

Development of the Third Local Transport Plan – summary of consultation responses on transport priorities and challenges for Nottinghamshire

Introduction

The Local Transport Plan (LTP) sets out Nottinghamshire's transport strategy and outlines a programme of measures to be delivered over the short, medium and long term. The strategy covers all types of transport including public transport, walking, cycling, cars and freight.

The current LTP runs out on 31 March 2011 and we are developing its replacement. The first stage of this development was to determine what people think should be the transport priorities for Nottinghamshire and also what transport challenges Nottinghamshire may face when trying to deliver the priorities. In January and February 2010 consultation on these issues was undertaken with the public, County Council elected members, and a range of stakeholders including district and parish councils, local businesses, transport operators and interest groups. 906 responses were received and this report summarises the results of the responses.

Responses

Table 1 below shows the number of responses split by each district in the county. It also shows the number of responses that were made by groups that represent the whole of the county, such as transport interest groups or organisations such as the NHS.

Table 1: Numbers of respondents

District	No. of responses
Ashfield	90
Bassetlaw	112
Broxtowe	131
Gedling	143
Mansfield	95
Newark & Sherwood	128
Rushcliffe	160
Whole county	47
Total	906

Priorities

The Department for Transport has chosen five national transport priorities that need to be addressed in the County Council's transport strategy. They are:

- **Support economic growth** - for example by managing congestion and the lost time this causes
- **Tackle climate change** - for example by reducing transport's harmful emissions
- **Contribute to better safety security and health** - for example by reducing road accidents and promoting healthy travel such as cycling and walking
- **Promote greater equality of opportunity** - for example by helping people get to work, training or local services
- **Improve quality of life** - for example by minimising noise from transport and improving your experience of public transport.

The first part of the survey asked people to rank the five national priorities in order of importance. Supporting economic growth is considered to be the most important priority, with 37% of respondents stating that it is their highest priority. The overall ranking of the priorities is detailed in Table 2 below.

Table 2: Ranking of national transport priorities

Priority	Rank
Supporting economic growth	1
Contribute to better safety, security and health	2
Improve the quality of life	3
Tackle climate change	4
Promote equality of opportunity	5

There is very little difference in the ranking of the priorities between each of the seven districts in the county. The most significant variance in the priorities is between the stakeholders and the other respondents – stakeholders ranked equality of opportunity as their second highest priority.

There were some differences between different types of respondent, most notably:

- male respondents rank quality of life as their second highest priority
- female respondents rank tackling climate change as their third priority
- the 25-34 year old age group rank better safety, security and health as their highest priority
- respondents with no disability only rank better safety, security and health as their fourth highest priority.

It has therefore been determined that whilst travel for social and domestic purposes is important, the County Council believes that in the current economic situation our transport strategy should focus primarily on supporting the economy and helping people access jobs and training.

Transport challenges in Nottinghamshire

The second part of the survey asked people what they thought would be the challenges to delivering the transport priorities in Nottinghamshire. Where there are significant differences in the responses from different groups or between districts this has been included in the text.

Supporting the economy

Table 3 shows the top four transport issues that respondents highlighted as challenges to supporting the economy in Nottinghamshire. The table also shows the percentage of respondents that thought they would be a challenge.

Table 3: The percentage of respondents that thought each of the issues below would be a challenge to supporting the economy in Nottinghamshire

Challenge	
Not being able to get to where you want by bus or train	64%
Unreliable journey times because of congestion	60%
People unwilling to stop using their cars and use the bus, walk or cycle	59%
More traffic on the roads from new housing and employment developments	53%

- Not being able to get to where you want by bus or train is considered a challenge in each of the districts, but particularly amongst respondents from more rural districts such as Bassetlaw and Newark & Sherwood
- More traffic on the roads from new housing and employment developments is a particular issue for respondents from Ashfield and Rushcliffe.

Contribute to better safety, security and health

Table 4 shows the top four transport issues that respondents highlighted as challenges to contributing to better safety, security and health in Nottinghamshire. The table also shows the percentage of respondents that thought they would be a challenge.

Table 4: The percentage of respondents that thought each of the issues below would be a challenge to contributing to better safety, security and health in Nottinghamshire

Challenge	
Too many short car journeys made instead of walking and cycling	65%
People feeling unsafe when walking, cycling or using the bus	62%
Road traffic causing air pollution	45%
Not enough cycling facilities (cycle routes, parking etc.) to encourage cycling	43%

- Respondents from each district, but particularly Bassetlaw, Broxtowe and Newark & Sherwood, consider too many short car journeys made instead of walking and cycling to be a challenge
- People feeling unsafe when walking, cycling or using the bus is a particular concern for respondents from Ashfield and Mansfield and is also a concern for two thirds of female respondents

- Nottinghamshire currently has traffic related air quality management areas in Broxtowe and Rushcliffe districts. Whilst more than half of the respondents from Broxtowe thought road traffic causing air pollution is a health challenge, less than a third of the respondents from Rushcliffe thought it is a challenge. It should, however, be noted that the majority of respondents from Rushcliffe did consider traffic causing air pollution to be a concern relating to tackling climate change.

Improve the quality of life

Table 5 shows the top four transport issues that respondents highlighted as challenges to improving the quality of life in Nottinghamshire. The table also shows the percentage of respondents that thought they would be a challenge.

Table 5: The percentage of respondents that thought each of the issues below would be a challenge to improving the quality of life in Nottinghamshire

Challenge	
Keeping up with repairs to roads and footpaths	71%
Road traffic damaging the natural environment, buildings and landscape	44%
Unreliable journey times and quality of buses or trains	44%
Unreliable car journey times because of congestion	40%

- The issue of unreliable journey times and quality of buses or trains is considered more of a challenge to respondents from Newark & Sherwood and less of an issue in the more urban districts of Broxtowe and Gedling, as well as Rushcliffe
- Unreliable car journey times because of congestion is a particular issue to respondents from Ashfield and Mansfield.

Tackle climate change

Table 6 shows the top four transport issues that respondents highlighted as challenges to tackling climate change in Nottinghamshire. The table also shows the percentage of respondents that thought they would be a challenge.

Table 6: The percentage of respondents that thought each of the issues below would be a challenge to tackling climate change in Nottinghamshire

Challenge	
Too many short car journeys made instead of walking or cycling	70%
People unwilling to stop using their cars and use the bus, walk or cycle	65%
Road traffic causing air pollution	53%
More traffic from new housing and employment developments	47%

- Too many short car journeys made instead of walking or cycling is considered a challenge in each district, including the more rural districts
- Respondents from each district, but particularly Bassetlaw and Newark & Sherwood, consider people unwilling to stop using their cars and use the bus, walk or cycle a challenge
- Pollution from road traffic affecting climate change is a particular concern for respondents from Broxtowe and Rushcliffe, the two districts in the county which have traffic related air quality management areas.

Promote equality of opportunity

Table 7 shows the top four transport issues that respondents highlighted as challenges to promoting equality of opportunity in Nottinghamshire. The table also shows the percentage of respondents that thought they would be a challenge.

Table 7: The percentage of respondents that thought each of the issues below would be a challenge to promoting equality or opportunity in Nottinghamshire

Challenge	
Not being able to get to where you want by bus or train	64%
Bus and train travel costs too much	61%
Having to catch too many buses to get to where you want	58%
Bus and train travel is not frequent or reliable enough	52%

- Whilst not being able to get to where you want by bus or train is considered to be a challenge in each of the districts, it is a particular concern in the more rural areas of Bassetlaw and Newark & Sherwood
- Having to catch too many buses to get to where you want was less of a concern to respondents from Rushcliffe but a particular concern for those from Ashfield
- Bus and train travel not being frequent or reliable enough is a particular concern for the respondents from the more rural districts of Bassetlaw and Newark & Sherwood. Conversely, it was not as much a concern for respondents from the more urban districts of Broxtowe and Gedling, as well as Rushcliffe.

The next steps

Based on these results and the comments made by respondents, the County Council has identified twelve transport challenges that may need to be addressed which are detailed below.

Supporting economic growth

- Tackling congestion and making journey times more reliable
- Improving connectivity to inter-urban, regional and international networks
- Addressing the transport impacts of planned housing and employment growth
- Encouraging people to walk, cycle and use public transport through promotion and provision of facilities
- Supporting regeneration

Protecting the environment

- Reducing transport's impact on the environment (air quality, buildings, landscape, noise etc.)
- Adapting to climate change and the development of a low-carbon transport system

Improving health and safety

- Improving levels of health and activity by encouraging active travel (walking or cycling) instead of short car journeys
- Addressing and improving personal safety (and the perceptions of safety) when walking, cycling or using public transport

Improving accessibility

- Provision of an affordable, reliable, and convenient public transport network
- Improving access to employment and other key services particularly from rural areas

Maintaining and improving existing infrastructure

- Maintaining roads, footways, public transport services etc.

We are testing these priorities against the evidence that the County Council has gathered to see if these are real or perceived problems. We will then start to look at the options to address the transport challenges and will undertake consultation on this in the near future. The challenges and the options to address them will then be used to develop the County Council's long-term transport strategy.

Further information

For further information on the analysis of the Local Transport Plan consultation, please **email:** transport.strategy@nottscc.gov.uk or **phone:** 08449 80 80 80.