

GREATER NOTTINGHAM ALIGNED CORE STRATEGY

TRANSPORT AND ACCESSIBILITY ISSUES AND OPTIONS



The Councils of Ashfield, Broxtowe, Erewash, Gedling, Nottingham City and Rushcliffe are working closely together to prepare the Core Strategy and this is the first stage. No decisions have yet been made, and this is the opportunity for you to influence the shape of Greater Nottingham in the future.

Leaflet 7 in a series of 15

June 2009

What else is happening?

New development puts the transport system under pressure, the roads are congested and public transport is at or near full capacity in the rush hour. The situation will worsen unless there is more investment and people travel less.

It is not really an option to build new roads in built up areas, so we need to make better use of what we have got. This means planning for more cars is unlikely to be possible.

How to get involved

We are now looking for your views on these issues. Your input at this stage will help us to prepare the Core Strategy and ensure that the final document includes the most appropriate policies for the future development of Greater Nottingham. Please complete the attached questionnaire to let us know your views.

You can also visit our website at www.gngrowthpoint.com

Other topics in this series

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TRANSPORT AND ACCESSIBILITY is one of the themes that will be covered in the aligned Core Strategies. These will contain policies to guide development and growth up to 2026, and will be a key part of the Local Development Frameworks of the councils', the new set of planning policies that will replace each council's Local Plan.

About Transport and Accessibility in Greater Nottingham

Our existing plans for transport are aimed at easing congestion, improving air quality, road safety and accessibility. We also try to make sure our plans help regeneration and neighbourhood renewal, improve peoples' quality of life, and mean less maintenance.

What can we do?

New developments must be as accessible and green as possible so people can get to them easily, so they need infrastructure like bus lanes and parking facilities, along with better services like more buses to different places.

We can look at providing new NET tram lines and park and ride services, but this is expensive. New and improved bus services are cheaper to provide, and so long as there is good bus priority, such as bus lanes, journey times and reliability can be improved. We can do this quickly while looking at the options for further NET tram lines in the longer term.

We need to decide how to balance different types of transport, such as buses, trams and cars to make sure congestion does not get worse. This means we need to decide whether to provide more public transport, more capacity for cars, or whether to try and balance them both.

Encouraging people to travel less and use public transport, cycle or walk helps to reduce congestion. We can influence people's travel habits by telling them about other ways to go to school, their workplace or make leisure trips. We can also try to improve public transport and have travel awareness campaigns. By doing this, we can help change peoples' behaviour, but it can be expensive to provide detailed information to lots of people.

Things to think about

Large new housing, commercial and shopping development will mean people travelling more. This will put more pressure on already busy road and public transport systems. We need to predict what these travel effects will be, so we can plan for them.

New development can be built in places which already have good public transport, walking and cycling links, and in places where the road system can cope. However, some sites which we would like to develop, such as brownfield sites may not be very accessible.

The Tram has proved effective in attracting car commuters with NET Line One taking around three million private car trips per year off the road network.

There are rail links to some parts of Greater Nottingham, with the Robin Hood Line to the north being particularly popular. It may be possible to extend it to Bingham.

Walking and cycling are important for short journeys as an alternative to private cars, given the right facilities. More cycling can make an impact on congestion.

We need your views: please print and return pages 3-4 with your comments

Transport and Accessibility

TA1 How should the accessibility of major new developments be approached?

Please tick those you agree with.

Large new developments should only be located where there is already good transport, especially public transport	
Large new developments should only be built if major new public transport infrastructure and road capacity improvements are made at the same time	

TA2 What should be the balance between different types of transport (car, public transport, cycling and walking), and how should we convince people to use their cars less?

Please tick those you prefer.

Focus on better public transport (especially bus), look at the possibility of new NET tram lines and rail links, and improve cycling and walking facilities	
Introduce hard hitting campaigns to encourage the use of public transport	
Give less priority to public transport, cycling and walking where this would lead to slower journeys for private cars	

TA3 What should be the priorities for major transport infrastructure?

Please tick one.

Should we focus on new Public Transport measures?	
Should we focus on Highway Capacity for road transport?	
Should we focus on a balance between both of them?	

TA4 Are there any other issues and options to do with Transport and Accessibility in Greater Nottingham?

Please fill in your contact details in order that we can register your comments and provide you with a written response. Please note, your comments cannot be kept confidential and will be made available for public inspection.

Name:

Address/
Email:

Completed questionnaires should be returned by
31st July 2009 to:

M Gregory,
Growth Point Planning Manager,
Exchange Buildings North, Smithy Row,
Nottingham, NG1 2BS



Your personal information will be handled by the Councils in accordance with the Data Protection Act 1998. Your information will not be disclosed to third parties and will not be used for any other purpose.