



Report to Cabinet

Subject Nottinghamshire County Council
Local Transport Plan Consultation and Arnold Management Mobility
Action Area (MMAA) Consultation Update

Date 12 May 2005

Author Head of Cabinet Office

1. Purpose of the Report

- § To inform Members of Nottinghamshire County Council's progress towards the next Local Transport Plan covering the Borough.
- § To inform members of latest developments with regard to the Arnold MMAA.
- § To seek member views on any response to consultation on these initiatives.

2. Background

Local Transport Plans are five year plans prepared by local transport authorities (such as Nottinghamshire County Council) to guide investment in transport within their administrative areas.

The key features of LTPs are as follows:

- Statutory requirement under Transport Act 2000
- Five year plans
- Set out transport objectives, targets and a programme of measures
- Influence level of funding for local transport capital expenditure
- Identify major local transport schemes (over £5m) and other large schemes
- Are subject to Annual Progress Reports measuring performance against targets

The first LTPs (“LTP1s”) ran from 2001-2006, and are due to be renewed in April 2006 with new plans (“LTP2s”) that will run from 2006-2011. The Government published its final guidance in December 2004 on the preparation of LTP2s, and this specifies that Provisional LTPs must be submitted to Government by the end of July 2005 and final LTPs by the end of March 2006.

In Nottinghamshire there are two LTP Areas, which were established in LTP1: -

- (i) North Nottinghamshire, covering the Districts of Bassetlaw, Newark and Sherwood, Mansfield and Ashfield (excluding Hucknall); and
- (ii) Greater Nottingham, covering the City of Nottingham, the Boroughs of Broxtowe, Gedling and Rushcliffe and the Hucknall part of Ashfield District. The Greater Nottingham LTP is prepared jointly with Nottingham City Council.

Nottinghamshire County Council is currently consulting on the development of the LTP2 that covers Gedling Borough, and an officer from the County Council will make a presentation to the Cabinet on the issue at this meeting.

A copy of the County Council’s Framework Document for this is attached at **Appendix A**.

The presentation will also outline progress with the Arnold MMAA (a transport related initiative linked to the LTP), details of which have previously been reported to members (see Report to Cabinet – November 2004, attached at **Appendix B**).

All members will be invited to the meeting to see this presentation.

3. Proposal

Nottinghamshire County Council is seeking views on six specific issues relating to the LTP, and on any further general issues or concerns.

The six issues are: -

- Do you agree with our assessment of the main policy influences over the LTPs? Are there any key areas of public policy we have overlooked?
- Do you agree with our choice of LTP objectives? Are there other local objectives which we should adopt?
- Do you agree with our sub-division of the LTP areas into 5 discrete strategy areas, each of which would have some different emphasis in the priorities and a separate strategy?

- Do you agree with our analysis of what should be the key/secondary priorities within each strategy area?
- Do you have any suggestions for local indicators and targets we should adopt as well as the national mandatory ones?
- Do you agree with the menu of policy measures we intend to implement in order to deliver the strategies for each area?

Though the formal deadline for submissions is 6 May 2005, the County Council has indicated it will be happy to consider any views expressed by members arising from this meeting.

4. Resource Implications

There are no specific resource implications for the Borough Council directly from this report.

There are likely to be implications for the Borough's overall well-being, depending on the contents of the finally agreed LTP programme.

5. Recommendation

Members' instructions are requested.

**LOCAL TRANSPORT PLANS IN
NOTTINGHAMSHIRE**

April 2006 – March 2011

covering.....

North Nottinghamshire

Greater Nottingham

FRAMEWORK DOCUMENT

MARCH 2005

1 INTRODUCTION

Context – the role of Local Transport Plans

Local Transport Plans are five year plans prepared by local transport authorities (such as Nottinghamshire County Council) to guide investment in transport within their administrative areas. The key features of LTPs are as follows:

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The first LTPs (“LTP1s”) ran from 2001-2006, and are due to be renewed in April 2006 with new plans (“LTP2s”) that will run from 2006-2011. The Government published its final guidance in December 2004 on the preparation of LTP2s, and this specifies that Provisional LTPs must be submitted to Government by the end of July 2005 and final LTPs by the end of March 2006.

Purpose of this document

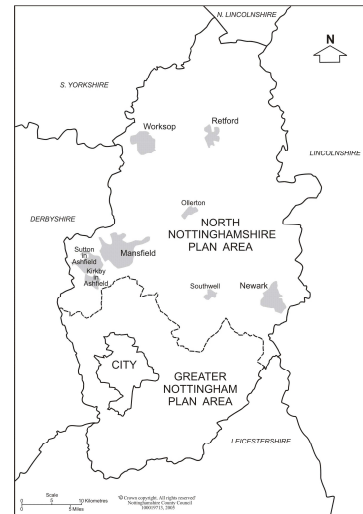
This Framework Document brings together some of the early thinking on the shape and content of these new LTPs in Nottinghamshire, and offers the second opportunity for stakeholders and others to be involved in their preparation. (The first round of consultation was limited to assessing general priorities and included a summary of progress so far (2000 to 2004) against the targets set in LTP1s).

We are seeking your views on a number of questions raised in the document (set out in the shaded boxes), and summarised at the end in section 10.

LTPs in Nottinghamshire

In Nottinghamshire there are two LTP Areas, which were established in LTP1: -

- (i) North Nottinghamshire, covering the Districts of Bassetlaw, Newark and Sherwood, Mansfield and Ashfield (excluding Hucknall); and
- (ii) Greater Nottingham, covering the City of Nottingham, the Boroughs of Broxtowe, Gedling and Rushcliffe and the Hucknall part of Ashfield District. The Greater Nottingham LTP is prepared jointly with Nottingham City Council.



It is proposed to adopt the same approach for LTP2. Moreover LTP2 will be a development of the strategy and policies started within the first round of LTPs, and will build on the considerable successes that have been achieved through the first LTPs. Both North Nottinghamshire and Greater Nottingham LTPs have been highly commended by Government, consistently being rated “above average” or “well above average” compared to those produced elsewhere in England. Both were also awarded “Centre of Excellence” status, and the County Council was nominated a Beacon Council in 2002 in recognition of its work on Promoting Access and Mobility.

As a result, the County Council through the two LTPs has been very successful in drawing in Government funding, and in delivering some significant achievements over the last 4 years. The following are just some examples:

- **Mansfield Ashfield Regeneration Route (MARR)** – a £30m road scheme which opens up employment land, removes traffic from residential streets and allows more road space to be allocated to public transport to improve access to Mansfield. MARR was opened in December 2004, ahead of schedule.
- **NET Line One** - a new tram running from Nottingham Midland station to Hucknall. In addition our work with bus operators to improve public transport has led to an **increase in bus patronage of 3%** across the whole county (6% in North Notts). Outside of London, only one other area has seen bus patronage rise during this period.
- Our **road safety schemes** have reduced the number of people killed on the roads by 11%, and seriously injured by 17% (which represents good progress towards the nationally-set target of a 40% combined reduction by 2010). Moreover although the number of children killed has remained constant, the number seriously injured has fallen by 52%, meaning that we have already achieved the national target we were asked to meet by 2010.

- We have introduced a **programme of area-wide transport strategies** called “**Mobility Management Action Areas**”. Ten MMAAs involving significant stakeholder and public consultation have been completed, and have led to a number of major town centre schemes include Cartergate in Newark, Broadgate in Beeston, and Retford bus station.

Motorways, trunk roads and the rail network

It is important to recognise that key elements of the transport network do not come under the control of the County Council. Motorways and trunk roads are managed by the Highways Agency, and are funded separately. Rail infrastructure is also largely outside the scope of LTP investment. Nevertheless the County Council works as closely as possible with both the Highways Agency and the rail sector to ensure that the rail, motorway and trunk road networks are developed to support LTP objectives.

2 WIDER POLICY CONTEXT

The Hierarchy of Plans and Strategies

The new LTPs must have clear transport objectives, targets, and a programme of measures for the five-year period 2006 to 2011. These must be consistent with the wider policy and planning context at a national, regional and local level. The diagram below gives examples of some of the most important Plans and Strategies which set the wider policy framework under which LTPs must be prepared.

Plans and Strategies	Multi-Policy	Spatial (i.e. Land-Use Plans)	Transport Specific
National	Sustainable Communities	Planning Policy Statements	Transport White Paper (2004)
Regional (East Midlands)	Integrated Regional Strategy	Regional Planning Guidance	Regional Transport Strategy
Local	Nottinghamshire Community Strategy	Nottinghamshire and Nottingham Joint Structure Plan	LTPs

QUESTION 1 – Do you agree with our assessment of the main policy influences over the LTP? Are there any key areas of public policy we have overlooked?

The Overall Vision of Nottinghamshire County Council

The Overall Vision of Nottinghamshire County Council is set out in its Strategic Plan 2001-2005 "Building a Future". Following the election of a new administration in May 2005 this will be reviewed and revised.

The vision is of a Nottinghamshire which is safe, healthy, prosperous and attractive. A place in which everyone can succeed, with fair access to opportunities and support to live a full and enjoyable life. A place where Nottinghamshire people are proud of their community and their county.

Local Transport Planning and delivery is not an end in itself. It will help contribute to the overall vision, particularly by improving access to local services and facilities throughout Nottinghamshire for all its residents.

Setting Local Transport Objectives

The new LTPs do not start with a blank sheet. The local transport objectives set out in the current LTPs are the obvious starting point. Since these were published in July 2000, there have been further developments in national and regional transport policy shaped by events and outcomes such as:

- The difficulties of managing the national rail infrastructure and train performance.
- The fuel protests and subsequent abandonment of the fuel tax escalator.
- The success in some areas such as Nottinghamshire in growing the bus market.
- Growing concern over the environmental impacts of transport at a local and global level.
- The relative success of the London congestion charging scheme.

The Government's Transport White Paper, "The Future of Transport", published in July 2004, takes a long-term view up to 2030, but makes a commitment to sustained levels of investment, improvements in transport management and planning ahead, particularly with respect to the need for road pricing.

More specific transport objectives have been developed at the Regional level. The Revised Regional Planning Guidance for the East Midlands to 2021 (Draft Proposed Changes) was published in July 2004. Included within this document is the Regional Transport Strategy (RTS). In line with Government policy, its core strategy 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 which 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 (e.g. Greater Nottingham) and Sub-Regional Centres (e.g. Mansfield, Worksop 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 Government's "shared priorities"

In 2004 the Government and the Local Government Association published their four Shared Transport Priorities. These are the main objectives which local and national government are seeking to meet through the delivery of transport policy. These four objectives are:

- Reducing congestion
- Improving accessibility
- Achieving safer roads
- Improving air quality

3 ANALYSIS

In developing proposals to deliver this strategy, it is important to understand the current needs and trends relating to transport in the County. The following is a summary of relevant indicators across the County as well as some of the underlying trends:

- **Congestion** is widespread across Greater Nottingham and occurs over increasing periods of the day. Elsewhere within the County there is only localised congestion, the majority of which is within the built-up area of West Notts.
- **Traffic flows** on the principal road network have increased by 5% since 1999 in North Nottinghamshire, though the level varies between 6.9% (West Nottinghamshire) and 2.5% (the Rural Areas). In the more densely populated Greater Nottingham the position is better, where effectively no growth has been experienced over recent years.
- **Bus patronage** has increased throughout the County over recent years, and improvements in bus services are reflected in the latest bus passenger satisfaction surveys. The most recent survey quotes 61% of respondents as "satisfied" with local bus services - an increase of 4% on the previous figure from these tri-annual surveys, but clearly this still leaves significant room for improvement.
- **Car ownership** across the County varies quite considerably. For example the proportion of households without cars is 17% in Rushcliffe and 29% in Mansfield. Overall 22% of households in Greater Nottingham do not have access to a car and 26% in North Nottinghamshire. The area with the lowest car ownership are within West Notts, both Mansfield and Ashfield.
- **Rural accessibility**, as measured by the percentage of rural households within 13 minutes' walk of an hourly or better bus service, has been maintained at levels above 50% (well above the national average).
- **The number of people killed or seriously injured** on Nottinghamshire roads increased slightly in 2003. Although the long term trend is still down, and roughly on course for the national reduction target, there were still 64 people killed and 624 seriously injured across the County in 2003. There are particular concerns relating to elderly road users and a significantly increasing proportion of motorcyclists.
- **Air Quality** – currently no Air Quality Management Areas (designations of areas of particularly high pollution) have been declared across the County. Current information suggests however that some may be forthcoming, and air pollution in built-up areas related to vehicle use is acknowledged nationally as a problem.
- **Unemployment** levels in the County are 2%, with the highest levels in Mansfield Ashfield and Bassetlaw. GDP/head is much higher in Greater

Nottingham (£17k) than in North Nottinghamshire (£10.6k), where there is also evidence of a lower skills base.

- **Carbon dioxide emissions** from road transport have risen by nearly 10% nationally since 1990 – the only sector other than air travel where emissions are rising.
- **The condition of roads** is mixed. The percentage of principal roads in need of major “structural” maintenance is well below the Government’s baseline figure, but a fifth of all these roads still are in urgent need of structural maintenance. The situation with non-principal and unclassified roads is less good. Although both have improved significantly over recent years, there is still a considerable backlog of maintenance work.

4 LOCAL TRANSPORT PLAN OBJECTIVES

Taking account of the analysis in section 3, the County Council is proposing to adopt the following as its LTP2 objectives for both the Greater Nottingham and North Nottinghamshire plan areas:

Objective	How will we deliver this objective?
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 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 transport 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 air quality	We will take action to reduce air pollution caused by transport, and in particular focus our attention on air pollution hot-spots.
Supporting economic regeneration	We will work to ensure that transport supports economic progress by providing the infrastructure to move people and goods efficiently.
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: <ul style="list-style-type: none"> a. Neighbourhood renewal

- b. Improving the quality of public space
- c. Delivering safer communities
- d. Improving health and well-being
- e. Reducing noise levels
- f. Improving access to the countryside

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.

Maintenance

We will seek to maintain our roads, bridges and other transport infrastructure to a high standard, and remove the considerable backlog of maintenance work.

QUESTION 2 – Do you agree with our choice of LTP objectives? Are there other local objectives which we should adopt?

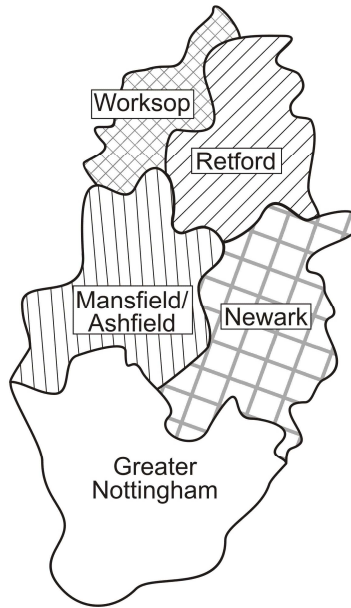
5 STRATEGY

The development strategy for Nottinghamshire is set out in the Nottinghamshire and Nottingham Joint Structure Plan, with an emphasis on the sequential approach carried forward from Regional Planning Guidance. This gives a priority for development sites that are within urban areas and well-served by public transport. The strategy states that transport and land use planning decisions should be fully integrated so as to reduce the need to travel, and to provide opportunities for public transport use.

The transport objectives set out in section 4 above apply to both LTP areas. However the overall development strategies for each area have some differences, which suggests the need to prioritise objectives.

In Greater Nottingham, the area is dominated by the conurbation, comprising the Regional Centre of Nottingham, the major district centres of Arnold, Beeston and Hucknall, and a number of smaller district centres. There is also a large rural hinterland which has a high level of dependence on the conurbation for jobs, services and other facilities. It is proposed that the whole plan area forms a single strategy area.

In North Nottinghamshire, the urban areas are less concentrated. Mansfield, Kirkby-in-Ashfield and Sutton-in-Ashfield together form the largest urban area, but, separately, the market towns of Worksop, Retford and Newark provide a source of jobs, services and other facilities for their residents and the villages in their surrounding rural hinterlands. In transport planning terms, each is a separate unit. It is therefore proposed that separate local transport strategies are developed for each of these sub-areas. This will also help consultation, since people relate most to their own local area.



Please note – this plan is for guidance only. Sub-areas are based on transport criteria rather than local authority administrative boundaries.

The different development pattern for each LTP area suggests different priorities for the transport objectives. Compared to North Nottinghamshire, the larger conurbation in Greater Nottingham results in a relatively high degree of congestion, combined with potential air quality problems. On the other hand, the level of accessibility is relatively high with more frequent public transport services. Employment levels and the skills level of residents are also relatively high.

In North Nottinghamshire, compared to Greater Nottingham, accessibility is relatively low in all of the four strategy sub-areas. However regeneration (tackling unemployment and low skills) is considered to be a higher priority in Mansfield and Worksop, compared to Retford, Newark and the Greater Nottingham areas.

Safety and Quality of life are considered to be key priorities throughout both Plan Areas.

The different strategy priorities may be summarised as follows:

LTP Area	Strategy area	Characteristics	Key priorities	Secondary priorities
GN	Greater Nottingham	Area dominated by Nottingham, but with significant rural areas	Air quality Congestion Quality of life Safety	Accessibility Maintenance Regeneration

North Nottinghamshire	Mansfield and Ashfield	Large urban areas with significant deprivation	Accessibility Quality of life Regeneration Safety	Air quality Congestion Maintenance
	Worksop	Market town with significant deprivation, and surrounded by rural areas	Accessibility Quality of life Regeneration Safety	Air quality Congestion Maintenance
	Retford	Market town with large rural hinterland	Accessibility Quality of life Safety	Air quality Congestion Maintenance Regeneration
	Newark	Market town with large rural hinterland	Accessibility Quality of life Safety	Air quality Congestion Maintenance Regeneration

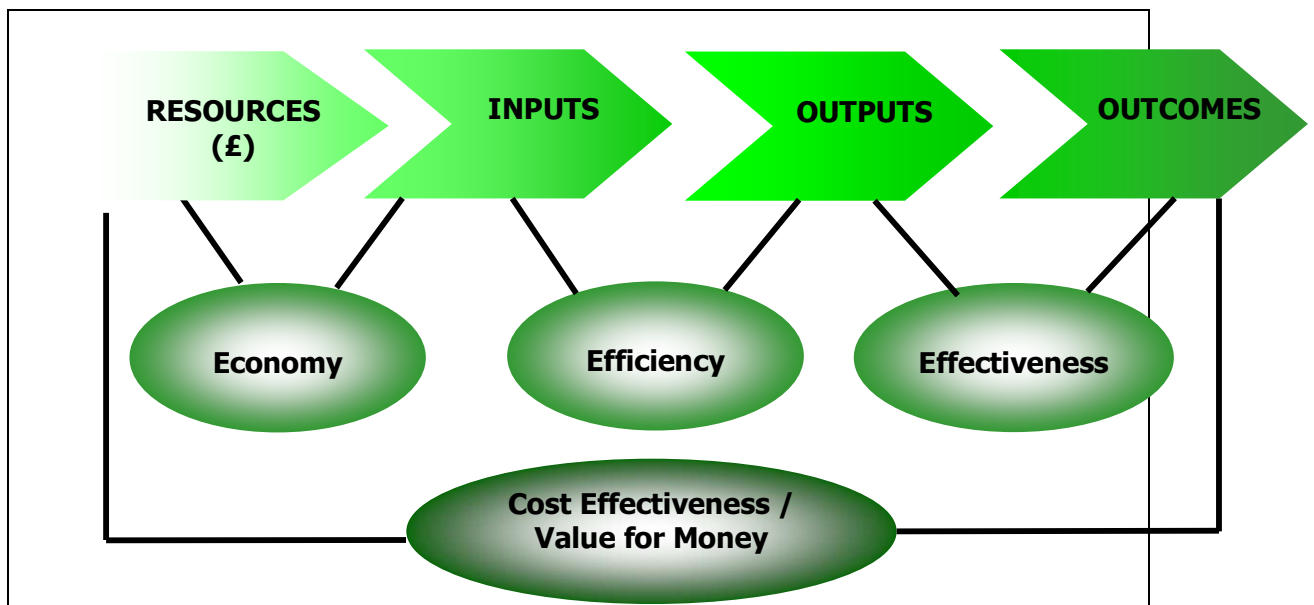
QUESTION 3 – Do you agree with our sub-division of the two LTP areas into 5 discrete strategy areas, each of which would have some different emphasis in the priorities and a separate strategy?

QUESTION 4 – Do you agree with our analysis of what should be the key/secondary priorities within each strategy area?

6 VALUE FOR MONEY/PERFORMANCE MANAGEMENT

Within the LTP2 submissions, the County Council will need to identify the five year programme of measures it intends to deliver. As such the document represents a bidding mechanism for capital funding from Government for the next five years. However the level of funding available is capped, and the focus of LTP2 is on demonstrating how the authority is going to maximise its achievements within this set budget. There is a strong emphasis on value for money. Each year the County Council will need to demonstrate the cost effectiveness of its LTP expenditure and this will affect the funding available for the following year.

As in all of its work, the County Council will achieve value for money through a process of performance management, the approach to which is set out below.



Source – HM Treasury

This highlights that to achieve value for money we need to maximise:

- efficiency – by ensuring that the resources we have available are used to achieve the highest quality facilities on the ground at the lowest cost
- effectiveness - by ensuring that the facilities we choose to introduce are successful in achieving our overall objectives

The diagram emphasises the need to focus on outcomes rather than inputs or outputs. Moreover to be able to assess value for money, all these factors need to be measured, and to do this the LTPS need a series of performance indicators and targets.

Performance indicators and targets

Government has set a number of mandatory indicators which apply to all Local Transport Plans. These are designed to test achievement against local transport objectives. Three further indicators (based on congestion and air quality) are only mandatory for large urban areas. Thus Greater Nottingham will have 17 mandatory indicators, whilst North Nottinghamshire has only 14. These are listed below:

Ref	Indicator	LTP Objective
BVPI96	Principal road condition	Maintenance
BVPI97a	Non-principal classified road condition	Maintenance
BVPI97b	Unclassified road condition	Maintenance
BVPI99 (x)	Total killed and seriously injured casualties	Road safety
BVPI99 (y)	Child killed and seriously injured casualties	Road safety
BVPI99 (z)	Total slight casualties	Road safety
BVPI102	Public transport patronage	Congestion/accessibility
BVPI104	Satisfaction with local bus services	Congestion/accessibility
BVPI187	Footway condition	Maintenance
LTP1	An accessibility target	Accessibility
LTP2	Change in area wide road traffic mileage	Congestion
LTP3	Cycling trips	Congestion
LTP4	Mode share of journeys to school	Congestion
LTP5	A bus punctuality indicator	Congestion
LTP6 (large urban areas)	Changes in peak period traffic flows to urban centres	Congestion
LTP7 (large urban areas)	Congestion (vehicle delay)	Congestion
LTP8 (large urban areas)	An air quality target	Air quality

However there is a realisation that targets also need to reflect the local circumstances of the plan area. Government has also provided a further set of optional indicators. These include:

- mode share of journeys to work
- mode share of peak period journeys to urban centres
- proportion of workforce covered by travel plans
- total parking provision

- proportion of short stay parking
- price differential between long and short stay parking, and
- percentage of planning permission exceeding parking standards.

Local Transport Authorities can also adopt their own local indicators and targets which measure progress against local priorities. It is recommended in the guidance that authorities set themselves between 20 and 40 targets in total, including the mandatory ones. The County Council has not yet decided which local indicators should be used as well as the national ones, nor what targets might be appropriate for any of the indicators. We would welcome views on these issues.

QUESTION 5 – Do you have any suggestions for local indicators and targets we should adopt as well as the national mandatory ones?

7 BUILDING THE PROGRAMME

LTP2s will need to identify a 5 year programmes of measures to deliver the Authority's targets and objectives. This programme will not be assessed in detail until submission of the final plans in March 2006. It is not possible at this stage to set out the specific measures which will be used in order to deliver on the priorities set out for each strategy area. However the following are the main types of measures we will use:

Reducing congestion

We will reduce congestion by activity in three main areas:

Promote a reduction in traffic growth by

- fully integrating transport and land-use decisions
- strongly encouraging use of alternatives to the car, particularly for journeys to work and education. We will focus on improving buses and other forms of public transport, and will implement a range of measures to improve bus infrastructure, interchanges, services and ticketing in partnership with bus operators. We will also work to improve cycling and walking facilities
- implementing measures to manage demand, including working with District Councils and Nottingham City Council on parking restraint measures

Make most efficient use of transport infrastructure by

- effective network management, including implementation of the Transport Management Act and stronger co-ordination of roadworks
- better integration of public transport
- enforcement, particularly by pursuing the decriminalisation of certain traffic offences
- delivering targeted highway improvements, particularly to "pinchpoints". Where possible we will give priority to buses and other public transport

"Smart measures"

- preparation, implementation and upkeep of workplace, school and personalised travel plans
- providing information, marketing, and undertaking awareness campaigns to encourage behavioural change

Improving accessibility

We intend to improve accessibility to the vital services people need – employment, education, health, shopping and leisure – particularly for

those without access to a car. We will do this by preparing an accessibility strategy and local accessibility action plans:

- detailed research and mapping of where people need to travel from and to
- planning the network of bus and other public transport services to best meet this need within available resources
- ensuring that the transport network is accessible to those with disabilities
- working with service providers (such as health and education) and the land use planning system, to design and locate services in more accessible locations
- providing public transport information and raising awareness of the availability of public transport services

Improving road safety

We will improve road safety by:

- implementing safety improvement schemes aimed at slowing traffic and reducing accidents. These will be targeted at accident blackspots
- implementing a “Safe Routes to Schools” programme
- ensuring that safety is “designed in” to new transport measures
- running awareness raising campaigns and activity targeted at both road users, pedestrians, and in particular children

Improving air quality

Reducing congestion will help to improve general air quality. Therefore the measures outlined in the congestion section above will also contribute to reducing pollution.

More specifically we will work with District Councils to identify and map the worst areas in the County for transport related air pollution, and take action to reduce this. Some pollution hotspots may be formally designated by District Councils as Air Quality Management Areas, and we will focus on these areas to implement solutions to reduce traffic related pollution.

Supporting economic regeneration

We will work to ensure that transport supports economic progress by providing the infrastructure to move people and goods efficiently. This will be through:

- improvement schemes to the transport network, and better network management

- the accessibility planning process, which will connect people with jobs and training, and businesses with employees and customers
- awareness raising (in particular through workplace travel plans in larger companies)

Improving quality of life

We will ensure that our work on transport improves quality of life for people in Nottinghamshire in the following ways:

- Neighbourhood renewal – we will ensure that transport infrastructure plays its part in rejuvenating urban areas. In particular we will continue our Mobility Management Action Areas which helps deliver town centre vitality and environmental improvement as well as transport benefits
- Quality of public space – working closely with our Building Better Communities initiative, we will ensure that the highway and its surrounds contribute to attractive town and village centres
- Safe communities – we will work with partner agencies to ensure that both users of public transport and the wider community feel safe
- Health and well-being – we will reflect the vital role that transport has in promoting health and well-being, through:
 - reducing accidents
 - accessibility planning to improve access to health and other services and thereby enable independent living
 - improving air quality
 - encouraging cycling and walking
- Noise – we will implement measures which reduce noise, particularly in sensitive locations
- Preparation of the Rights of Way Improvement Plan

Furthermore we intend to play our part in tackling climate change. By seeking to reduce overall traffic growth, we will work to minimise the growth in CO₂ and NO_x emissions from transport (these are two of the most significant greenhouse gases).

Maintenance

We will seek to maintain and improve existing transport infrastructure, in particular by catching up on the backlog of maintenance on roads.

QUESTION 6 – Do you agree with the menu of policy measures we intend to implement in order to deliver the strategies for each area?

8 FUNDING

In assessing the quality of LTPs and the level of funding they will make available, the Government groups proposed measures into three blocks. Each is assessed separately, and the level of funding in one does not depend on the others. The three blocks are:

- Majors – schemes over £5m
- Maintenance – of roads and bridges
- Integrated Transport Measures (ITM) – all other measures

Although the amount of money Government awards to the County Council to deliver these measures depends on their assessment of the LTPs, some indicative allocations (“provisional planning guidelines”) have been made. These are as follows:

Block	2006/07	2007/08	2008/09	2009/10	2010/11
	£ million				
ITM – North Nottinghamshire	3.6	3.6	3.8	4.0	4.2
ITM - Greater Nottingham (County part)	4.3	4.3	4.5	4.7	4.9
Maintenance (Countywide inc. City)	13.0	13.3	14.0	14.7	15.4

There are no provisional planning guidelines for Major schemes, each of which is assessed on its merits.

The following table sets the measures we are proposing to use, separated into these three blocks, and shows how they help to address the two Plans’ objectives:

Likely programme areas		Local Transport Plan Objective						
		Cong	Access	Safety	Air Qual	Ec Reg	QoL	Maint
Majors (schemes over £5m)		√	√	√		√		
Integrated Transport Measures (ITM)	Pedestrian schemes		√	√	√		√	
	Cycling schemes		√	√	√		√	
	Rights of Way Improvement		√			√	√	
	Schemes to improve access for disabled people		√	√			√	
	Local integrated town centre improvement schemes		√	√		√	√	
	Rail projects	√	√		√	√		
	NET tram (Greater Nottingham only)	√	√		√	√		
	Bus improvement and priority schemes	√	√		√	√		
	Rural schemes		√	√			√	
	Safety schemes		√	√			√	
	Safe Route to Schools programme		√	√	√		√	
	Park and Ride	√	√	√	√			
	Travel demand management measures	√			√			
	Decriminalisation	√		√		√		
	Workplace and school travel plans	√	√		√	√	√	
Awareness raising, marketing, and information provision	√	√	√	√		√		
Maintenance of roads and bridges				√		√	√	√

9 CONTRIBUTIONS TO OTHER POLICY OBJECTIVES OUTSIDE TRANSPORT

As mentioned at the start of this document, transport contributes to the delivery of a much wider set of objectives. The following is a summary of how achieving the 6 LTP objectives will help address wider policy objectives:

Other policy objective outside transport	Local Transport Plan Objective						
	Cong	Access	Safety	Air Qual	Ec Reg	QoL	Maint
Health		√	√√	√√	√	√	
Economic regeneration	√	√	√		√√	√	
Social Inclusion		√√	√	√	√	√	
Education		√					
Crime		√				√	
Climate change	√					√√	
Environmental protection	√			√√		√√	
Culture		√					
Land use planning	√	√		√√	√	√	

Key √√ = high impact √ = medium impact

10 CONSULTATION

This document forms part of the consultation process for the Local Transport Plans. It should be noted that it is part of an ongoing process for consulting local stakeholders and the community on our transport proposals. There was extensive consultation over the first Local Transport Plans. In addition we have undertaken detailed consultation over local proposals in several towns and district centres as part of the Mobility Management Action Area programme. Major schemes such as the MARR and the NET tram are subject to their own consultation, often including public inquiry. More recently there has been a consultation over the general priorities we should adopt for LTP2.

All of these have influenced the development of this Framework Document. The following is the process we intend to follow from now to the adoption of the full LTPs in March 2006:

Framework Document published for consultation with stakeholders	March-April 2005
Public consultation to run concurrently	March-April 2005
Provisional LTPs submitted to Government	July 2005
Consultation on the Full LTPs, alongside Environmental Report which assesses environmental impact	Sept-October 2005
Final LTPs submitted to Government	March 2006

11 SEEKING YOUR VIEWS

We would like to receive your comments on this LTP Framework document, and in particular on the specific questions highlighted at various points in the document. These are summarised below:

- 1 Do you agree with our assessment of the main policy influences over the LTPs? Are there any key areas of public policy we have overlooked?
- 2 Do you agree with our choice of LTP objectives? Are there other local objectives which we should adopt?
- 3 Do you agree with our sub-division of the LTP areas into 5 discrete strategy areas, each of which would have some different emphasis in the priorities and a separate strategy?
- 4 Do you agree with our analysis of what should be the key/secondary priorities within each strategy area?
- 5 Do you have any suggestions for local indicators and targets we should adopt as well as the national mandatory ones?
- 6 Do you agree with the menu of policy measures we intend to implement in order to deliver the strategies for each area?

All comments should be sent by a deadline of **Friday 6 May 2005** to:

Kevin Sharman
Environment Department
Nottinghamshire County Council
Trent Bridge House

Fox Road
West Bridgford
Notts NG2 6BJ

Or e-mailed to kevin.sharman@nottscc.gov.uk

Appendix B

Report to Cabinet

Subject	Mobility Management Action Area (MMAA) Traffic Study for Arnold Town Centre
Date	4 November 2004
Author	Town Centres Manager on behalf of Head of Cabinet Office

1. Purpose of the Report

To inform Cabinet on the proposals to improve Arnold Town Centre's transport and infrastructure following the first round of consultation conducted by Nottinghamshire County Council Environment Department.

2. Background

Nottinghamshire County Council's Environment Department have identified Arnold Town Centre as one of five district shopping centres within Greater Nottingham to be the focus of the transport study specifically around the town centre. Arnold is the third of five to be undertaken.

Nottinghamshire County Council have now completed the first round of a comprehensive public consultation, analysed responses and designed alternative proposals based on the results. They are now conducting the second round of consultation to gather public views on the suitability of the alternative schemes suggested. Attached as **Appendix A** is the schedule of exhibitions in Arnold.

3. Proposal

Results of the initial consultation show that the main areas of concern expressed by stakeholders are:

- Narrow pavements, especially near the bus shelters, making it difficult to get by
- Parking on both sides causing difficulties crossing the road
- The lack of a taxi rank
- The existing bus waiting areas and parking layout causing congestion

As a result, the County Council is proposing two potential improvement schemes which aim to deal with these issues, as well as to create a more pleasant environment in which to shop.

The proposals will shortly be presented to elected members at the County Council to seek their approval for consultation, after which the County Council will seek views on them through the second round of consultation. If details are available at the time of the meeting we will report them verbally.

The study will take between three and five years to complete with widespread consultation of all stakeholders, including businesses and shoppers. The emphasis is to maintain and develop sustainability, accessibility and economic vitality. It also aims to reduce traffic dominance through effective traffic management and fully integrate land use and transportation.

4. Resource Implications

There are no resource implications at this time.

5. Recommendation

Members are recommended:

- To note the report.
- To support further partnership working with Nottinghamshire County Council on consultation and related activity to ensure that the results are the most suitable to the benefit of all stakeholders involved.

APPENDIX A

NEW PLANS FOR FRONT STREET

The County Council, in partnership with Gedling Borough Council, will be holding an exhibition of the proposals starting on Monday 22 November.

The exhibition will take place in the Civic Centre foyer at Gedling Borough Council's Arnot Hill Park offices and also at Arnold library on the junction of Front Street and Cross Street. The exhibition can be viewed as follows:

Civic Centre foyer opening times Monday to Thursday: 8.30am - 5.15pm Friday: 8.30am - 4.45pm	Library opening times Monday to Friday: 9.00am - 7.00pm Saturday: 9.00am - 4.00pm Sunday: Closed
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Council staff will be available to discuss the proposals at the following times:

Civic Centre

Monday 22 nd November	4.00pm - 7.00pm
Wednesday 24 th November	1.00pm - 4.00pm
Friday 26 th November	10.00am - 1.00pm

Arnold Library

Monday 29 th November	4.00pm - 7.00pm
Wednesday 1 st December	1.00pm - 4.00pm
Friday 3 rd December	10.00am - 1.00pm

If you are unable to attend the exhibition or would like further information on the proposed improvement scheme please contact Paul Hillier on 0115 977 4866, email to paul.hillier@nottscc.gov.uk or write to Environment Department, Nottinghamshire County Council, Trent Bridge House, Fox Road, West Bridgford, NOTTINGHAM NG2 6BJ.