

## **4. PROBLEM IDENTIFICATION AND LOCAL OBJECTIVES**

### **4.1 INTRODUCTION**

The overall aim of the A453 Corridor Multi-Modal study is wide-ranging and was identified in the brief as to:

- a) carry out an in-depth appraisal of the total transport needs of the A453 transport corridor at present and for the future to the year 2021, considering:
  - the contributions which different modes of transport can make to developing alternative solutions to problems
  - the potential effects of an integrated transport approach
- b) identify viable, sustainable and costed options for future measures to address current and forecast problems
- c) to recommend:
  - a long term strategy to address strategic transport problems in the Study Area
  - a plan to address the most urgent transport problems across all modes looking in particular at opportunities for modal transfer, whilst ensuring that all measures are consistent with the long term strategy
  - a detailed range of measures necessary to implement the strategy, showing the potential benefits and cost-effectiveness of each

4.1.2 A key stage in the Study process is therefore the identification of transport and travel problems and issues within the corridor. This forms a baseline against which future interventions can be developed and assessed.

### **4.2 EXISTING PROBLEMS AND ISSUES**

4.2.1 Much information was already available; either from Local Authorities, local transport providers, or from other bodies interested in transport. The consultation process through the Wider Reference Group described in Section 8 also yielded valuable information about local concerns in and around the Study area.

4.2.2 Acknowledging the numbers of heavy goods vehicles in the corridor, the Study has given consideration to Freight Issues with specific consultation with representatives of local freight operations and major companies, obtaining information on problems and issues relevant to the local movement of freight both generally and specifically to the A453 corridor.

4.2.3 Further information on travel problems has been obtained both from the travel surveys that have been carried out in order to develop the detailed transport models used in the Study, and the models themselves. This has provided information on areas of local congestion, which has complemented that provided by other bodies and the consultation responses.

4.2.4 This process has resulted in a wide range of identified problems and issues. In summary they are:

- Congestion and serious delay in peak hours on the A453 through Clifton, but also between Clifton and the M1 on the days with heaviest traffic or in cases of incidents.
- Serious delays and area-wide congestion in cases of incidents or during roadworks.
- Secondary congestion on roads connecting with or forming alternative routes to the A453 because of traffic seeking to avoid delays on the A453.
- Congestion and poor resulting access in Kegworth.
- Accidents on the A453 generally and between M1 and Clifton in particular.
- Poor local access and difficulties in maintaining schedules for commercial vehicles due to congestion.
- Poor reliability of rail freight services.
- Noise, severance, poor access, poor air quality for people living in the vicinity of the A453 and the adjacent area because of heavy traffic and congestion.
- Lack of rail freight infrastructure.
- Rat running on local minor roads including the Clifton housing area.
- General trend of declining use of public transport, cycling and walking throughout the Study area.
- Current levels of local public transport services.
- Poor information on, and reliability of, public transport.
- Poor standard of public transport vehicles and cleanliness on some services.
- Poor standard of highway infrastructure and the need for major maintenance works.
- Fears about personal security on journeys other than by car.
- Intimidating conditions and fears about safety for pedestrians and cyclists.
- The transport implications of large scale development around M1 Junction 24 and East Midlands Airport.
- The multiple role of the A453 as a strategic national route, a major access to Nottingham and other major local traffic generators, part of the local rural road network serving villages and farms, and a local distributor road for the large residential area of Clifton.
- Economic factors encouraging more and longer journeys by car, especially commuting.

4.2.5 Much of the more detailed information is reported in the Inception Report for the Study, the WRG Seminar Reports and other Working Papers.

### **4.3 LOCAL OBJECTIVES - THE POLICY CONTEXT**

4.3.1 Any strategies that are developed within the context of the A453 corridor must take due account of national, regional and local policy frameworks. The national policy context is defined in A New Deal for Transport: Better for Everyone (the Government's White Paper on the Future of Transport) and also in Transport 2010 (The 10 Year Plan).

4.3.2 The Transport Objectives set out in the White Paper are:

- to protect and enhance the built and natural environment
- to improve safety for all travellers
- to contribute to an efficient economy, and to support sustainable economic growth in appropriate locations
- to promote accessibility to everyday facilities for all, especially those without a car
- to promote the integration of all forms of transport and land use planning leading to a better, more efficient transport system

4.3.3 The 10 Year Plan identifies a vision for 2010 that envisages a transport system that provides:

- Modern, high quality public transport, both locally and nationally. People will have more choice about how they travel, and more will use public transport.
- More light rail systems and attractive bus services that are fully accessible and integrated with other types of transport.
- High quality park and ride schemes so that people do not have to drive to congested town centres.
- Easier access to jobs and services through improved transport links to regeneration areas and better land use planning.
- A modern train fleet, with reliable and more frequent services, and faster trains cutting inter-city journey times.
- A well maintained road network with real-time driver information for strategic routes and reduced congestion.
- Fully integrated public transport information, booking and ticketing systems, with a single ticket or card covering the whole journey.
- Safer and more secure transport accessible to all.
- A transport system that makes less impact on the environment.

4.3.4 At the Regional level the context is defined by the Interim Regional Transport Strategy as incorporated in the Draft Regional Planning Guidance, in particular the strategy's vision and overall aim.

4.3.5 The East Midlands Regional Transport Strategy's vision is:

- To improve the co-ordination, quality, sustainability, safety and efficiency of all forms of transport in order to increase choice by means of a partnership approach with business, freight and public transport operators.
- Where appropriate, to reduce the need to travel using land-use planning but also to manage transport provision to allow independent mobility giving people a choice of destinations and therefore facilities and services available to them.
- To improve the quality and quantity of public transport provision in order to better balance the perceived attractiveness of the private car, and to give more attention and resources to the needs of walking and cycling.

- 4.3.6 Within this vision the overall aim of the Draft Regional Transport Strategy is:
- To ensure that land-use planning and transport planning are fully integrated in order to steer new development to more sustainable locations, reduce the need to travel and enable journeys to be made by more sustainable modes of transport.

4.3.7 Locally the current context is given by the visions, policies and objectives as set out in the Local Transport Plans. The plans produced by Nottingham City Council, Nottinghamshire County Council, Derby City Council, Derbyshire County Council and Leicestershire County Council are all relevant to the Study.

**The Greater Nottingham Local Transport Plan (Nottingham City and County Councils)**

4.3.8 The prime local context is defined by the Greater Nottingham Local Transport Plan, which sets out a local transport vision and associated objectives.

**Vision**

4.3.9 The Local Authorities have established as the vision for the Local Transport Plan:-

“Accommodating rising demand for travel in a sustainable way through”:

- *Sustainable communities*

Sustainable communities are central to the local transport strategy, aiming to make the area a safe, healthy and attractive place to live, and supporting existing communities. The strategy continues to develop attractive alternatives to the car for everyone as a means of broadening opportunities thereby addressing the problems of social exclusion, poverty and other forms of disadvantage.

- *Access for all*

The Local Authorities aim for a top quality integrated public transport system with comprehensive coverage, frequent services with seamless and safe interchange between modes. The public transport system will be an integrated network of high quality buses, trams and trains with supporting park and ride infrastructure, promoted with extensive and effective publicity, marketing and public awareness measures.

- *A conurbation which works*

The authorities seek to maintain and enhance the economic well being of the conurbation, promoting it as a competitive and attractive place to work and invest in. This includes being responsive to the needs of businesses and maintaining sensible and sustainable access for cars and freight. Appropriate programmes of infrastructure investment and revenue support are included within the transport strategy, funded from a range of sources. In the City area this will include a work place parking levy with revenues invested in public transport and other sustainable alternatives to the car, and improved maintenance of the highway, pedestrian and cycle networks with associated improvements for community safety.

- *Establishing awareness*

There is a growing awareness of the impacts of individual travel decisions on congestion and pollution. Highlighting these issues and making people more aware of alternatives to the private car through improved information will encourage more sustainable travel behaviour.

- *Fully integrated transport and land use planning.*

The planning framework within the area is set by Nottinghamshire Structure Plan, Nottingham City Council Local Plan and other District Local Plans, and the Local Transport Plan has been prepared to be totally integrated with these plans.

4.3.10 Underlying this local vision the Local Transport Plan has identified 12 Local Transport Objectives as set out below:

- To increase sustainable accessibility to the City Centre and district centres in ways which enhance economic activity, encourage development in, and reduce social exclusion from, these centres.
- To reduce traffic growth and to encourage modal change away from the private car particularly for work journeys to the City Centre.
- To encourage safe walking and cycling for short journeys including travel to schools, shops and other local facilities.
- To improve integration and interchange between modes.
- To integrate land-use and transport planning by ensuring all new major development is well connected to the public transport system and accessible on foot and by cycle.
- To maintain and enhance Greater Nottingham's accessibility to regional, national and international markets particularly by modes other than the car.
- To reduce social exclusion and to improve the accessibility to transport for disadvantaged groups, particularly disabled people.
- To relieve communities from the adverse effects of through traffic, particularly heavy goods vehicles.
- To maximise the efficiency and maintain the structural integrity of existing transport networks.
- To increase transport choice in rural areas.
- To improve air quality within the Plan area and to alleviate other transport impacts on health.
- To improve road safety, particularly for vulnerable road users.

4.3.11 The Local Transport Plans for Derbyshire and Leicestershire are also relevant to this local context. Both of these have defined Transport Visions or Aims and underlying objectives that are consistent with those set out by the Government.

**The Derby Joint Local Transport Plan (Derby City Council and Derbyshire County Council).**

**Vision**

- 4.3.12 To develop an integrated transport system for the Derby joint Local Transport Plan area which delivers viable transport choice while reducing reliance on the private motor car, encouraging economic activity and promoting safety and sustainability.

**Objectives**

The key objectives include as follows: -

- *Environment*  
To protect and improve the quality of the environment and minimise the damage to health and air quality by reducing the adverse effects of road traffic.
- *Safety and Security*  
To improve road safety, and to make people feel safer and more secure when using all modes of transport.
- *Economy*  
To promote the development of an integrated transport system that is well maintained and supports the economy of the Local Transport Plan area, whilst managing the demand for travel and reducing reliance on car use.
- *Accessibility*  
To improve accessibility for all sections of society throughout the Local Transport Plan area and the broader transport network.
- *Sustainability*  
To promote sustainable travel and sustainable travel patterns which manage the demand for travel, reduce car use and make the best use of resources.

**The Leicestershire Local Transport Plan**

**Aim**

- 4.3.13 To achieve a transport system for Leicestershire which meets the requirements for access and economic development in a way that seeks continuous improvement in sustainability and people's quality of life.

**Objectives**

- *Accessibility*  
To improve access to everyday facilities, including employment, education, shopping, leisure and health care, for all sections of the community, but particularly for those who do not have access to a car.

- *Economic Development*  
To support the local economy and accommodate economic growth in sustainable locations.
- *Health*  
To improve health through improvements in air quality and encouragement of more walking and cycling as a means of exercise.
- *Safety*  
To improve safety and security for all travellers.
- *Environment*  
To reduce the adverse impact of traffic on people and on the natural and built environment.
- *Integration*  
To improve integration within and between travel modes, and ensure the transport system supports the wider objectives of the County Council and other service providers.

#### **Summary of Local Objectives**

- 4.3.14 The current transport objectives of the relevant Local Authorities are very closely aligned with the national ones, adapted for the local situation. The variations are minor:
- To increase sustainable accessibility to centres and facilities in ways which enhance economic activity, encourage development in and reduce social exclusion from these centres.
  - To eliminate the temporary isolation of communities through congestion.
  - To reduce traffic growth and to encourage modal change away from the private car, particularly for short journeys including travel to schools, shops and other local facilities.
  - To improve the quality and reliability of public transport.
  - To improve integration between modes.
  - To integrate land use and transport planning by ensuring all new major development is well connected to the public transport system and accessible on foot and by cycle.
  - To reduce the need to travel.
  - To maintain and enhance Greater Nottingham's accessibility to regional, national and international markets, particularly by modes other than by car.
  - To make allowance for the operation and viability of East Midlands Airport envisaged in the Draft Regional Planning Guidance.
  - To reduce social exclusion and to improve the accessibility to transport for disadvantaged groups, particularly disabled people.
  - To relieve communities from the adverse effects of through traffic, particularly heavy goods vehicles.
  - To reduce rat-running through Clifton and the villages in the Study area.

- To maximise efficiency and maintain the structural integrity of existing transport networks.
- To increase transport choice in rural areas.
- To improve local air quality and to alleviate other transport impacts on health.
- To resolve accident problems on the A453 and improve local road safety, particularly for vulnerable road users.
- To avoid or minimise the use of greenfield land and the impact on the natural environment in the corridor, particularly the most vulnerable or valued areas.

4.3.15 Within the context of these Local Transport Visions and Objectives each Authority has developed a Local Transport Strategy, setting out a range of measures by which the objectives are to be achieved, as summarised in Table 5.2.

4.3.16 Although the Local Authorities as part of government have the main formal responsibility in this field, other stakeholders should be taken into account. And be recognised as having the particular expertise that underlies their objectives. In particular:-

- Transport Operating Companies naturally are concerned with commercial success within the regulations and where they exist, the terms of their franchises and any other Agreements.
- Environmental groups emphasise the need to include the long-term meaning and balance of sustainability, and the obligations from past international Summit conventions on the environment.

#### **4.4 Strategic Rail Authority Aims and Objectives**

4.4.1 The SRA Strategy Report 2002 sets out national targets for Rail:

- 50% increase in passengers in 10 years
- 80% increase in freight carried by rail in 10 years
- A reduction in the number of rail franchises from the current 25
- A freight strategy including freight grants and objectives
- Provide leadership and strategic direction to the industry in delivering the infrastructure, facilities, and service which will generate freight growth.
- Plan and invest in a rail network with the capacity to accommodate and support growth.
- Facilitate the operation of a network of cost effective interchanges with the capacity, the facilities, and in the locations, to support growth.
- Develop a portfolio of funding mechanisms to target public money more effectively and ensure value for money.
- Provide efficiency, innovation, high performance, and enable fair competition amongst rail freight operators.
- Realise the potential for international rail freight traffic via the Channel tunnel and ports.