be delayed or their number reduced due to lack of available funds. Poor performance results for APR/LTP2	MED	Controlled	Additional Revenue funding has been used to undertake design work for larger schemes in advance of their inclusion in the programme. Quarterly meetings are held to discuss the development of future schemes and their value for money.	Reduced risk due to the counter measures undertaken.
Confirming matching revenue/developer and external contributions for schemes	Financial	MED Impact on scheme procurement and delivery	LOW	Controlled	Early submission of expressions of interest and/or discussions with external funders. Schemes requiring significant revenue funding are approved in advance of scheme commencement by Cabinet.	Controlled
Need for land purchase	Legal	LOW The legal process can delay	LOW	Controlled	Early identification of schemes that may be affected, start work early in financial year	Controlled

Description	Category	Impact	Probability	Proximity	Counter Measures	Current Status
		construction and increase costs			and phase funding if necessary. Progress is monitored monthly.	
Planning and statutory processes can cause unforeseen delays	Legal	MED Can delay construction and increase costs	LOW	Controlled	Early identification of schemes that may be affected, start work early in financial year and phase funding if necessary. Progress is monitored monthly.	Controlled
Single capital pot can have financial priorities changed affecting the programme	Political	HIGH Affects programme delivery as budgets may be reduced	LOW	Continuing	Maintain links to key political contacts. LTP funding is approved by Full Council	Stable political control
Organisational issues and intervention can affect the programme, including uncertainty regarding regional prioritisation	Political	MED Affects programme delivery	MED	Controlled	Engagement with partnership agencies. Cross-departmental representation in management meetings, key parties identified in Project Management of schemes	Controlled – reduced probability to Low
Breakdown of joint working arrangements	Political	MED Could reduce performance and settlement levels	LOW	Continuing	Joint advisory committee to advise on joint matters	Stable political control
Failure to spend within financial year because of programme / project management issues	Procurement	MED Increases the risk of failing to meet targets, which could reduce future funding levels and create a downward spiral of achievement.	LOW	Continuing	Additional Revenue funding has been used to undertake design work for larger schemes in advance of their inclusion in the programme. A team of dedicated project managers has been set up to oversee larger schemes and those with the largest impact on budgets. Monthly programme progress meetings are held to report and monitor scheme delivery progress. This process identifies problems at the earliest stage and ensures that the full programme is delivered.	Continuing risk – for review – mitigation reduces Probability to Low/Medium

Description	Category	Impact	Probability	Proximity	Counter Measures	Current Status
Programme maybe delayed due to the time involved in demonstrating Best Value on procurement for large projects	Procurement	MED	LOW	Continuing	LTP1 has developed flexible procurement arrangements to deliver projects utilising private/public contractors	Reducing risk – for review Strengthening links to audit

Table 12.13 Risk map

13. TARGETS AND TRAJECTORIES

This chapter should be read in conjunction with Appendix B which details further information on each of the indicators which will be used to show progress during this Plan period. A series of indicators have been developed for the North Nottinghamshire LTP2 using DfT's detailed guidance. The guidance provides instructions on six key issues:

- The number of indicators each authority should include in its Plan
- Which indicators are mandatory for all authorities
- Local indicators
- How the Council should monitor these indicators
- How the Council should set targets for each indicator, and trajectories to track progress towards each target
- Defining a set of categories into which each of the indicators must be placed.

13.1 INDICATORS CATEGORIES

The DfT has developed a hierarchy of indicators, defined as follows:

- **Targets for key outcome indicators** including targets for the relevant mandatory indicators and any other targets for indicators that, in the opinion of the LTP authorities, directly measure the achievement of shared priorities
- **Targets for intermediate outcomes**, which represent proxies or milestones towards key outcome targets and include targets for the relevant mandatory indicators (e.g. bus user satisfaction, bus punctuality, mode share, cycling levels, traffic levels on particular routes, number of users of park-and-ride services)
- **Targets for contributory output indicators** - indicators measuring the delivery of schemes, policies or initiatives that, in the opinion of the LTP authorities will contribute towards the achievement of targets in the two categories above
- **Targets for any other outcome or output indicators** - including indicators that measure the achievement of local priorities only.

Emphasis will be placed on the key outcome indicators. Each of the Council's indicators have been allocated to one of the above categories, as shown in tables 13.1 and 13.2 below. In addition, the Council will monitor a number of indicators for which no targets will be set, which are detailed later within this section.

The Council has established a series of targets to be achieved in North Nottinghamshire over the Plan period for both the mandatory and local indicators. These have been informed by:

- The vision and objectives of the Plan
- Government guidance concerning minimum and stretched targets
- The Planning Guidelines for the Plan period
- Consultation with stakeholders and the public as part of the LTP2 development
- The database of targets on the LTP network website
- Robust analysis of empirical information.

The general principles behind setting the targets have been to maintain performance in areas in which the Authority has achieved strongly in LTP1, set more stretching targets for areas where improved performance levels have been identified as a priority, and draw comparisons with similar LTP areas to establish realistic targets for new indicators which have not previously been monitored. The methodology, rationale and risk management for each of the mandatory and local indicators is detailed within Appendix B.

The mandatory and local indicator tables (included at the end of section 13.4) contain the North Nottinghamshire LTP2 targets and indicators which reflect the programmed levels of investment throughout the Plan period.

13.2 MANDATORY INDICATORS

In order to ensure consistency across the country, and that each authority contributes towards Government's primary objectives, a number of indicators have been designated as mandatory. The DfT has set 17 mandatory indicators against which the Council must show progress over the course of the Plan period. Sixteen of the Government's mandatory indicators are applicable to North Nottinghamshire and are detailed within table 13.1 below. Detail on the monitoring methodology, actions required to achieve them, and risk management can be found in Appendix B. The remaining mandatory target, changes in peak period traffic flows to urban centres is not required for urban areas of less than 100,000 population, which is the case for all of the district centres in North Nottinghamshire. Indicators LTP7 and LTP8, whilst not being actually required within this Plan area either, are still being considered. This is because they are considered to be of a level of importance to warrant further investigation or to show commitment to maintaining the position of requiring no AQMAs. These issues are again detailed further in Appendix B.

Reference	Indicator	Type
BVPI 223	Condition of principal roads	Key outcome
BVPI 224a	Condition of non-principal roads	Key outcome
BVPI 224b	Condition of unclassified roads	Key outcome
BVPI 99x	Total killed or seriously injured	Key outcome
BVPI 99y	Children killed or seriously injured	Key outcome
BVPI 99z	Total slight casualties	Key outcome
BVPI 102	Local public transport / bus patronage	Key outcome
BVPI 104	Satisfaction with local bus services	Intermediate outcome
BVPI 187	Footway condition	Key outcome
LTP1	Accessibility of major employment sites	Key outcome
LTP2	Change in area wide road traffic mileage	Key outcome
LTP3	Cycling trips	Intermediate outcome
LTP4	Mode share of journeys to school	Intermediate outcome
LTP5	Bus punctuality	Intermediate outcome
LTP7	Average journey time per person, per mile related to person miles travelled	Key outcome
LTP8	Concentration of Nitrogen Dioxide in AQMAs	Intermediate outcome

Table 13.1 Mandatory indicators within North Nottinghamshire LTP2

The definitions of the BVPIs are pre-determined whereas the definitions of the other mandatory indicators are for local determination and are included within Appendix B.

13.3 LOCAL INDICATORS

The Council's non-mandatory local indicators have been compiled with a view to ensuring that all aspects of the strategy are reflected in the targets. This ensures that all projects can be justified in terms of their contribution towards achieving the local objectives but also reinforces their contribution to the national objectives. Targets have only been set for local indicators that are directly relevant to the needs and interests of local communities. The local indicators set by the Council are detailed in table 13.2 below, and detail on the monitoring methodology, actions required to achieve them, and risk management can be found in Appendix B.

Reference	Indicator	Type
L1	Single occupant car journeys to work	Intermediate outcome
L2	Commuter Travel Plans	Output
L3	School Travel Plans	Output
L4	Accessibility of healthcare	Key outcome
L5	Accessibility of district/town centres	Key outcome
L6	Accessibility for the elderly	Contributory output
L7	Accessibility for the disabled	Contributory output
L8	Accessible bus services	Contributory output
L9	Volume of carbon dioxide emissions	Intermediate outcome
L10 (BVPI 103)	Satisfaction with public transport information	Intermediate outcome
L11 (BVPI 178)	Rights of way which are easy to use	Intermediate outcome
L12	Killed or seriously injured motorcycle casualties	Intermediate outcome
L13	Killed or seriously injured rural casualties	Intermediate outcome

Table 13.2 Local indicators included within North Nottinghamshire LTP2

Indicators for the provision of facilities for disabled people at formal crossings was considered as a local target but has not been adopted as 100% of such crossings already meet the standards required for BVPI 165 and all new crossings will also meet the required standard. Similarly killed or seriously injured casualties in deprived areas was considered as a local target but has not been adopted as casualty levels within such areas are not higher than elsewhere within the Plan area. Casualty data in such wards will continue to be monitored throughout the Plan period to ensure that this situation does not change, and if it does, appropriate strategy will be developed to deal with it.

The Council also monitors indicators for which a target has not been set, and although not directly influenced by LTP capital spend, are of significant importance, such as:

- The number of people taking part in cycle training
- The length of shared or segregated cycle lane or path
- The number of incidences of cycle theft
- The number of dial-a-ride users
- The number of Shop Mobility schemes in operation
- The number of Bus Quality Partnerships
- The traffic flows into town centres
- Numerous accessibility indicators as detailed in the separate Accessibility Strategy.

13.4 TARGETS

Stretched Targets

The Council has set two 'stretched' targets according to DfT guidelines. These are satisfaction with local bus services (BVPI 104) and bus punctuality (LTP5). The rationale behind setting these targets is detailed within Appendix B, but these have been stretched as it is considered that the performance against these targets can help deliver several of the strategies contained within this document, particularly those relating to accessibility, congestion, air quality, quality of life and regeneration.

Other Challenging Targets

The target to limit growth in traffic to 8% over the course of the Plan period is set against a national estimated increase of between 23% and 29% from 2000 to 2010 (as detailed within Transport Statistics Great Britain 2005: Table 7.5; DfT, October 2005), while a 1% increase in year on year public transport usage in Nottinghamshire over the Plan period is ambitious in light of a decline nationally outside London of 7% since 2000/01.

Evidence targets are ambitious, realistic and achievable

DfT guidance states that LTPs should set out, for each target, the:

- Base line data (for 2003/04 except where guidance states otherwise)
- The Council's target for 2010/11 and a trajectory to allow progress to be monitored for each year between the base line year and target year
- Evidence that it is ambitious but realistic
- Key actions of the Council needed to achieve it
- Key actions of partners needed to achieve it
- Principal risks of meeting the target and how these will be managed.

These are detailed in Appendix B of this Plan.

The Council has a strong track record in integrated transport delivery. The targets contained within the Plan aim to build upon this and are highly challenging, based on the current position and the highest level of improvement realistically achievable from the investment planned during the LTP period. Detailed information on each of the targets is contained within Appendix B, but generally the targets have been devised with reference to:

- **Links to transport objectives:** To ensure the targets reflect the objectives detailed within this Plan (see Links to Council's vision and objectives below)
- **Link between input (cost) and outcome:** To ensure the targets reflect the range of integrated transport measures help deliver the objectives and the targets, and that the measures (and therefore the targets) offer value for money
- **National trends:** The growth in traffic and decline in public transport use, together with other national trends, such as increasing car ownership are pertinent issues which have been factored into the development of local targets
- **Past trends:** Over the course of LTP1, significant progress was made against targets. This local progress has been factored into the development of targets
- **Surveys and monitoring:** The Council undertakes extensive monitoring of the road network, personal travel surveys, perception surveys etc. to understand how and why people travel in the way they do, and have also factored in other Council wide survey findings, such as MORI surveys
- **Comparison with other authorities:** The Council has sought to benchmark itself against other authorities which share similar transport characteristics in devising the targets within the Plan
- **Local priorities:** The priorities of local residents has played a significant part in the development of the targets. This does not necessarily accord to current or past areas of poorest performance but has been factored into the process
- **Wider context:** Consideration has been given to changes in future land use patterns across the conurbation in devising the targets. The Building Schools for the Future Initiative for example will see the closure of a number of schools and the concentration of resources at fewer locations. This will obviously have consequences for related indicators and has been factored in accordingly
- **Actions required by partners**: Consideration has been given to partnership arrangements and any key activities required by partners to ensure delivery of the set targets

- **Risks:** Details of the risks associated with achieving the targets are set out in Appendix B and have been taken into account in the development of future trajectories
- **Realism and ambition:** Consideration has been given to all of the factors detailed above to ensure that a good balance between ambition and realism has been reached in setting the targets.

Monitoring methodology

The Council is required to submit details of the collection methods that will be employed to gather the necessary data to monitor progress, and these details are included within Appendix B. It should be noted that in cases where decisions regarding the exact nature of the indicator have yet to be made, the monitoring methodology will also still need to be defined (see individual indicator explanation within Appendix B). The Council has, however, taken every effort to ensure the data used to set the baseline figures are accurate and that future monitoring procedures are robust.

A review of the targets included in the LTP will be undertaken throughout the Plan period to constantly ensure they are sufficiently ambitious and realistic. Where appropriate, targets will be reviewed during the Plan period to either stretch them or review trajectories to ensure they are met, or adjusted with agreement of DfT. It should be noted that where targets have been set based on one year's data (a number of the indicators), these will be reviewed in light of trend data as and when it becomes available. This will be carried out through the Progress Report process.

Targets and trajectories

There is a requirement by Government to set targets for each of the indicators based on what is expected to be achieved with the indicative financial allocations already earmarked by DfT. These targets must be 'numeric'; i.e., they should consist of a final goal rather than set a target to increase by a given amount per year.

In addition to this, each authority is tasked with setting trajectories for each target. This means identifying how great a change is expected each year and the setting of milestones, so that performance can be monitored as progress is made through the five years of the Plan. The targets and trajectories (i.e. the annual milestones expected to be reached between the start and end of the Plan period) are the measures by which the success of the second LTP will be judged and these are contained within the mandatory and local tables below. Graphs showing these trajectories are included within Appendix B.

Actual and trajectory Data

Core Indicator	Definitions	Year Type	Units	Data	Year	Value	Series	1994-98	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
Road Condition (% of network in need of further investigation)	(1) Principal Roads- BVPI 223	Financial	Percentage	Base data	2004/05	27%	Actual Figures		N/A	27.00%							See Appendix B, section 15.5
				Target Data	2010/11	25%	Trajectory		N/A	27.00%	26.67%	26.33%	26.00%	25.67%	25.33%	25.00%	Notes
	(2) Classified, non-principal, roads- BVPI 224a	Financial	Percentage	Base Data	2005/06	TBC	Actual Figures										Target and trajectory cannot be determined until baseline data is available in 2006/07. See Appendix B.
				Target Data	2010/11	TBC	Trajectory										
	(3) Unclassified roads- BVPI 224b	Financial	Percentage	Base Data	2004/05	18%	Actual Figures		N/A	18.00%							See Appendix B, section 15.5
				Target Data	2010/11	15%	Trajectory		N/A	18.00%	17.50%	17.00%	16.50%	16.00%	15.50%	15.00%	Notes
Total killed and seriously injured casualties - BVPI 99(x)		Calendar	Casualties	Base Data	1994-98	486	Actual Figures	486	412	404							See Appendix B, section 15.2
				Target Data	2010	292	Trajectory	486	428	408	389	369	350	330	311	292	Notes
Child Killed and seriously injured casualties - BVPI 99(y)		Calendar	Casualties	Base Data	1994-98	77	Actual Figures	77	42	49							See Appendix B, section 15.2
				Target Data	2010	42	Trajectory	77	65	62	58	54	50	46	42		Notes
Total slight casualties - BVPI 99(z)		Calendar	Casualties	Base Data	1994-98	2,034	Actual Figures	2,034	1,953	1,823							See Appendix B, section 15.2
				Target Data	2010	1,823	Trajectory	2,034	1,973	1,953	1,823	1,823	1,823	1,823	1,823	1,823	Notes
Total local public transport patronage in target	Thousands of passenger journeys (i.e. boardings) per year in the authority	Financial	Thousand passenger journeys	Base Data	2004/05	29,352	Actual Figures		N/A	29,352							As following indicator.
				Target Data	2010/11	31,158	Trajectory		N/A	29,352	29,646	29,942	30,242	30,544	30,849	31,158	Notes
of which number of bus passenger journeys- BVPI 102		Financial	Thousand passenger journeys	Base Data	2004/05	29,352	Actual Figures		N/A	29,352							See Appendix B, section 15.3.1
				Target Data	2010/11	31,158	Trajectory		N/A	29,352	29,646	29,942	30,242	30,544	30,849	31,158	Notes
Satisfaction with local bus services- BVPI 104		Financial	Percentage	Base Data	2003/04	61.00%	Actual Figures		61.00%	N/A	N/A	68%	N/A	N/A	N/A		Stretching target. See Appendix B, section 15.3.1
				Target Data	2009/10	75.00%	Trajectory		61.00%	N/A	N/A	N/A	N/A	N/A	75.00%	N/A	Notes
Footway condition -																	Notes

Actual and trajectory Data

Core Indicator	Definitions	Year Type	Units	Base/Target Data	Year	Value	Series	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Notes
BVPI 187 (% of the category 1, 1a and 2)		Financial	Percentage	Base Data	2003/04	24	Actual Figures	24	23	22	21	20	19	18	17	See Appendix B, section 15.5
				Target Data	2010/11	17	Trajectory	N/A	23	22	21	20	19	18	17	
LTP1 - % of total households within 30mins of major employment site		Calendar	Percentage	Base Data	2005/06	96.00%	Actual Figures	N/A	N/A	96.00%						See Appendix B, section 15.1.1
				Target Data	2010/11	96.00%	Trajectory	N/A	N/A	96.00%	96.00%	96.00%	96.00%	96.00%	96.00%	
LTP2 - Change in area wide road traffic mileage		Calendar	Vehicle Kilometres (billions)	Base Data	2004	3.88	Actual Figures	3.87	3.88	3.88						See Appendix B, section 15.3.3
				Target Data	2010	4.19	Trajectory		3.88	3.93	3.98	4.03	4.09	4.14	4.19	
LTP3 - Cycling trips (annualised index)		Financial	Index based on 2004 = 100	Base Data	2004	100	Actual Figures	N/A	100	101	102	103	104	105	106	See Appendix B, section 15.3.4
				Target Data	2010/11	106	Trajectory	N/A	100	101	102	103	104	105	106	
LTP4 - Mode share of journeys to school	Share of journeys by car (including vans and taxis), excluding car share journeys	Financial	Percentage	Base Data	2004/05	34.00%	Actual Figures	N/A	34.00%	33.43%	32.87%	32.30%	31.73%	31.17%	30.60%	See Appendix B, section 15.3.2
				Target Data	2010/11	30.60%	Trajectory	N/A	34.00%	33.43%	32.87%	32.30%	31.73%	31.17%	30.60%	
Percentage of which Car							Actual Figures		34.00%							
Percentage of which Car Share							Actual Figures		0.00%							
Percentage of which Public Transport							Actual Figures		15.00%							
Percentage of which Walking							Actual Figures		49.00%							
Percentage of which Cycling							Actual Figures		2.00%							
LTP5 - Bus punctuality indicator	% of buses starting route on time	Financial	Percentage	Base Data	2005/06	90%	Actual Figures	N/A	N/A	90%						Stetching target. See Appendix B, section 15.3.1
				Target Data	2010/11	95%	Trajectory	N/A	N/A	90%	91%	92%	93%	94%	95%	
	% of buses on time at intermediate turning points	Financial	Percentage	Base Data	2005/06	67%	Actual Figures	N/A	N/A	67%						See Appendix B, section 15.3.1
				Target Data	2010/11	75%	Trajectory	N/A	N/A	67%	68%	70%	71%	73%	75%	
	% of buses on time at non-timing points	Financial	Percentage	Base Data	2005/06	N/A	Actual Figures	N/A	N/A	N/A						Not currently measurable in North Nottinghamshire
				Target Data	2010/11	N/A	Trajectory	N/A	N/A	N/A						

Table 13.3 Mandatory indicators, targets and trajectories

Core Indicator	Definitions	Year Type	Units		Year	Value		Actual and trajectory Data								Notes
								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	
	Average excess waiting time on frequent service routes	Financial	Minutes	Base Data	2005/06	TBC	Actual Figures	N/A	N/A	TBC						See Appendix B, section 15.3.1
				Target Data	2010/11	1.25	Trajectory	N/A	N/A	1.25	1.2	1.15	1.1	1.05	1	
								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	
LTP 6 - Changes in peak period traffic flows to urban centres	Area 1	Financial	Vehicle numbers or % of all journeys that are car driver	Base Data	2005/06	N/A	Actual Figures	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Not applicable to North Nottinghamshire Plan area
				Target Data	2010/11	N/A	Trajectory	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Area 2			Base Data	2005/06	N/A	Actual Figures	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Area 3			Target Data	2010/11	N/A	Trajectory	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
				Base Data	2005/06	N/A	Actual Figures	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
				Target Data	2010/11	N/A	Trajectory	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
								2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	
LTP 7 - Congestion		Financial		Base Data	2005/06		Actual Figures	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Not applicable to North Nottinghamshire Plan area
				Target Data	2010/11		Trajectory	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
								2003	2004	2005	2006	2007	2008	2009	2010	
LTP 8 - An air quality target related to traffic		Calendar	Exceedences	Base Data	2004	0	Actual Figures	0	0	0	0	0	0	0	0	See Appendix B, section 15.4
				Target Data	2010	0	Trajectory	0	0	0	0	0	0	0	0	

Local indicators

Local Indicator	Definitions	Year Type	Units		Year	Value		2003 / 2003/04	2004 / 2004/05	2005 / 2005/06	2006 / 2006/07	2007 / 2007/08	2008 / 2008/09	2009 / 2009/10	2010 / 2010/11	Notes
Congestion Indicators																
L1: Single occupant car journeys to work	% of single occupant car journeys to work for employers with approved travel plans	Financial	Percentage	Base data	2005	67%	Actual Figures	N/A	N/A	67%						See Appendix B, section 15.3.2
				Target Data	2010	67%	Trajectory	N/A	N/A	67%	67%	67%	67%	67%	67%	
L2: Commuter travel plans	% of employees covered by an approved commuter travel plan	Financial	Percentage	Base Data	2005	14.50%	Actual Figures	9%	9.50%	14.50%						See Appendix B, section 15.3.2
				Target Data	2010	20%	Trajectory	N/A	N/a	14.50%	15%	15.50%	16.50%	18%	20%	
L3: School travel plans	% of schools with an approved travel plan	Financial	Percentage	Base Data	2004/05	21%	Actual Figures	N/A	21%							See Appendix B, section 15.3.2
				Target Data	2010/11	85%	Trajectory	N/A	21%	33%	45%	56%	68%	80%	85%	
Accessibility Indicators																
L4: Accessibility of health care	% of households within 45 minutes of hospital by public transport	Calendar	Percentage	Base Data	2005/06	92%	Actual Figures	N/A	N/A	92%						See Appendix B, section 15.1.1
				Target Data	2010/11	92%	Trajectory	N/A	N/A	92%	92%	92%	92%	92%	92%	
L5: Accessibility to district /town centres	% of households within 30 minutes of a major retail centre by public transport	Calendar	Percentage	Base Data	2005/06	94%	Actual Figures	N/A	N/A	94%						See Appendix B, section 15.1.1
				Target Data	2010/11	94%	Trajectory	N/A	N/A	94%	94%	94%	94%	94%	94%	
L6: Accessibility for the elderly and disabled	% of eligible population taking up conessionary fare entitlements	Financial	Casualties	Base Data	2005/06	46%	Actual Figures	N/A	N/A	46%						See Appendix B, section 15.1.2
				Target Data	2010/11	57%	Trajectory	N/A	N/A	46%	48%	51%	53%	55%	57%	
L7: Accessibility for the disabled	% of eligible population taking up conessionary fare entitlements	Financial	Percentage	Base Data	2005/06	9%	Actual Figures	N/A	N/A	9%						See Appendix B, section 15.1.2
				Target Data	2010/11	20%	Trajectory	N/A	N/A	9%	11%	13%	16%	18%	20%	
L8: Ease of access at bus stops	% of bus stops with enhanced facilities	Financial	Percentage	Base data	2005/06	41%	Actual figures	N/A	36%	41%						See Appendix B, section 15.3.1
				Target data	2010/11	100%	Trajectory	N/A	36%	41%	53%	65%	76%	88%	100%	
Quality of life indicators																

Table 13.4 Local indicators, targets and trajectories

local Indicator	Definitions	Year Type	Units		Year	Value		2003	2004	2005	2006	2007	2008	2009	2010	Notes
											Actual and trajectory Data					
L9: Carbon dioxide emissions	volume of carbon dioxide emitted by vehicles in North Nottinghamshire	Calendar	Tonnes	Base Data	2004	300,129	Actual Figures	N/A	300,129	302,630	305,131	307,632	310,133	312,634	315,135	Notes
				Target Data	2010	315,135	Trajectory	N/A	300,129	302,630	305,131	307,632	310,133	312,634	315,135	See Appendix B, section 15.4
L10 (BV103): Satisfaction with public transport information	% of users satisfied with public transport information	Financial	Percentage	Base Data	2003/04	52%	Actual Figures	_2003/04_ 52%	_2004/05_	_2005/06_	_2006/07_	_2007/08_	_2008/09_	_2009/10_	_2010/11_	Notes
				Target Data	2010/11	60%	Trajectory	52%	53%	54%	55%	57%	58%	59%	60%	See Appendix B, section 15.3.1
L11 (BV178): Right of way which are easy to use	% of footpaths and other rights of way which are easy to use by the public	Financial	Percentage	Base Data	2005/06	60%	Actual Figures	_2003/04_ 59%	_2004/05_ 53%	_2005/06_ 60%	_2006/07_	_2007/08_	_2008/09_	_2009/10_	_2010/11_	Notes
				Target Data	2010/11	65%	Trajectory	N/A	N/A	60%	61%	62%	63%	64%	65%	See Appendix B, section 15.1.3
Road safety indicators																
L12: Total killed or seriously injured motorcycle casualties		Calendar	Percentage	Base Data	2002-04	91	Actual Figures	84	91	88	85	82	79	76	73	Notes
				Target Data	2010	73	Trajectory	N/A	91	88	85	82	79	76	73	See Appendix B, section 15.2
L13: Total killed or seriously injured rural casualties		Calendar	Percentage	Base Data	1994-98	255	Actual Figures	213	221	210	198	187	176	164	153	Notes
				Target Data	2010	153	Trajectory	224	221	210	198	187	176	164	153	See Appendix B, section 15.2

13.5 LINKS TO THE COUNCIL'S VISION

The vision for North Nottinghamshire and seven transport objectives to help deliver this vision is set out in Chapter 2 of the Plan. The delivery of these objectives has been reflected in the integrated transport measures programme to be delivered during the LTP2 period and in the development of the indicators to measure the success of LTP2. The tables below highlight how the mandatory and local indicators relate to the objectives of the Plan.

	Mandatory Indicator	Objective						
		Accessibility	Road Safety	Quality of Life	Congestion	Air Quality and Environment	Regeneration	Making best use
BVPI 223	Condition of principal roads	√	√	√			√	√√
BVPI 224a	Condition of non-principal roads	√	√	√			√	√√
BVPI 224b	Condition of unclassified roads	√	√	√			√	√√
BVPI 99x	Total killed or seriously injured	√	√√	√√	√			
BVPI 99y	Children killed or seriously injured	√	√√	√√	√			
BVPI 99z	Total slight casualties	√	√√	√√	√			
BVPI 102	Local public transport/ bus patronage	√√		√	√√	√√	√	
BVPI 104	Satisfaction with local bus services	√√		√	√√	√√	√	
BVPI 187	Footway condition	√	√	√	√	√	√	√√
LTP1	Accessibility of employment centres	√√		√	√	√	√	
LTP2	Change in area wide road traffic mileage	√		√	√√	√√		
LTP3	Cycling trips	√		√	√√	√√	√	
LTP4	Mode share of journeys to school	√		√	√√	√√	√	
LTP5	Bus punctuality	√√		√	√√	√√	√	
LTP8	Air quality exceedences			√	√	√√		

Table 13.5 Links between mandatory indicators and LTP2 objectives

	Local Indicator	Objective						
		Accessibility	Road Safety	Quality of Life	Congestion	Air Quality and Environment	Regeneration	Making best use
L1	Single occupant car journeys to work	√		√	√√	√√		
L2	Commuter travel plans	√		√	√√	√√		
L3	School travel plans	√		√	√√	√√	√	
L4	Accessibility of healthcare	√√		√	√	√	√	
L5	Accessibility for the elderly	√√		√	√	√	√	
L6	Accessibility for the disabled	√√		√	√	√	√	
L7	Ease of access of bus stops	√√		√	√	√	√	
L8	Carbon dioxide emissions			√	√√	√√		
L9 (BVPI 103)	Satisfaction with public transport information	√√		√√	√	√	√	
L10 (BVPI 178)	Rights of way which are easy to use	√√		√√	√	√	√	
L11	Accessible bus services	√√		√	√	√	√	
L12	Killed or seriously injured motorcycle casualties	√	√√	√√	√			
L13	Killed or seriously injured rural casualties	√	√√	√√	√			

Table 13.6 Links between local indicators and LTP2 objectives