

Chapter 6: Transport

Introduction

6.1 Good transport links are fundamentally important to the economic and social well-being of the borough. There is growing realisation that heavy reliance on the use of private cars cannot continue, as levels of congestion and environmental pollution rise. The planning system has an important role to play in securing a more sustainable pattern of development by helping reduce the need to travel and locating new development close to where public transport is, or can be, provided, and where walking and cycling are safe and viable alternative means of getting around. It is however also recognised that good road transport will remain important for businesses and this has been taken into account in locating new employment sites. The plan also takes account of those with movement difficulties, such as the elderly and disabled.

6.2 Whilst the Plan can influence the pattern of new development, the government and the strategic highway authorities will continue to have the key role in most transport matters. Of particular importance will be the City and County Councils' Local Transport Plan for the Greater Nottingham area which includes details of new transport schemes and central government funding. The current plan includes specific proposals to improve public transport into Nottingham City, which will have direct implications for the borough and which will be supported by the Council where appropriate. These proposals include SNRN (South Notts Rail Network), NET (Nottingham Express Transit) and Bus Quality Partnerships aimed at improving bus services along strategic corridors.

BACKGROUND TO THE PLAN'S POLICIES

Government Guidance

6.3 PPG1 "General Policy and Principles" (1997) promotes "sustainable development" and encourages authorities to shape new development patterns in a way which minimises the need to travel. Transport programmes and land use policies should be integrated and developments which generate a lot of trips should be concentrated in places well served by public transport, particularly town centres. Forms of development should be promoted which encourage walking and cycling.

6.4 The PPG states that plans and decisions on applications should take into account access for the disabled, including access to and into buildings.

6.5 PPG6 "Town Centres and Retail Developments" (1996) advises that authorities should develop policies relating to traffic management and parking, in order to reinforce the attractiveness and competitiveness of town centres.

6.6 Parking standards for all non-residential uses should, according to the PPG, be expressed as maximum provision. Parking provision should be tailored to fit local circumstances.

6.7 Nevertheless, the PPG states that town centres must remain attractive to people who arrive by car and competition between town centres in terms of parking should be avoided.

6.8 PPG13 "Transport" (2001) emphasises the need to integrate land

use planning and transport policy. This strategy was introduced in the Government's White Paper on the future of Transport, 'A New Deal for Transport: Better for Everyone' (July 1998), to help achieve sustainable transport aims.

6.9 The PPG replaces the previous Traffic Impact Assessments with Transport Assessments which illustrate the likely modal split of journeys to and from sites as a result of major development and provide details of proposed measures to improve access by public transport, walking and cycling in order to reduce the number and impacts of motorised journeys.

6.10 It advises that developments comprising jobs, shopping, leisure and services should develop their own travel plan to raise awareness of the impacts of travel decisions. All major developments as well as smaller developments which generate a significant amount of traffic will require such a plan.

6.11 The PPG also removes the need for operational minimum requirements for parking provision, setting maximum levels of parking for broad classes of development.

Nottinghamshire Structure Plan Review

6.12 Policy 1/2 states that major new development will be concentrated within and adjoining the main urban areas and along four "public transport corridors" radiating from the city centre, two of which are in Broxtowe, these being Nottingham–Trowell and Nottingham–Eastwood.

6.13 It is expected that major new development will only be permitted where it can be fully integrated with

new or existing public transport facilities.

6.14 Policy 5/1 states that land will be protected for bus lanes and other bus priority measures. Land will also be protected for rail and new public transport systems, park and ride sites and measures to improve traffic flow. Road building will be limited and aimed at supporting public transport initiatives.

6.15 Policy 5/3 states that provision will be made for a regional rail freight depot at Toton Sidings. The plan refers to "national/regional requirements" for such a facility. This policy also refers to proposals for a Nottingham Express Transit network, and for a heavy rail local services network (SNRN).

6.16 Policy 5/4 states that developers' contributions will be negotiated for public transport measures.

6.17 Policy 5/12 indicates that levels of parking provision should be such as to reduce pressure for on-street parking but not contribute to generating unnecessary traffic. Provision will be made in town centres for shoppers but otherwise parking should not be provided beyond the very strictly defined operational needs of the development.

6.18 Policy 10/4 states that preference will be given to land use patterns which concentrate employment-intensive uses and higher density housing in locations well served by public transport.

6.19 Policy 1/7 states that Local Plan policies should make provision for people with special needs, including

ease of access to built development, services and facilities.

Greater Nottingham Local Transport Plan

6.20 Local Transport Plans (LTPs) replaced Transport Policies and Programmes (TPPs) from 1999 as the means of allocating resources for local transport capital expenditure. They are intended to be prepared in partnership with district councils, local people, transport operators and others, and the government will expect them to place great emphasis on modal shift by providing alternatives to the use of the car. They will cover five year periods, with annual progress reports.

6.21 The Greater Nottingham Local Transport Plan is produced jointly by Nottinghamshire County Council and Nottingham City Council. The LTP builds on the TPP's Bus Quality Partnerships initiative, incorporating "Nextbus" real time information displays, which have been provided for the Nottingham-Eastwood Corridor. The initiative proposes further enhancements along the A52, A610, A609 and A6005.

6.22 The LTP gives details on NET Line One, which commenced operating in March 2004 and which includes a terminus at Phoenix Business Park. A Phase Two route would run from Nottingham Railway Station to a Park and Ride facility at the A52 roundabout at Toton, via Beeston Town Centre and Chilwell. This route has been plotted onto the Proposals Map to indicate where land will need to be safeguarded for this scheme. The route received approval of the City and County Councils in June 2004 and, as part of NET Phase 2, will be the subject of a submission to government under the Transport & Works Act Order.

Additionally, the 'North/South Movements on the M1 Corridor in the East Midlands' (M1MMS) final report was published in April 2002. The report proposes widening of the M1 to 5 lanes (with a short 4 lane section just north of Nuthall) along its whole length through Broxtowe. Junction improvements are also proposed at both Junction 25 and 26 with new link roads taking vehicles directly between the M1 and the A610, thus reducing traffic congestion at the roundabout.

6.23 Phase 1 of the SNRN includes the route from Nottingham to Ilkeston North or Langley Mill via Wollaton. Proposed new stations include those at Ilkeston North (near Awsworth), Ilkeston South (adjacent to Trowell) and at Wollaton. This phase is said to have a 5 year timescale. An additional station might also be provided at Sandiacre (adjacent to Stapleford), with a 10 year timescale.

6.24 The LTP outlines measures which will defend residential streets from unnecessary traffic with the development of 'Home Zones'. The proposed Beeston Rylands Home Zone will make cycling and walking safer in a more pleasant environment. Other schemes proposed in the LTP and affecting Broxtowe include the A6002 Coventry Lane/A6007 Ilkeston Road improvement, which has now been completed, improvements to the A610/A6002 Nuthall Roundabout, also completed and the possible new Ilkeston North railway station.

The 1994 Broxtowe Local Plan

6.25 The 1994 Plan contained policies promoting public transport, walking, cycling and access for disabled people. It also provided for the payment of commuted sums for public car parking in lieu of on-site provision in town centres. The

changed policy context and new public transport initiatives have provided the opportunity to develop these policies and give greater emphasis to the promotion of sustainable development.

Structure Plan Technical Report

6.26 The Structure Plan Technical Report advises that carbon dioxide is the main greenhouse gas and is not reduced by catalytic converters. Significant reductions in emissions can therefore only be achieved by reducing the amount of travel and changing modes of travel.

6.27 Despite efforts in Broxtowe and throughout the county, the numbers of people cycling to work in Nottinghamshire declined by 12% between 1981 and 1991. Walking and cycling combined are however more significant than buses for travelling to work in Nottinghamshire as a whole, typically for short journeys, although bus travel is of considerable importance in South Nottinghamshire. Public transport is more suited for longer journeys, or for people with limited mobility. The role of buses is also important as a means of travel into Nottingham City Centre for commuting and shopping; and as a means of accessing jobs and services. Park and ride facilities were noted as being used by relatively small numbers of people, particularly for journeys to work, but the schemes are steadily increasing in popularity and have considerable traffic benefits. The County Council's aim is that by 2011 a further 10% of all motorised morning peak journeys into Nottingham will be attracted onto public transport.

Aims and Objectives

Aims

6.28 The strategic aims relevant to transport issues, adopting the principles of sustainability, are:

- encouraging accessibility by means of transport other than the private car and minimising the need to travel;
- recognising and promoting the continued importance of the town centres as shopping, commerce and community service centres.

Objectives

6.29 The Council's transport objectives, derived from the strategic aims, are:

- t/a Relate new development to public transport provision;
- t/b Promote improvements to the availability, quality and accessibility of public transport;
- t/c Promote and provide for cycling and walking as alternative means of transport to the car;
- t/d Improve road safety and reduce congestion;
- t/e Negotiate contributions from developers to meet elements of the cost of providing and maintaining the transport infrastructure;
- t/f Maximise accessibility for people with limited mobility;
- t/g Improve air quality.

6.30 It follows that when these aims and objectives are applied to the process of shaping the future pattern of development, there should be a concentration of new development within or adjacent to existing built-up areas and along public transport routes. This strategy accords with the pattern of development envisaged by the Nottinghamshire Structure Plan Review. The policies which follow are designed to implement the transport objectives.

POLICIES FOR TRANSPORT

DEVELOPERS' CONTRIBUTIONS TO INTEGRATED TRANSPORT MEASURES

6.31 New development may generate demands for travel, which are not met by existing public transport facilities, and result in increased use of private transport and associated problems of congestion and pollution. The Plan encourages development within the defined public transport corridors where demand for travel can be met by new and improved public transport facilities. However, these facilities cannot be provided by public funding alone and developers will therefore need to make a fair contribution towards their costs, in accordance with the principles set out in Circular 1/97 'Planning Obligations', taking account of other developments proposed in the local plan. It may be appropriate for facilities to be directly provided within sites or for a sum to be paid as a contribution towards the public provision of the necessary facilities.

6.33 In 2002 the County and City Councils adopted an Interim Transport Planning Statement (ITPS) on developers' contributions to integrated transport measures which was endorsed by the Borough Council in July 2002 and will be the main reference point for implementing Policy T1. It is included in Appendix 13. The Local Transport Plan for Greater Nottingham will be used to identify measures which will assist in meeting the identified demand for travel.

6.34 For major developments Transport Assessments are required to illustrate the likely modal split of journeys to and from the sites and to provide details of proposed measures to improve access by public transport,

walking and cycling and to reduce the number and impacts of motorised journeys. The assessments should also address the need for any related highway improvements. Proposals likely to have a material impact on the trunk road network will need to satisfy the requirements of the Highways Agency.

6.35 The policy is designed to implement objectives t/a, t/b, t/c, t/d and t/e and accords with Structure Plan policy 5/4.

T1 Planning permission will not be granted for developments which generate a requirement for the provision of new or improved transport infrastructure and services within, directly serving or in the transport corridor serving the site until appropriate contribution has been negotiated towards provision of such measures in accordance with Circular 1/97 and its successors.

IMPROVEMENTS TO BUS FACILITIES

6.36 In order for bus transport to be a viable alternative to the private car and to improve accessibility for people without cars, it is important that bus operators are enabled to provide a convenient and reliable service. The provision of priority measures can help to improve the speed and reliability of bus services by enabling buses to avoid the worst effects of traffic congestion. Physical and operational measures proposed by the operators and public bodies will, in principle, be supported by the Borough Council.

6.37 The Greater Nottingham Local Transport Plan (LTP) will identify

specific improvements proposed to bus facilities for the five year plan period. Bus Quality Partnerships are central to the development of better bus facilities, and therefore to the LTP. The Partnerships involve a programme of "quality improvement corridors": within Broxtowe the A610 and A52 corridors are designated as "short term" priority (1998 to 2001) whilst the A609 and A6005 corridors are of 'medium term' priority (2001 to 2006). Improvements to bus facilities along these corridors will involve bus priority measures, improved passenger waiting facilities, better access for those with mobility difficulties, safer bus routes, links to 'green transport plans' and the exploitation of new technology including the 'Nextbus' satellite bus location system. Services which have recently benefited from this approach include Chilwell-West Bridgford and Eastwood-Nottingham. In developing and improving the bus network and associated facilities, opportunities will arise to encourage more regular services and improved facilities for people living in outlying or rural parts of the Borough, as part of the LTP's rural strategy.

6.38 This policy is designed to implement objective t/b and accords with Structure Plan policies 1/2 and 5/1.

T2 Proposals will be supported which would improve the provision or operation of bus services.

BUS FACILITIES IN NEW DEVELOPMENT

6.39 In order to enable bus operators to meet potential demand for public transport facilities, new development should incorporate roads of the standards specified in the County Council's 1999 Highway Design Guide so as to be able to accommodate buses, with bus laybys, shelters etc provided as necessary. In appropriate cases, specific measures should be considered to provide bus priority to benefit public transport access within developments. The Council will negotiate to secure the implementation of any facilities, or specific priority measures, through a planning obligation. Any traffic calming measures should be designed so as to allow ready access for buses where likely to be required.

6.40 This policy is designed to implement objective t/b.

T3 The layout of new development sites should be designed to enable easy access by buses where appropriate and should include the provision of bus shelters with information points.

PARK-AND-RIDE FACILITIES

6.41 By enabling the amount of travel by car to be reduced, park-and-ride facilities can help to reduce the emission of pollutants and lower the level of congestion on main routes into and around Nottingham. Policy T4 complements the allocation of development sites along public transport routes. Developers may be expected to contribute towards the costs of the provision of park-and-ride facilities, in accordance with policy T1. The Council will support initiatives identified through the Greater Nottingham Local Transport Plan for

park-and-ride facilities. Guidance in PPG13 establishes exceptional circumstances in which a Green Belt location proves to be the most sustainable location for a Park and Ride site. It may therefore be acceptable to locate such a facility in the Green Belt provided that the criteria listed in Annex E are met.

6.42 In addition to park-and-ride sites provided for buses, an additional site is proposed to serve NET where Line Two will terminate at the 'Bardill's' roundabout junction of the A52 at Toton. Policy T6 facilitates this and will protect the land required.

6.43 This policy is designed to implement objective t/b and accords with the Structure Plan policies 1/2 and 5/1 (c).

T4 Planning permission will be granted for the provision of park-and-ride facilities in strategically appropriate locations where they would assist in achieving modal shift away from the use of the private car, subject to there being:

- (a) **satisfactory access arrangements;**
- (b) **no significant detrimental effects on the local environment; and**
- (c) **satisfactory landscaping and screening.**

SOUTH NOTTS RAIL NETWORK (SNRN)

6.44 The SNRN is aimed at improving rail passenger services within the Nottingham travel-to-work area and is supported by the Council. Promotion of the route from Nottingham to Ilkeston North/Langley Mill is part of phase 1 of the proposed enhanced network and would involve new stations at Ilkeston North, Ilkeston South, and Wollaton within Nottingham City. A later phase may involve a new station in the Stapleford/Sandiacre area. The station at Ilkeston North may proceed earlier than the remainder. Developers may be expected to contribute towards the cost of SNRN facilities, in accordance with policy T1. These ancillary facilities could include adequate and comfortable bus transfer facilities and secure cycle storage. Designated car parking for a station within the vicinity of the symbol shown on the Proposals Map would be considered to be an appropriate exception to normal Green Belt policy as advised in PPG13 Annex E.

6.45 This policy is designed to implement objectives t/a, t/b and t/e, and accords with Structure Plan policy 5/3 (b).

T5 Development will not be permitted which would inhibit the provision of new stations at Ilkeston North, Ilkeston South or Stapleford, as shown on the Proposals Map, including associated car parking, bus access and ancillary facilities.

NOTTINGHAM EXPRESS TRANSIT (NET)

6.46 The NET light rapid transit system has the potential to provide a quick and reliable form of public transport throughout large parts of the Greater Nottingham area. As with SNRN proposals, it can help to reduce car use and improve accessibility. The co-sponsors of the scheme, Nottinghamshire County Council, Nottingham City Council and Nottinghamshire Development Enterprise, envisage that a route may eventually be provided towards Kimberley/Eastwood

6.47 Line One of the NET runs between Hucknall and Nottingham city centre, with a spur to Phoenix Park at Nuthall. It commenced operating in March 2004. Funding is through the Private Finance Initiative. A future line towards Kimberley and Eastwood could be an extension of the Phoenix Park spur. Phase Two involves a route serving Clifton and a route to the A52 roundabout at Toton, via Beeston Town Centre and Chilwell. The centre line of this double track route is shown on the Proposals Map; this route will be the subject of an inquiry following the submission to government under a Transport & Works Act Order.

6.48 This policy is designed to implement objective t/a, t/b and t/d, and accords with Structure Plan policy 5/3 (c).

T6 Proposals will be supported which would facilitate the expansion and operation of the NET system into the borough and development will not be permitted which would inhibit the extension of the system.

CYCLING ROUTES AND FACILITIES

6.49 Cycling is an economical, healthy and non-polluting means of transport and an attractive leisure activity, which the Council wishes to support and encourage. However, many potential cyclists may be deterred by the absence of safe cycle paths and cycle parking facilities. Employment, leisure and commercial uses should therefore provide appropriate cycle parking facilities, whilst new residential and other areas should, where necessary, incorporate cycle routes which are distinct from footpaths and roads. The County Council's Highway Design Guide advises on design measures which can make roads more suitable for cyclists. There will be an emphasis on safe routes linking houses with shops, schools and employment areas, together with routes for leisure purposes. It is also important to link new development with the cycle network, avoiding the provision of isolated cycling facilities. Developers may be expected to provide or contribute towards the cost of these links and other on-site facilities.

6.50 Opportunities for additional links in the countryside will also be pursued, some aligned with the proposed Greenways described in the Environment chapter; for example the route from Watnall under the M1 to Hempshill Vale, which will be implemented as a cycling/walking route. Proposals for further cycling schemes will be identified through the LTP. The Borough Council has produced a "Cycling in Broxtowe" leaflet (2003) which details cycling facilities throughout the borough and which complements the Greater Nottingham Cycle Route Network, the County Council's Cycling Strategy (1997), the City Council's Walking and Cycling Strategy (1999) and the

Sustrans national cycle network (see below).

6.51 This policy is designed to implement objective t/c and accords with Structure Plan policy 5/5.

T7 Provision should be made for the needs of cyclists within new development sites and in relation to links to adjacent areas and existing cycle routes. This provision should include safe and covered cycle parking facilities in appropriate circumstances.

MILLENNIUM CYCLE ROUTE

6.52 Among the cycling routes in Nottinghamshire, the Millennium Route forms part of an Inverness-Dover cycle trail and passes through south Broxtowe as part of its Nottingham-Long Eaton section. The completed route is shown on the Proposals Map. It was part-funded by the County Council and Sustrans, a national charity aiming to help to provide 2,000 miles of cycling network nationally by the year 2000. Along the route opportunities have been taken to provide cycle facilities, including priority measures, dedicated cycle lanes and advanced stop-lines at junctions, as well as purpose-designed road crossings. In addition to forming part of a national route, this section of the Millennium Route offers considerable local advantages for safer cycling journeys to work, and to local leisure facilities, also providing a link between Beeston Station and Nottingham University.

6.53 This policy is designed to implement objective t/c and accords with Structure Plan policy 5/5.

T8 Development will not be permitted which would inhibit further provision or improvement of the Millennium Cycle Route as defined on the Proposals Map, including the provision of facilities for cyclists and safe links to facilities near the route.

PEDESTRIAN ROUTES AND FACILITIES

6.54 Good facilities for pedestrians are important in creating attractive residential and shopping environments. They can also be significant in the design and layout of employment development and community facilities. Good pedestrian facilities can also help to encourage walking in place of car transport. The safety of pedestrians should be given the highest priority. Footways which do not run alongside roads should be well lit, and be as visible as possible. The pedestrian environment will be protected and improved wherever possible, with an emphasis on the creation of a network of routes for employment, shopping and leisure trips and access to community facilities. Particular attention will be paid to examining and promoting safe walking routes to school for children. In accordance with policy T1, developers may be expected to provide or contribute towards new pedestrian facilities, which are required as a result of their development.

6.55 This policy is designed to implement objective t/c and accords with Structure Plan policy 5/5.

T9 Provision should be made for the needs of pedestrians within new developments and in relation to links to adjacent

areas and other forms of transport.

PROPOSED ROAD SCHEMES

6.56 Road schemes, which can improve conditions for local residents, ease access for buses or provide other benefits, will be identified through the Greater Nottingham Local Transport Plan (LTP) and will be implemented by the County Council. The A6096 link, unlike the other schemes in the LTP, is to be funded by Derbyshire County Council. Timescales will be identified in the LTP. The schemes listed in policy T10 are expected to be implemented within the Plan period (i.e. by 2011). The options of including bus lanes and/or cycle lanes will be considered as part of the LTP process. Some road schemes will require the submission of an environmental statement, in accordance with Statutory Instrument 1999 No.293 and DETR Circular 02/99. Improvements to roads within highway land do not require planning permission or identification in the Local Plan.

6.57 This policy is designed to implement objectives t/b and t/d.

T10 Land will be safeguarded for the construction of each of the following road schemes as shown on the Proposals Map. Other development will not be permitted on this land if it would be likely to prejudice the implementation of any of these schemes:

- (a) **A6096 Ilkeston Inner Relief Road-Awsorth Link (Nottinghamshire Section);**

- (b) **B600/B6009 Main Road/Long Lane, Watnall. Junction improvement;**
- (c) **B6006 Wollaton Road, Beeston. Realignment improvements;**
- (d) **B6010 Nottingham Road/Chewton Street, Eastwood. Junction improvement;**
- (e) **B6464/B6006 Middle Street/Station Road, Beeston. Junction improvement;**
- (f) **Church Lane/Moor Road/Broad Lane, Brinsley. Highway drainage works.**

servicing in accordance with the latest guidelines agreed with the highway authority. Guidance on provision is set out in Appendix 4.

FACILITIES FOR PEOPLE WITH LIMITED MOBILITY

6.60 It is desirable that equal importance is given to access and the provision of facilities for people with limited mobility in the design of buildings including shops, places of work, leisure and community facilities. Provision should be made for elderly people, people accompanying young children and people with disabilities. The Nottinghamshire Access Design Guide was produced in 1995 by all local authorities in Nottinghamshire and gives guidance on the design and layout of development so as to ensure convenient access to all. Reference will be made to this Guide when determining applications in relation to policy T12. Planning applications will need to include sufficient detail to establish that people with limited mobility will be able to conveniently gain access to the premises and move within them.

6.61 This policy is designed to implement objective t/f and accords with Structure Plan policies 1/7 and 5/5.

T12 Development to which the public can reasonably expect to have access will only be permitted where the layout and design provides for convenient and safe access for people with limited mobility.

GUIDANCE FOR PARKING PROVISION

6.58 The County Council has prepared supplementary planning guidance on parking provision for new developments. This guidance is led by the revised PPG13 and was prepared in conjunction with the district councils. It was adopted by the County Council in 2004. It appears in Appendix 4 and will be used as a basis for development control.

6.59 This policy is designed to implement objectives t/c and t/d and accords with Structure Plan policy 5/12.

T11 Planning permission will not be granted for new development unless appropriate provision is made for vehicle parking and

TOTON SIDINGS

6.62 Structure Plan policy 5/3(d) makes provision for a rail freight depot to the west of Toton. This land is currently in use for rail purposes and lies within Green Belt forming part of the open break between Long Eaton and Toton.

6.63 While the Council recognises the strategic potential for such a freight depot, this proposal has been under discussion for at least 10 years without resolution as to how the site can be successfully accessed. The Council would require any rail freight depot at Toton to have direct vehicular access to the A52 (T). However, access arrangements have not yet been agreed with the Highways Agency. Toton Sidings is identified as a major existing developed site within the Green Belt and any proposals affecting it will be considered under Policy E8 and against criteria for development on such sites contained in PPG2 Annex C.