

Meeting: **JOINT COMMITTEE ON STRATEGIC PLANNING AND  
TRANSPORT**

Date: **18 DECEMBER 2009**      Agenda item number:

From: **JOINT OFFICERS STEERING GROUP**

## **TRANSPORT ISSUES UPDATE**

### **Purpose of report**

1. To update the Committee on key transport issues for the Greater Nottingham Local Transport Plan (LTP) area.

### **Local Transport Plan 3**

2. New guidance on Local Transport Plans (LTPs) was published by the Department for Transport (DfT) in July 2009. This guidance applies to the LTPs beyond 2011 with the next Plan coming into effect on 1st April 2011. It remains a statutory requirement under the Local Transport Act 2008 to produce an LTP, however the DfT guidance takes a less prescriptive approach allowing local authorities greater flexibility to reflect local needs.
3. The Guidance states LTPs will need to consist of two elements:
  - **LTP Strategy:** sets out policy area's key challenges and how they should be addressed. It will articulate clearly what the local authority wants to achieve and how it intends to do it [15-20 years];
  - **Implementation Plan:** compliments the Strategy, acting as a detailed business plan for implementing the changes including funding programme, key milestones and risk assessment [3-5 years].
4. Greater emphasis will be placed on the role of the LTP as a tool to achieve cross-cutting priorities i.e. Local Area Agreements, Sustainable Community Strategy, Local Development Framework and Regional Spatial Strategy for the East Midlands.
5. A key strength of local transport planning over the last decade has been joint working. As a result, Greater Nottingham has maintained an excellent track record of delivering integrated transport improvements, receiving a top rated score for LTP2 and designated a Centre of Excellence for Local Transport Delivery.

6. The guidance acknowledges that transport problems transcend administrative boundaries and thus emphasises the continued importance of effective joint working between neighbouring authorities.
7. In taking forward LTP3 the following three options have been considered:
  - carry on with a joint Greater Nottingham LTP (joint strategy with combined or separate implementation plans);
  - consider a Nottingham Core Housing Market Area based LTP (joint strategy with combined or separate implementation plans);
  - authority based LTPs with aligned strategy content(aligned strategy with separate implementation plans).
8. Following discussion between the authorities and with Derbyshire County Council, because parts of Derbyshire fall within the Nottingham Travel to Work Area and Housing Market Area, the preferred option that has emerged is that both the City Council and the County Council will prepare individual LTPs covering their respective administrative boundaries but include aligned strategy content. This approach is to be extended to involve Derbyshire County Council thus extending the geographical coverage of joint working in common with land use planning for the Nottingham Core Housing Market Area. This will have the key advantage of achieving consistency with the approach being adopted for the preparation of Local Development Frameworks. At the same time preparing LTPs on administrative boundaries will allow local focus on local Sustainable Community Strategies, delivering respective Local Area Agreements and local control over developing high quality LTPs (important to Comprehensive Area Assessments). The majority of national performance indicator measures are collected on administrative boundaries and thus effective performance monitoring will also be easier to achieve.
9. In order to achieve alignment with the preparation of the Local Development Frameworks it is proposed to report progress on the preparation of the LTPs to both this Committee and the Joint Planning Advisory Board. The benefits of this approach will be to better align land use planning and transport activity, particularly with respect to Growth Point.
10. Discussions over formalising the future joint working approach are now being pursued. The proposed approach is through agreeing a Memorandum of Understanding (MoU) between the three authorities involved. It is proposed this will include areas of common importance that cross administrative boundaries, such as public transport strategy (including information and ticketing), bus quality partnership working, transport modelling, joint planning (including housing strategy), and the co-ordination of street works and traffic management strategies.

11. The MoU will formalise the commitment to collectively work together and to deliver improvements of mutual benefit to all parties over the LTP3 plan period and specific schemes to be delivered. Monitoring processes will make the authorities accountable and provide the necessary transparency and confidence to our partners and stakeholders. A draft of the MoU is included as an appendix to this report.

### **DaSTS Studies**

12. During October 2009 the East Midlands Development Agency and East Midlands Regional Assembly appointed consultants to undertake an East Midlands Three Cities Agglomeration and Accessibility Study, which as previously reported, forms one of a series of regional and national studies that are informing the Delivering a Sustainable Transport System (DaSTS) process.
13. The overall aim of the study is to help inform strategic transport (and wider land use and spatial planning) policy decisions and priorities across the conurbations of the Three Cities from 2013/14. The first phase of the study is to produce a sifted and prioritised list of affordable and deliverable interventions across the Three Cities sub-region that are in line with the DaSTS goals. These should relate directly to the expected and planned levels of economic and population growth (and related increased movements in and between the Three Cities), focusing on how it can be facilitated and accommodated whilst limiting or reducing carbon dioxide emissions and addressing the negative impacts of congestion on economic productivity and considering social and other environmental impacts. Three timeframes will be considered, short-term (2014 – 2019), medium term (2019 – 2024) and longer term (30 year plan).
14. The first phase of the study is due to be completed by the end of March 2010. It is expected that further work will then be undertaken involving detailed appraisal and modelling of options.

### **Transport Computer Modelling Update**

15. A further MoU is being agreed between the City Council, Nottinghamshire and Derbyshire County Councils, the Highways Agency and the Housing Market Area Planning Authorities for undertaking transport modelling of the Local Development Framework Core Strategy.
16. The purpose of the MoU is to set out an agreed approach to the methodology and use of the Greater Nottingham Transport Model for the assessment of all major development within Greater Nottingham. It shall cover Sustainable Urban Extensions and major development proposals within Greater Nottingham and ensure that the transport impact of

proposals are evaluated using the most up to date assessment tool on a consistent basis.

### **NET Phase Two**

17. On 31 July 2009, the Transport Minister confirmed Conditional Approval for NET Phase Two, with a maximum contribution of £530 million private finance initiative credits. The decision was accompanied by confirmation of the Workplace Parking Levy Order, through which the majority of the NET Phase Two local contribution will be funded.
18. The decision to award Conditional Approval has allowed the NET Phase Two procurement process to start. A notice to formally commence the process was placed in the Official Journal of the European Union (OJEU) in mid-September 2009, and following a pre-qualification process, two consortia have been shortlisted for the tender process. Tender documents were issued to the bidders on 27 November 2009, with initial tenders due to be returned in the summer 2010. Following the identification of a preferred bidder, the tender award is expected in the summer 2011, with NET Phase Two opening in 2014.

### **A453 (M1 to Nottingham) Road Widening Scheme**

19. The Highways Agency published its proposals for the A453 widening (M1 Junction 24 to Nottingham) in the form of draft Orders in January 2009. Following a period of consultation a Public Inquiry on the scheme was held that started on 10 November 2009.
20. During the inquiry the Inspector heard the case for the scheme as set out by the Highways Agency and objections to the scheme including alternative routes put forward. The Inspector will now prepare a report and present his findings to the Secretary of State.

### **Recommendation**

10. It is recommended that the Committee note the content of this report.

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## **Appendix**

### **Derbyshire, Nottingham and Nottinghamshire Local Transport Plans**

#### **Draft Memorandum of Understanding on Joint Working**

##### **1. Introduction**

The existing Local Transport Plans (LTPs) covering 2006/07-2010/11 expire on 31 March 2011 and Derbyshire County Council, Nottingham City Council and Nottinghamshire County Council will be introducing new LTPs covering their respective administrative areas. The three authorities (Derbyshire County Council, Nottingham City Council and Nottinghamshire County Council), however, recognise the need to work closely with each other to help ensure effective transport planning across administrative boundaries. Department for Transport Guidance on the preparation of Local Transport Plans identifies the need for effective cooperation between neighbouring authorities in the preparation of new Local Transport Plans. This Memorandum of Understanding therefore sets out a commitment to consult and to share resources and collaborate on projects when appropriate. This new arrangement will facilitate substantial ongoing co-ordination of transport strategy and delivery of projects which cross administrative boundaries. Some key areas for joint working are outlined in Appendix A.

##### **2. Status**

This Memorandum of Understanding is signed on behalf of each Authority, representing a commitment to work together in a cooperative manner and to ensure best value from available resources. Ultimately however the content of each LTP Strategy and Implementation Plan will rest with each individual authority and its associated approval processes.

##### **3. Transport Strategy**

The three authorities undertake to develop a shared understanding of strategic transport needs where they cross administrative boundaries. Each Authority will take these shared understanding into account when developing and reviewing the Transport Strategy element of its LTP, which will detail how the Authority intends to respond to the identified needs and how it aligns with development strategy through the Local Development Frameworks.

Within the Nottingham HMA the three authorities will report progress on this to the Joint Committee on Strategic Planning and Transport and to the Joint Planning Advisory Board.

#### **4. Implementation Plans**

Where strategic transport needs cross administrative boundaries the relevant Authorities' Implementation Plans will include relevant projects.

The three authorities undertake to consult one another on drafts of their Implementation Plans and to consider the views of the other Authorities when agreeing the final versions. The Authorities will, as far as possible, co-ordinate both the selection of cross-boundary projects and the timing of their delivery. Dependent on the scale of the project involved, a firm commitment will be provided separately to deliver a specific project or funding at a specific time to common timescales.

#### **5. Modelling and Appraisal**

A transport computer model for the Nottingham Housing Market Area (HMA) has been developed and this will be used to support, as far as possible, a shared understanding of new infrastructure requirements and testing of significant transport policies within the HMA. It will also be used to support major scheme development and priorities for the funding of projects through non-LTP streams.

#### **6. Sharing of facilities and expertise**

The three authorities recognise that they have different levels of resources available and, given the different nature of their administrative areas, expertise in different fields. The three authorities therefore agree to provide one another with advice and support when required and share good practice.

#### **7. Road Safety Partnerships**

This Memorandum of Understanding in no way affects the delivery of road safety programmes of work through existing Road Safety Partnerships. Consultation on draft Implementation Plans will, however, further help ensure effective co-ordination of road safety work programmes.

#### **8. Monitoring and Review**

Officers will meet on at least a quarterly basis to review:

- Delivery of projects
- Progress towards preparation and reviews of Transport Strategies and Implementation Plans
- Comparative performance and opportunities for provision of support
- Agree any issues needing Member approval.

## Appendix: Derbyshire, Nottingham and Nottinghamshire Shared Areas of Interest

Local Transport Plans beyond 2011 will provide an opportunity to build on and improve the already very good reputation which exists within the sub-region for effective local transport delivery. Derbyshire, Nottingham and Nottinghamshire authorities have a vision to strengthen partnership working, share knowledge, increase liaison and utilise new technology and approaches to improve service delivery to become renowned for cross boundary working.

In response to current and future transport challenges, the three authorities are proposing to seek out opportunities across key strategic areas within the sub-region in order to achieve value for money and provide a coordinated approach to develop creative solutions based on robust evidence and thorough appraisal. The table below sets out the key areas for collaboration.

### Derbyshire, Nottingham and Nottinghamshire key areas for collaboration

<p><b>Planning/Growth Point</b></p>	<p>It is proposed to take a coordinated approach towards delivering the housing targets required across the sub-region. Efforts will be made to target transport infrastructure provision through the development planning and regeneration process utilising the recently updated and expanded Greater Nottingham transport computer model. The authorities will seek to collaborate on green infrastructure initiatives associated with new developments through the provision of walking and cycling routes linking to wider transport networks to improve connectivity across the sub-region.</p>
<p><b>Public Transport Strategy</b></p>	<p>The authorities will work to coordinate public transport information dissemination and promotion in a consistent and coherent format to improve passenger knowledge of facilities and services within and across boundaries. The authorities will coordinate public transport infrastructure development proposals where appropriate, including through Bus Quality Partnership arrangements currently in place in partnership with local bus operators and the Highways Agency.</p>
<p><b>Rail Strategy</b></p>	<p>The authorities will take a joined up approach towards the development of a robust rail strategy for the sub-region to complement individual authorities' strategies. The authorities will continue to lobby for rail developments including investment and planning for additional infrastructure.</p>
<p><b>Traffic Management</b></p>	<p>The authorities will seek to cooperate and facilitate the effective management of road traffic movements within and</p>

	across administrative boundaries in line with the Network Management Duty including the effective coordination of street-works.
<b>Road Safety</b>	The authorities will look to continue participation and collaboration to enhance the work already undertaken by existing Road Safety Partnerships. The authorities will build on existing award-winning road safety education and awareness activities and where possible coordinate and share ideas on innovative schemes to deliver maximum road safety impact.
<b>Smarter Choices</b>	The authorities will look to continue to co-ordinate a range of initiatives such as promotion of the integrated transport network, travel planning and where appropriate the development and expansion of future cycling and walking networks cutting across administrative boundaries.
<b>Wider linkages</b>	Through the development of each authority's respective LTPs, linkages will be made with wider delivery agencies, in particular across the cross-cutting health, education, environment and employment sectors in order to amplify benefits of delivering strategic transport improvements in a joined up manner.